

THE LEGEND



Volume 39 #10
October 2021



Jerry

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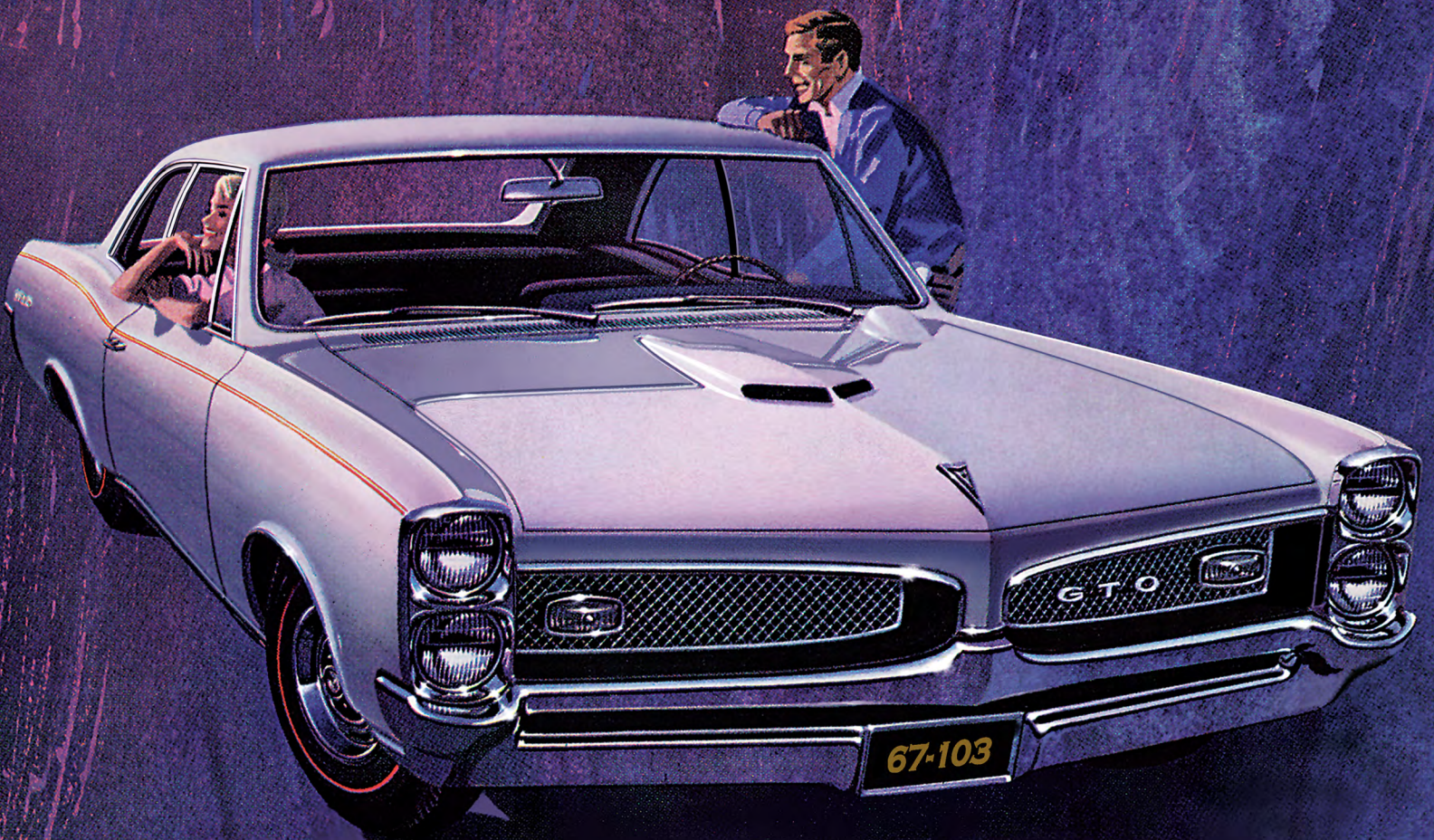
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| | Orangeville, PA 17859-9008 | | | Grants Pass, OR 97526-9795 | |
| | | | | terry_doolittle@msn.com | |
| 1965 | Lee Barnes | 864-414-2929 | 2004-06 | Jerry E. Klaus | 518-645-2576 |
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| | Piedmont, SC 29673 | | | Schuyler Falls, NY 12985-2216 | |
| | blclassics@gmail.com | | | gtojer@hughes.net | |
| 1966 | Marvin Minarich, Sr. | 815-467-0381 | Judges | Darrell Davidson | 330-352-0110 |
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| 1967 | Terry Weiner | 847-758-6112 (days) | GT-37 | Bill Weeden | 608-295-4890 |
| | 409 Ronnie Drive | | | 708 East 3rd Avenue | |
| | Buffalo Grove, IL 60089-1151 | | | Brodhead, WI 53520-1248 | |
| | gto67tech@comcast.net | | | bill@GT-37.org | |
| 1968 | Scott Veracka | 603-795-4342 | Exhaust | Gardner Exhaust Systems | |
| | 26 Pleasant Street | | | 15 Glenn Pond Drive | |
| | Lyme, NH 03768 | | | Red Hook, NY 12571 | |
| | scott@verackas.com | | | 845-758-8003 | |
| 1969 | Scott Tiemann | 517-647-2433 | | gexhaust@frontiernet.net | |
| | 11817 E. Grand River | | Engine Interchange & Heads | | |
| | Portland, MI 48875 | | | Ronald Rocchi | 847-966-0998 |
| | supercarspecialties@gmail.com | | | Pontiac Performance Engineering | |
| 1970 | Chuck Henley | 330-714-7916 | | 9444 N. Marion | |
| | 3626 Broad Vista NW | | | Morton Grove, IL 60053-1258 | |
| | Uniontown OH 44685-9329 | | | pontiacron421@comcast.net | |
| | amehenley1@msn.com | | Carbs | Jon Hardgrove | 573-392-7378 |
| 1971 | Dan Jensen | 517-647-2474 | | 204 East 15th | (8-5 CST) |
| & 72 | 11929 E. Grand River | | | Eldon, MO 65026-2524 | |
| | Portland, MI 48875-8444 | | | carbqueen@sbcglobal.net | |
| | dajensen@wowway.com | | Paint & Body | | |
| 1973 | Bill Markowski | 716-652-1911 | | Gary Godfrey | 724-662-1040 |
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1st Gear



Tom Szymczyk, editor

It seems like every other week I get a call or e-mail from someone looking to find their dad's old GTO. It is usually something like, "Can you help me find my Father's 1968 or 1969 GTO? It was green and he bought it when he got out of the service. I don't know the VIN number but he traded it in on a station wagon." Or, "Can you help me locate my Dad's 1967 GTO? It had a six-pack and mag wheels and he bought it from the original owner in Ohio in 1970. I don't know the VIN but he raced it at XYZ Dragway a lot." You get the idea. Some of them think GTOAA has a database of every GTO ever made and who owns it at the moment, just waiting for them to decide they want to buy one.

