

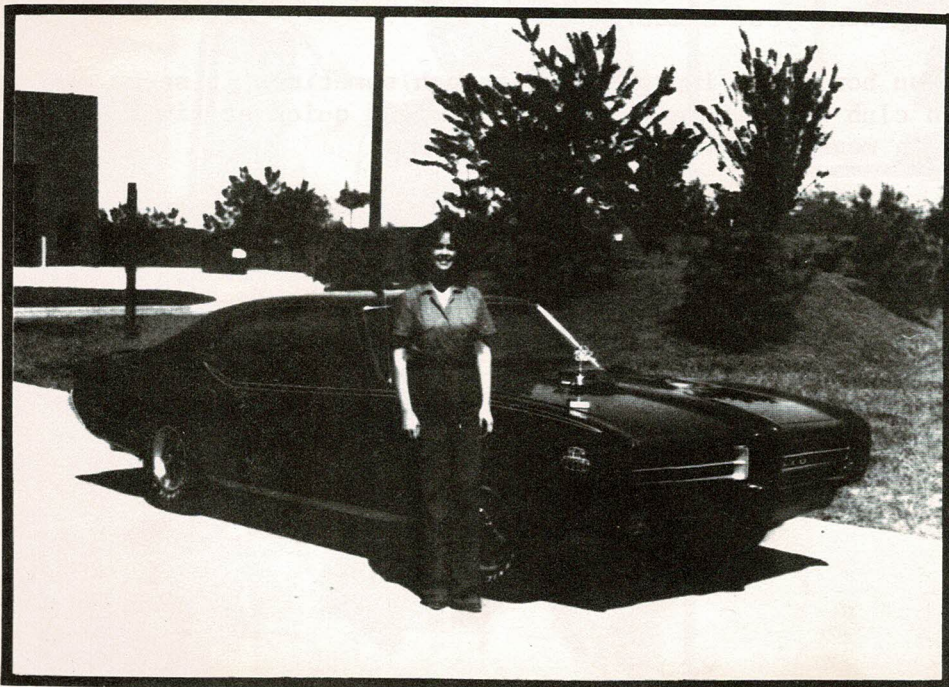