I am sorry to say I don't know how to help these folks. Over the years, *The Legend* has run plenty of "Seeking Information" ads from members trying to locate their old GTOs. They have the VIN numbers, the names of selling dealerships, and sometimes the names of subsequent owners -- and even then they can't seem to find those cars.

Some people, like the owner of our feature car this month, get lucky and find their old GTO two miles from home eleven years later. Or they go to a local car show and there it is. Luck times 100.

Getting back to all those unsuccessful attempts, I am reaching out to our readers for any methods that have worked for you in similar situations. I know different states have different restrictions on registration information

or maybe they don't keep records going back far enough. I know there are websites and Facebook pages devoted to locating old cars. But there must be more, and better, ways of doing such searches. I am hoping some of our members have some suggestions and ideas about finding cars from peoples' pasts. I really would like to help all the folks that contact me about such things. I am sure our officers and staff get the same type of inquiries all the time, just like I do.

My contact info is at the bottom of the page. I would appreciate any helpful hints on the subject. And so would the next two or three dozen people who get in touch with me looking for Dad's old GTO.

Don't forget ...

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

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





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Vic Schreck

Gearbox Chatter

2021 Board and Staff Meetings

Traditionally, the Board of Directors meeting was always held at the yearly conventions on one the first nights upon the BOD's arrival. With the Board members now managing all aspects of the conventions, early time at the convention is now at a premium, used for preparing registration, the show fields, etc., for the arrival of the members. The BOD meeting can last upward of five hours which takes up quite a bit of time.

To better utilize our time on site, we employed Zoom Conference for our 2021 BOD meeting. Utilizing the Zoom Conference format frees up valuable time onsite allowing more time to prepare for the week. Our BOD meeting was held Sunday evening, June 20. Our Staff meeting was held Monday evening, July 5, at Chula Vista Resort, once the rest of the staff members had arrived.

For those members who wish to attend a BOD/Staff meeting, you are welcome to do so. The Staff meeting will continue to appear on our schedule of events.

The highlights of both meetings are as follows:

Discussions on possible candidates for future president and staff positions were entertained. If you would like to be considered for a staff position, or to assist staff members, I encourage you to contact me. With us now managing conventions, we discussed adding convention assistants to help organize and execute the event.

Board Member Term Expiration: In order for someone to be considered for a sitting Board Member position they must first serve as a staff member. Each year, one of the five board member positions term expires. A sitting board member may wish to continue for another term or step down. If there are no candidates wishing to become a Board Member, and the sitting Board member opts for another term, it is up to the remaining Board members to either accept another term request or not. The President acts as a tiebreaker if needed.

This year, Board member Bill Markowski's five-year term expired. Bill opted to serve another term. There were no other candidates expressing interest. Bill's term was approved by the board and Bill will serve another five-year term. If a Board Member chooses to step down mid-term, and there are no other candidates to fill the position, a board member emeritus will step in until a board member is found. Beth Butcher is our current Board Member emeritus. In 2022 Board Member Bob Alexander's five-year term expires and we will go through the process all over again.

Personnel: We had one staff member step down. Lance Hudnell held dual roles: Public Relations and Social Media Coordinator. Lance did an outstanding job in both roles. With Lance's vacancy, two additional Staff members were assigned, Steve Hedrick as Public Relations Coordinator and Chad Logan as Social Media Coordinator. Our IT manager, Jon Schwenn has a full time work load and life changes have made it difficult for him to devote enough time to our IT needs. Jon's role as IT manager was reduced to oversee our IT department while we added Mike Drees as our new IT manager.

Our growth in memberships has prompted us to add an assistant to our Public Relations department. Randy Pribyl is now part of our Public Relations team. These staff members were introduced previously several months ago. Their positions and roles were discussed at our BOD meeting. With GTOAA getting more assertive in growing the membership we've set in place a plan of action utilizing the power of Social Media, recruiting members online, plus meet and greet events visiting with prospective members. By utilizing both online and onsite promotions we have seen a sharp growth of 6.5% in memberships in just the first six months of 2021. If you desire to get involved as an assistant on staff, please contact me.

Bylaw Amendments: GTOAA bylaws were reviewed, no changes were made.

Mecum Auctions: Our first Virtual Google Meeting with John Kraman on May 11 was very informative. Many folks did not know of this as it was put together quickly and advertised in our e-newsletter but not soon enough to make *The Legend* which limited attendance. We are working with Mecum Auctions to hold another Virtual Google Meet where we can have enough advertising lead time.

E-Newsletter: Feedback has been positive. I receive many bounce back emails each month from members not updating their email address. It's important that you contact Beth (membership@gtoaa.org) and inform her about your change of contact information. Each former GTOAA member who has an active e-mail address receives our monthly e-news. We've seen an increase of membership renewals attributed to members who've been out of the GTOAA for some time and now rejoining.

If you do not have an e-mail address on file with us, I encourage you to consider adding one so you will keep apprised each month of GTOAA and chapter happenings. Our e-news reaches over 10,000 current and former GTOAA members each month. This has attracted increased advertisers who now have a further reach advertising with the GTOAA.

Membership: we had an increase of 214 members from Jan/July, or 6.5% in first 6 months of 2021. We've gotten more assertive in social media which has translated into increased membership. As of July, we've seen six consecutive months of membership growth. We are at an all-time high in membership at around 4,200 members.

Website: We've introduced a new website which will be more interactive for the membership. Although not nearly complete, it was far enough along that we could go live. Traffic to the new website has been steady. Members are creating their own accounts online. Once fully implemented, we'll be able to crosslink to our Facebook account, sharing content on both as we expand our online footprint.

If you visit the website and have difficulties on the site, you can reach our IT department for assistance by scrolling down the page you are on and clicking Website Support at the bottom left pane. The website is still a work in progress. The features and functionality details of the website will appear in a future article in *The Legend*.

Commercial Advertising: We've gained a few more advertisers. A Hagerty Top Gear Agent now occupying the rear cover of *The Legend* being one. Fast Pay discounts have been very popular with our advertisers as well as convention sponsors. More and more advertisers are leaning towards digital advertising. We offer print ads, digital ads

through direct clicks in our e-news, and now with our new website, we offer the same click-through, giving our advertisers increased traffic to their individual sites. This has benefitted both our advertisers and us with increased revenue.

Chapters: We've recently increased our minimum chapter percentage in the GTOAA to 70%. Our Land of Lakes Chapter quickly addressed this and went from a Bronze Level chapter to Gold level, winning the Chapter Incentive Program prize for the year. Other chapters are also climbing in their member-to-GTOAA percentage. Currently it's reported we have 35 total chapters: 23 Gold Level, 3 Silver Level, and 9 Bronze Level chapters. There is no set time for another percentage increase. A few folks have reached out to Monica expressing interest in starting a chapter. Those requests are currently being explored.

Convention Road Map: the firm we hired to vet potential sites for possible conventions is ongoing as we look for possible locations in areas we've not had a convention previously, and revisiting areas where we had really good convention attendance.

Public Relations: Our "Refer-A-Friend & Win a GTOAA Jacket" program had a winner for 2021. Paul Kilker was awarded a personally monogrammed GTOAA jacket for referring 11 new members. Our "Join the GTOAA & Receive a T-shirt" campaign continues to be popular as we promote ourselves to prospective new members. With the country opening back up, we've begun attending regional and national events again. Our PR team attended Pigeon Forge and Norwalk, welcoming many new members. We'll be present at other events in 2021 as we promote GTOAA. Our 2021 Tom Foster Award recipient is Wally Santella. Wally has been instrumental in his club's (Northwest GTO Legends) success and his dedication to helping others.

Social Media: With well over 1.1 million followers, our presence on Facebook has us active on virtually all GTO pages on social media. We have several Concours judges and tech advisors active on many of the different GTO / Pontiac pages offering their knowledge and expertise to everyone on those sites regardless of membership in the GTOAA. We have several who are also moderators and administrators of those pages interacting with folks who frequent those sites. Working in unison with our PR team, we have welcomed many new members as a result of our team assisting folks seeking guidance for their cars. Our aggressive approach on social media has been instrumental to our overall membership growth.



by Sam Nance

FALLEN HERO SPECIAL PROJECT LET THE RESTORATION BEGIN!

You may or may not remember the story, but in the April 2020 *Legend*, a story was written about a Kansas Sheriff Deputy who owned a 1966 GTO. He was killed in the line of duty in the Wichita, Kansas, area in 2018. That Deputy was planning on restor-

ing his GTO as a retirement project with his then 11-year old daughter. He did not get to see that dream come true but the GR-RRR'8R Wichita GTO & Pontiac Club has been given the opportunity to restore that car as a special thank you to him and his family

for his service. His name was Deputy Robert Kunze.

The GR-RRR'8R Wichita GTO & Pontiac Club was going to kick off the restoration of his car at the GTOAA Nationals in 2020. When that did not happen, the club began dismantling

Deputy Robert Kunze

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and planning the scope of the restoration. The body was removed from the frame and all components were evaluated. It was then the club decided that a full frame-off restoration was in order and we started work.

Labor has been donated as well as some parts. In January 2021, the club was planning the first fund raiser and let the local community know what was happening with Deputy Kunze's car. Once the word got out on what we were doing, we knew donations would follow. A car show became the obvious way to kick off the Deputy Robert Kunze Memorial Fund campaign.



On May 15, 2021, a car show was scheduled. That day just happened to be Peace Officers Memorial Day. What started out as a small "show and shine" car show soon became a community event. Plans were expanded and we realized that this show would be a great start to the restoration of the car.

As the show date got near, the weather forecast was for cool temperatures and RAIN! A four letter word to car show participants. The enthusiasm leading up to the show was great



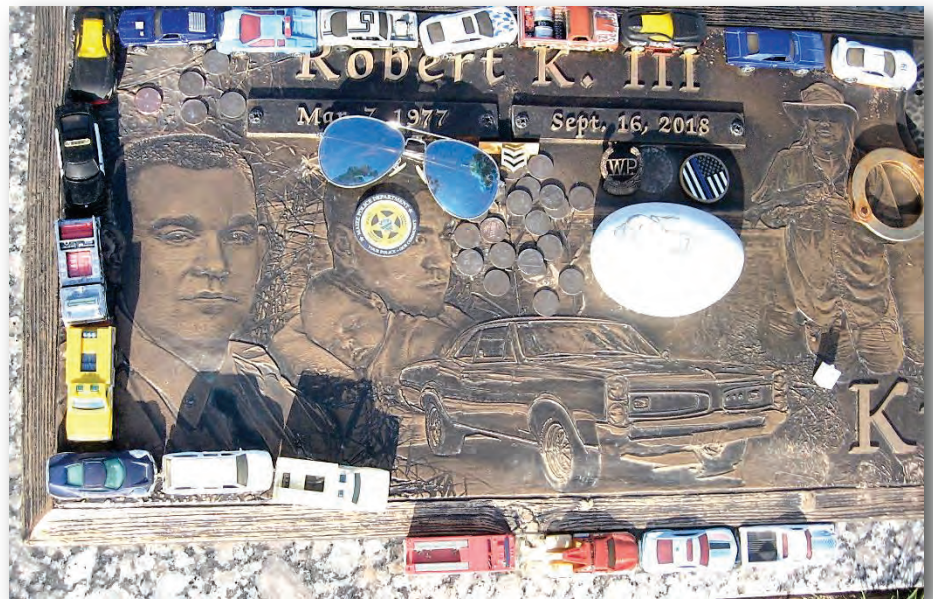
Kathleen & Alyssa Kunze

and the car community was excited to show up for such a worthwhile event and rain was not going to stop them. Even though it did stop a few people from bringing out their cars, they still showed up with their wallets.

With rain in the surrounding area and a 45 minute shower at the show, over a 100 cars showed up throughout the day and after the rain stopped we had several hours of great fun. Deputy Kunze's patrol car was present as well as the Sheriff department's armored assault vehicle.

The local fire departments and police also made a nice showing. We had such a wide variety of cars, trucks, motorcycles, and bicycles, and most had a story to tell about Deputy Kunze or how they support all Peace Officers. The DJ played great music and hamburgers and hotdogs fed everyone who attended. Car people are the best and especially Pontiac car people!!

The show was a great success



and we will be having another event later this year, hopefully without rain. The GR-RRR'8R Wichita GTO & Pontiac Club would like to invite all the GTOAA community to consider a donation to this worthy cause.

We have three ways you can contribute:

You can write a check made out to "Deputy Robert Kunze Memorial Fund" and mail to:

Sam Nance
1406 W. 2nd
Wichita, KS 67203

For the more technical minded, PayPal is available. Log onto PayPal and make your donation to: "jbnance@hotmail.com"

Or you can use VENMO. Just scan the QR block at right and send a donation.

At his funeral, his young daughter spoke about her Dad. She ended her speech with these words, "My Dad was a hero; he protected everyone."

Let's make this happen!!! Any extra funds that we collect will help establish a college fund for his daughter. We will keep the GTOAA community updated on the progress of the car. Since we are doing a frame-off restoration, we plan on spending a year or

more getting it completed. If you have services or parts that would help, please contact us through the above e-mail or mailing address. We appreciate the donations and thank all of you in advance for your support.



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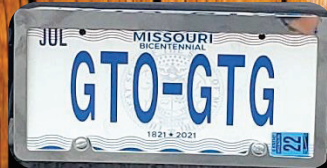
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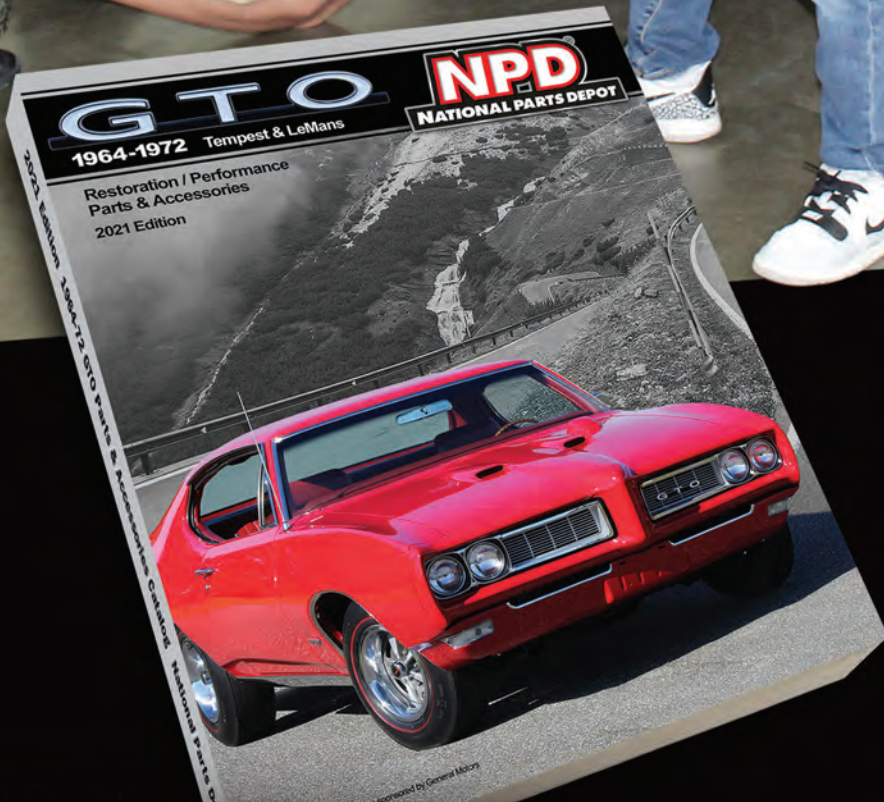
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1967 GTO Engine Unit Numbers

Greg Fett



I purchased my 1967 GTO in 2008 through an advertisement in *The Legend*. During the initial phone call the previous owner stated the engine was original and had never been out of the vehicle. When I went to look at the car, I could see the engine compartment was unrestored and the engine appeared to likely be original. The engine casting dates seemed to confirm that. The cast dates of the engine block and intake manifold were in the latter part of June. The car body was assembled at the Framingham plant the third week of July (07C on the cowl tag).

After a period of time, I sent for documentation on the vehicle from PHS. I discovered the engine unit number (RH front of engine block) was not correct per the vehicle invoice/billing history card. Per the card it was supposed to be 721980, and the actual engine was 740390 (see photo above), which is 18,410 units later. An average of 15,427 V8 engines per week were produced in 1967. The engine code is YS, which is correct, and the casting numbers indicate it is a 1967 GTO engine.

The engine unit number is a sequential number put on all engine blocks. I have always assumed this number was stamped on by the engine plant,

but now I am not so sure and will discuss this later. In 1967 Pontiac started to put this number, and sometimes the transmission unit number, on the invoice/billing history card. Both of these numbers can also be found on the Protect-O-Plate, which I unfortunately do not have for my vehicle.

I worked at the Pontiac, Michigan, plant back in 1967 as a GMI co-op student, which is where all V8 and six-cylinder engines were manufactured. The V8s had their own series of numbers separate from the six cylinders. Since my car was produced only one week before the end of 1967 production, I was not sure where this engine came from. It is possible it was replaced in the vehicle repair area at the Framingham plant. It is also possible it came from another vehicle years later during restoration, or it may have been replaced by a dealer sometime after the vehicle was sold.

I know at the Pontiac assembly plant engines were not repaired in the repair area after vehicle assembly. If anything was wrong with the engine it was replaced. I also know it was possible to order the components for a complete engine through a dealer.

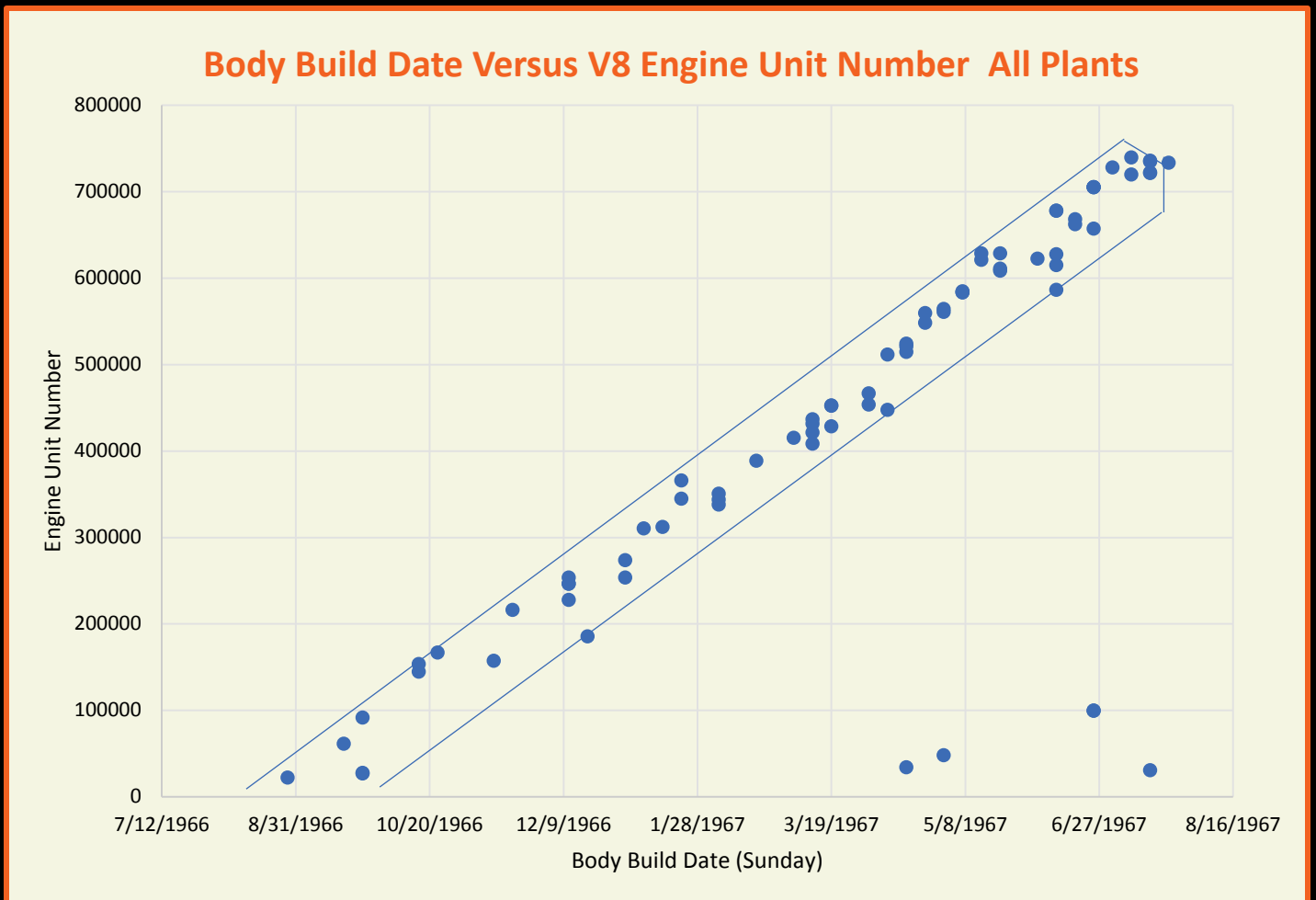
I had a 1967 LeMans in 1967 and looked at replacing the 326 HO engine with a YS GTO engine at Royal Pontiac. The engine was going to be about \$500 (with my employee discount) and about \$150 labor to remove the old one and replace it. Since this was about 25% of the value of the vehicle at that time, I elected not to make the change.

About a year ago I started to put together a spreadsheet of 1967 GTO engine unit numbers versus vehicle build dates. I periodically look at GTO ads in *Hemmings Motor News* as well as other sources, and it is common to find photos of PHS documentation, cowl plates, engine unit numbers, Protect-O-Plates, and VINs. Wallace Racing also has some data online which I used as starting point. Today I have the majority of the weeks covered and the plot of engine unit number versus build date is essentially a straight line with a fair amount of scatter to it (see first chart below from all plants). There are some data points at the bottom of the graph that do not fit the curve. These

are all from the Kansas City plant and I will discuss these later.

The Pontiac plant typically has higher numbers for any given date than the other assembly facilities (Framingham, Kansas City, Baltimore, and Fremont), and there is less scatter to the data (see second chart below from the Pontiac plant). The other plants are usually one to two weeks behind the Pontiac plant. This makes sense since the engines were made at Pontiac and the assembly line was next door, and engines needed to be accumulated and shipped to the other vehicle assembly facilities. From the data, I believe the 721980 engine unit number was originally installed in my vehicle on the assembly line as it agrees with data from the Fremont plant.

The V8 engine unit numbers I have found go up to about 740500 for 1967. Besides my 740390 unit number which was not originally installed on the assembly line, one other was found at 740488, but



there was no build date or plant available for this one. Therefore, these two were not included in the spreadsheet. They are likely among the last V8 engines produced in 1967.

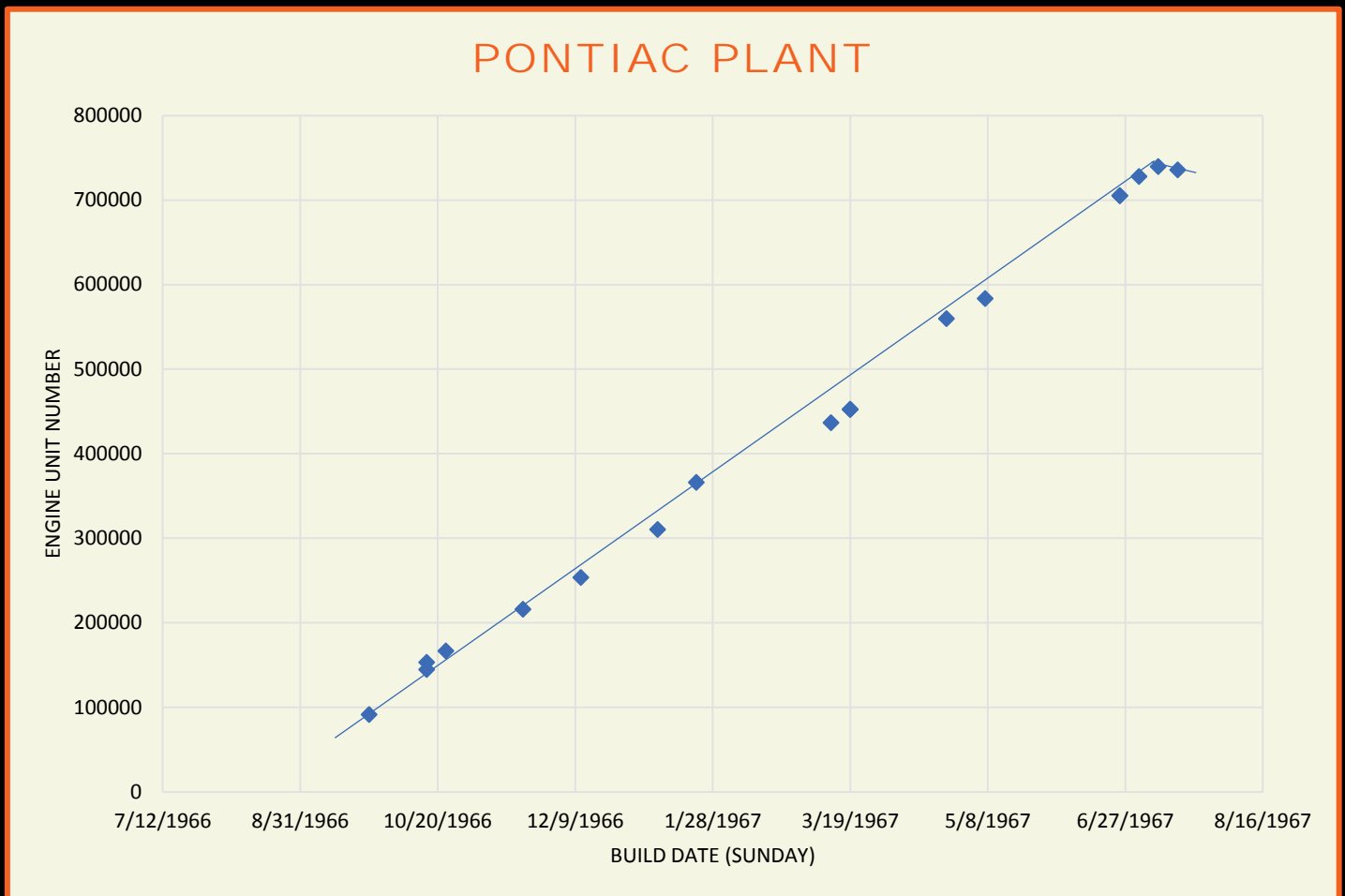
Extrapolating the line on the Pontiac plant data to the last week of July indicates the unit numbers should have gone above 750,000. The Pontiac plant reached 739,000 the second week of July (07B), and then the unit numbers actually decreased slightly with build date. It is likely engine production stopped or slowed down then to use up everything that was in inventory or in the pipeline.

The other plants would have caught up to the Pontiac plant during the third and fourth week (07C, and 07D). Since my vehicle was not invoiced out until 07/31/1967 and unit numbers around 740,000 were being used during this time, the most likely source of my engine was the repair area at Framingham. A replacement engine ordered through a dealer should have had an SR code stamped on the block rather than the YS I have. Al-

so, it would have been more difficult to find a 740000 unit number from another vehicle as only around 500 were likely produced.

Some mistakes were noted on the invoice/billing history cards. Sometimes one or more digits were incorrectly recorded, or only five digits were recorded. On one Framingham vehicle the card shows 706121 for a September vehicle, which could not be true. The actual engine shows 061217 which is correct. The last digit was moved to the front. Some Fremont and Baltimore vehicles recorded the two letter engine code and the first 4 digits of the unit number on the card (i.e. card shows WT0273 and actual engine shows 027366).

Several Kansas City cards have low engine unit numbers on vehicles built late in the year. This is the data at the bottom of the chart. On some of these the casting date code verifies the engines were built late in the year, so they are not engines that were repaired and reused. It appears the Kan-



sas City plant started to use their own series of engine unit numbers beginning in the middle of March. Some Kansas City vehicles used this new system while others continued with the normal system. With the new system the numbers did not necessarily increase with the build date.

For this to happen, the Kansas City plant would have had to stamp the engine unit number rather than the Pontiac engine plant. However, the engine

plant would still have to have initially generated the number and possibly placed it on a tag as they are the only source who would know that. One engine was found with a double stamp YS 110438 which would have been early in the model year and XS 740488 which is at the very end of the model year. The cast date and casting number indicate the second number is correct. The assembly plant is not known.

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I Found My Old GTO

It was January, 1969 and I was once again visiting the Poland Pontiac Buick dealership in Effingham, Illinois, when the owner and neighbor, Bob, said to me, "Why don't we go in the shop and look at a car that I think you might like?" I had been coming to the dealership every week since September trying to decide what options I would like to have on my new 69 GTO.

I had picked Espresso Brown as my color option because my 66 Buick Skylark had satisfied my desire for a red car. The Ram Air III motor was my pick because the Ram Air IV was listed as only having four more horsepower (looked cost effective to me.) The mustard gold interior with bucket seats, 4-speed, limited slip, and AM with reverb were the only special options I wanted.

When I went back into the shop I fell in love and immediately knew that I was not leaving the dealership that Saturday in my three year old Buick. After a test drive I was even more convinced that nobody would own that car but me. We haggled back and forth for an hour or more on the cost of the trade difference and a "free" set of floor mats. My new GTO was headed home for the next seven years.

During the first three of those years (pre-marriage) the GTO had a fine reputation of not losing local drag races on our safe, flat, rural highway six miles north of town. We only had two police cars in our town of 8,000 but we still wanted to be safe. There were only two cars that were able to out run the Goat in our quarter-mile.

One was an automatic 428 Cobra-Jet, who beat me off the line because of me spinning the tires, and he kept a one half car-length lead to the end of the quarter mile. The other car was a Tri-Power 442 from Toledo, Illinois. The owner, Rick Gresens, still races a NHRA C/S '69 Mustang.

I always chose the left-hand lane because the torque of the GTO kicked the rear end of the car to the left and it seemed safer to keep it on the road that way and it prevented me from sliding over into the other car at launch. A secondary reason was so that I could pull in front of the other racer to indicate that the race was over.

The GTO was fast right off of the show room floor. Once the dealer's son (Gary) showed me how to power-shift it got even faster. I picked up a set of Jardine headers at a St. Louis speed shop. I also purchased seven-inch and nine-inch M/T slicks and went to the nearby 1/8 mile drag strip.

The headers increased the low-end torque so much that 1,000 rpm was all that was necessary to launch the car for stop sign racing. Driving the car to the strip, uncorking the headers, and mounting up the slicks then required a 2,500 to 3,000 rpm launch to have a great evening of fun. I always remember thinking that the A/Stock 426 Hemi had no better idle sound than did my E/Stock GTO.



by Jerry Lindsey





Marriage, a new house, hail damage, and a baby boy convinced me that a grown-up should be more practical, so the GTO was sold to a 19-year old for \$800. I knew as I handed over the keys and accepted his money that I was making a mistake, but I had put 96,000 rough miles on the GTO and I was no longer street or strip racing. This was 1976 and premium (104 octane) fuel was no longer available. He blew the motor within the first year of ownership road racing a Mopar.

Jumping to 1987, life as a divorced man had just begun for me. Going through the divorce I rented a house next to Carl, who owned a 1970 W30 442. I had bragged to him about my GTO glory days when I was looking through the newspaper and I spied an ad for a 1969 GTO for sale, parts car included, \$575. After many anxious attempts to contact the owner by phone, I finally talked to his wife and yes, I was the first person to call about

the car (but not the last), so I drove only two miles away from home to find my "old" GTO sitting in his back yard.

I knew that it was my old car without even getting out to look at it because of the arc of faded paint over the right rear driver's side quarter panel. This had been repainted at Poland's when someone had "keyed" the car at the local county fair in 1970. I hesitantly agreed to the price, as I knew I was no mechanic or body man but there would be only one chance to buy back my old muscle car.

The owner, Bryan Goering, was an ASE mechanic and he had a white '69 GTO of his own. He agreed to help me with the mechanical restoration of the car and thereby became a very good friend. We also added hideaway headlights from one of many other parts cars that I purchased over the next three years.

I was able to trace the history of ownership through four different people before it returned to me. It had never been more than 25 miles away. The exterior was typical Midwest rust and dents from a hailstorm in 1971. If I ever see a green, purple, and multi-colored sky I will drive the other way. The 800+ dents were made by golf ball to baseball sized hail.

The car that I bought back was without any of the original drivetrain or Ram Air parts. The drive train was an anemic 350 not befitting the proud heritage of my GTO so I began asking around for help in that arena. I wanted to restore the car to as close to original as possible, so a complete 1970 YZ from a Trans Am, Ram Air III, #48 heads, 068 cam, along with a 4-speed Muncie was put back in the car thanks to a local Pontiac racer named Mike Issacs. A correctly coded 10-bolt posi with 3.55 gears was found and installed.

For the body work I found a perfectionist of a body man, Marty Pocrnich, who was just starting his own shop and agreed to do the body work by proceeding as my budget would allow. This process took two years but the finished product was near perfection.

Making many new GTO friends and seeing their frame off restorations through the next few years, I knew that I had to go back to my original Espresso Brown color. I began going to POCI and GTOAA conventions to purchase enough parts to do a frame-off restoration. This collecting process was finished in December of 2006. I was \$2,000 short on what other parts I really needed.

When I mentioned to my next door neighbor, Gary Whaley, that I was going to do a frame-off restoration on the GTO in my two car garage, he quickly asked if he could help. Gary, a former service station owner, was recovering from a stroke from the previous year, but he was totally invaluable each day as we painstakingly

photographed, disassembled, bagged, tagged, and checked out car parts.

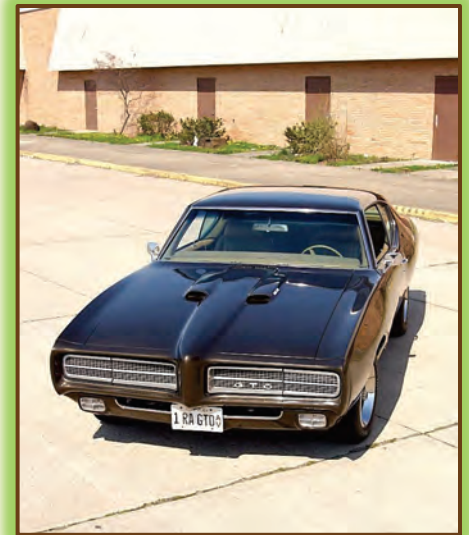
This time my paint and body man, Mark Enlow, came to the house and plied his many talents while teaching Gary and I what to do along with doing the repairs in many areas that were not repaired in the first restoration. Taking our time to do it right, we finished in the spring of 2008.

The original drum brakes were retained but all brake and fuel lines were upgraded to stainless. Urethane bushings were used throughout but they cause a very stiff ride in the rear end and I would not recommend them for a rebuild. Powder coating of the frame and all possible suspension parts was a must.

Even though we did everything correctly, the 2-½ mandrel bent exhaust caused problems with a starter wire and the clutch rod that would not allow full clutch engagement but after many hours on the rack, all worked well in the end thanks to welding guru Mike Knabbe at Al's Tire Mart.

In the spring of 2017 I purchased a four wheel disc brake system from The Right Stuff Company and I had it installed by Rick Rush at Al's Tire Mart. As I have titled the car in my son's name, I wanted him to have the safest ride possible. It is a dramatic improvement. I will add tilt steering in the near future. I built a custom console that has a cup holder and a Sony radio in it.

Notes: In 1970 a friend power shifted into fourth gear and over-revved the engine cracking ring lands on two pistons and bending some valves (under warranty) hence I now have a rev limiter set at 5500 rpm. The original blown motor was rolled down a hill and is now under a new highway. I left the hole in the frame where the rod went through the oil pan.



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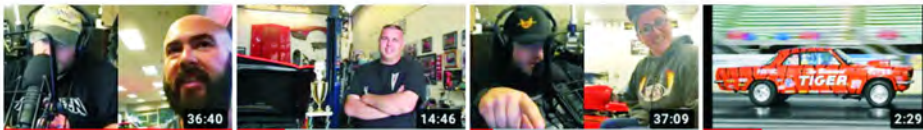
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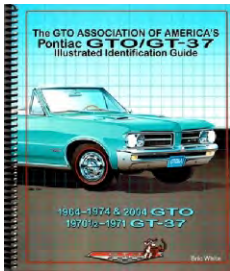


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64 GTO hardtop, PHS, rebuilt 389, Tri-Power, 4-speed, rare Sunfire Red with red interior. Frame-off restoration \$33,900 trades considered. Jim Savich 607-754-8443 before 11:00 AM or after 7:00 PM. No text please #19733 **dec**



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 **dec**



68 GTO, numbers matching, Nordic blue, perfect Parchment interior, 400 cid 4-bbl, 40K on stock rebuild, TH400 Dual Gate automatic, wood/tilt steering wheel, AM/FM, Rally IIs, hideaways, cruise, hood tach, headrests, PDB, PS, 8-track, AC, built Fremont, CA, licensed CA and AZ, no rust. Paint brilliant with few blemishes. \$35,000 Sandee Corbin 520-591-4464 #11417 **nov**



69 Judge, Carousel Red/black interior, console, matching numbers, Ram Air III, 400, hood tach, M21 4-speed, 3:55 rear, 3rd owner, #2 auto, PHS papers, 69k miles, garaged, window sticker, etc., excellent condition, asking \$79,800. Jerry Tanzi e-mail imc@hub3.net or 209-532-0855 or 209-402-2837. Serious Inquiries only. #17276 **nov**

69 GTO: owned, garaged and pampered for 42 years, WT engine code, Muncie M20 4-speed, PHS documentation, recently rebuilt axle with



ratio change to 3:55 and new Yukon posi. Many updates, asking \$45000 or b.o. Bryan Nearing 860-593-5982 #16820 **dec**



70 Judge, Starlight Black, all numbers matching, PHS, original window sticker & paperwork. Manual steering, 4-speed, positraction. 27,374 miles. Second owner. Original exhaust system & spare, NOS Goodyear Polyglas tires. NEVER driven, heated garage, oil changed yearly, moved around periodically. Concours Gold and Best Original GTO at GTOAA convention 2006. Mark Holniker 847-702-2134 #7496 **oct**



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 **nov**

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64 LeMans hardtop, GTO tribute, western car with AC, auto, console, PS, PB, PW. Gorgeous Silver with red interior combination \$19,975. Jim Savich 607-754-8443 before 11:00 AM or after 7:00 PM. No text please #19733 **dec**

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72 LeMans Sport convertible with GTO package, Marina blue/white top and interior, power top, AC, NOM 350 FI LT1 car, looks and runs great \$31,900. Alan Steinberg 216-469-5100 Bluffton, SC #16168 **dec**

PONTIACS WANTED

Wanted: 67 GTO convertible, preferably PHS documented HO 400/360 HP engine with correct 670 heads, intake and exhaust manifolds. Would consider PHS documented 400/335 HP. Prefer 4-speed but am open to automatic. Andrew Gibbons 203-859-2501 e-mail Agorthopedics@gmail.com #21255 **nov**

Wanted: 67 GTO, looking for a nice original or restored to stock. No resto mods. Prefer PHS documented. Larry Weiss 502-648-7401 larrygweiss@gmail.com. #21418 **dec**

Wanted: Looking for 1968 or 1969 GTO hardtop with 4-speed, daily driver. Will travel. John Leitner 920-319-1764 #21297 **dec**

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 **oct**

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

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 **dec**

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64-67 GTO parts: hoods, doors, fenders, decklids, bumpers, hubcaps, core supports, taillights, grilles, consoles, Tri-Powers, steering wheels, columns, glass, trim. Reasonable / package deals! Jim Savich 607-754-8443 before 11:00 AM or after 7:00 PM. No text please #19733 **jul**

64-65 GTO: rare factory notched clutch fan in show condition \$275, complete original dash wiring harness with attached heater controls and factory ignition switch with key \$250, nice original day-night mirror \$75. **66 GTO:** Factory front grilles complete with parking lights, wiring harness, grille moldings and GTO emblem in very nice original condition \$600. **67 GTO:** Taillight housings \$125, mint condition AC dash controls with face plate, wiring harness, and vacuum hoses \$250, excellent complete 8-track tape player \$550, nice chrome lower door moldings \$125. Complete working AM radio in like new condition \$175. **68 GTO:** Excellent complete original front grille (LH) \$125. Scott Bluhm 616-481-6612 #3311 **dec**

65 GTO parts: Delco starter without solenoid \$60; pair front coil springs perfect condition \$75 pair; original radiator, no leaks nice condition for the year. Special price \$150; chrome alternator will fit 64 & 65 Pontiac \$125; distributor with wires from 455 motor \$125; instrument cluster panel for 65 GTO \$150; interior quarter panels for 65 black interior, nice condition for the year \$100; coil \$10; voltage regulator \$10; front & rear reveals very nice shape \$100 set; misc GTO emblems \$20 each; front passenger fender, needs some work all there \$150. Shipping extra from NH. Mike Dichard e-mail: pinhead1340@gmail.com or call 603-943-2905(Nashua, NH) #20760 **dec**

NOS 67 GTO parts: front lower fender moldings \$185 pair, dome lens \$45, front wheelwell moldings \$300 pair, Rally II center caps \$160 pair, remote mirror \$650, door mirror \$195, transistor voltage regulator \$125, AC PF 23 oil

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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@mrcto.com #8654

65-70 GTO parts: 65-68 GTO original GM Rally I & 71-77 Honeycomb lug nuts, stainless steel capped - set of 20, \$40 nice; 68-70 GTO (2) original GM Rally II wheels, JK code 14x7, sandblasted, primed, excellent condition \$100 each; 68-70 GTO & Judge (2) original GM Rally II wheels, JA code 14x6 sandblasted, primed, excellent condition \$125 each; 68 GTO original GM RH Hideaway headlight door, no pits \$75; AC GM PF30 oil filter (2) \$20 each (not AC Delco) NOS, fits all Pontiac V-8 motors (except 307) 1960-77; Vintage Accel 30102 dual point distributor for Pontiac V8, excellent condition \$50. Buyer pays shipping. Wally Obermann 715-614-2903 cell or e-mail wallyo@nnex.net (WI) #5519 **dec**

69 Ram Air IV engine. code WW standard bore block #9792506, standard crank, 722 heads are fresh and ready to install, exhaust manifolds, correct 1111941 distributor, valley, oil pan, timing cover. No carb. \$16,500. Scott Skinner 423-295-5719 (TN) #9043 **dec**

Parts: NOS right side 64 GTO fender \$1,500; 69 GTO convertible rear seat \$500; set 1970 Rally II wheel code JT \$475; 69 Ram Air III carb #7028273 \$4,500. Scott Skinner 423-295-5719 (TN) #9043 **dec**

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 **dec**

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

Parts: 68 Hurst Dual Gate shifter rebuilt \$550; 69 rebuilt Quadrajete auto \$850; 70 Ram Air WS short block \$4,000; 71-72 GTO front bumpers \$350 - \$500; 71-72 headlight assem-

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blies \$350; 72 bumper grilles \$350; 71-72 assorted bumper brackets; 72 GTO complete accelerator pedal set up to include throttle cable and bracket \$250; 455 new forged steel crank \$1,000. Tim Mallory 301-892-1550 #11016 oct

Parts for sale: Stock new SAP grilles w/clips in factory box \$945; new left side black SAP side skirt/rocker w/end cap \$575 plus shipping; 2004 engine compartment factory pbm hood w/o scoops like new to mint \$925 you pick up; one 2004-2006 18" factory stock wheel excellent - like new \$500 plus shipping; Barry Grant Demon double pumper carb like new \$525 plus shipping; pair chrome 389-421 valve covers with tall oil fill tube excellent condition \$325. J D Patterson 720-319-6478, e-mail agentjoo4@yahoo.com (letters oo not zerozero) #12624 nov

For Sale: five 14x7 Rally II wheels for 69-75 Firebird and Grand Prix: four are code JK, one is code KS, refurbished with correct colors front/back. Four 3-inch polished trim rings, four center caps updated with locks, 20 black center lug nuts, new valve stems. Asking \$700. Also one B&M extra capacity cast aluminum Turbo 400 tranny pan with new SS bolts and flat washers plus two gaskets. Asking \$100. Jerry Ravencraft (IN) 317-877-1529 (leave message) prefer jrsgto1@gmail.com. #14459 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

GTO/Pontiac parts: liquidating 30+ years of parts from collecting, restoring and helping restore Pontiacs from about 1962 - 1972 including Grand Prix, Bonneville, Catalina, 2+2, GTO, LeMans and Tempest. A few early Firebird and Trans Am parts, but you won't find many unless the part interchanges with A-body or B-body cars. Bob Vidan 360-693-7487, www.zboosnwpontiac.com #3538

PARTS WANTED

Wanted for 65 GTO: standard rear seat belt. Just need strap with male end, but will consider buying a complete set. Prefer black color. Can provide a picture for identification. Peter Zerda, 210-478-6807, 8:00 AM-8:00 PM Central or zerda.peter@att.net #6786 oct



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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 *dec*

Wanted for 73 GTO: AM-FM radio for a 1973 GTO. Steve Ollerich (South Dakota) 605-940-4227 #19718 *nov*

Wanted for 74 GTO: rear bumper. Steve Ollerich (South Dakota) 605-940-4227 #19718 *nov*

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 *dec*

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



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MISCELLANEOUS

66 GTO manuals: 1966-67 Tempest Part Number Service Guide, 26 loose leaf pages

part #'s and illustrations. Original 1966 Body By Fisher Body Service Manual, front cover torn, about 1-1/2" thick. 66 original Pontiac Chassis Shop Manual, used, about 1-1/2" thick. 1966 original Tempest Chassis Shop Manual. Appears to be NOS, unread, About 1-1/2" thick. Huge reprint 1966 Pontiac Chassis Parts Catalog and Body Parts Catalog. In FOMOCO hard cover dealer parts dept. covers. Total weight of all 5 items, 25+ lbs. \$150, can deliver free to Hershey. Roy Duffield 609-828-8537 (NJ) #13888 **nov**

SEEKING INFORMATION

Found: original owners manuals 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**

Found: original window sticker for 67 GTO VIN# 242177B135142. Butch Higgs 843-267-8910 or bhiggs@charlesindustries.com **nov**



Found: original Bill of Sale from Pontiac dealer documenting my purchase of new 1968 GTO, Serial No. 242678P207230. If you're the current owner and plan to keep this car (which I wish I'd never sold), I'd be happy to give this document to you. Ed Russ 847-644-7377 e-mail: Edmond.Russ@outlook.com **feb**

Looking For Dad's Car. Searching for my Dad's 65 GTO hardtop, VIN#237375B1095xx. He was the original owner. Last known location was sold to someone in Ohio in 2011 after


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being restored by second owner Robert Coleman in Lancaster Pa. Car is Teal Turquoise with a Turquoise interior, Tri-Power, and 4-speed. Will not badger you to sell it, just want to know location and possibly show my wife and son if you are interested. Joe Harnish 717-715-7979 or e-mail Jharnish33@gmail.com #20475 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

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 nov



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GTO MODEL REGISTRY

64 GTO Tri-Power 4-speed convertible Registry. Our database contains all the PHS data on certified cars. Info is available to all members of the registry. Be prepared to share your PHS docs to verify that your convertible came from the factory as a Tri-Power, 4-speed car. Rick Vander Heide 504-568-6033 (business hours) e-mail: rvand3@lsuhsc.edu #11381

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

UPCOMING EVENTS

October 3, 2021, 41st Annual All-Pontiac-GMC Car Show, hosted by Garden State Chapter POCL, Clifton Masonic Lodge, 1476 Van Houten Ave., Clifton, NJ 07013. Registration 9 am until noon, 17 classes, dash

plaques. Rain date October 10. Steve Kiellar 201-652-5651 H, 201-264-8521 C, website www.gardenstatePOCI.org

October 17, 2021, Gary's Goats Open House & Flea Market, 17411 Sunshine Trail, Sabillasville, MD 21780. Rain or shine. Flea market starts 8:00 AM, food available. Bring all your Pontiac parts. Gary Cave 301-241-3331 #5077



EVENT LISTING GUIDELINES

Maximum 50 words

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

Dec. issue deadline is Oct. 15

E-mail to: GoatGuyTom@aol.com
Or fax to: 856-866-9003
Or mail to: GTOAA Event Listings,
30 Sandhurst Drive, Mt Laurel, NJ 08054

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Is Your Info Correct?

If it isn't we haven't received your Chapter Survey information yet. This list reflects updated chapter info received by September 1, 2021. 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 Monica Hooten -- chapters@gtoaa.org -- with any questions, updates, or corrections.

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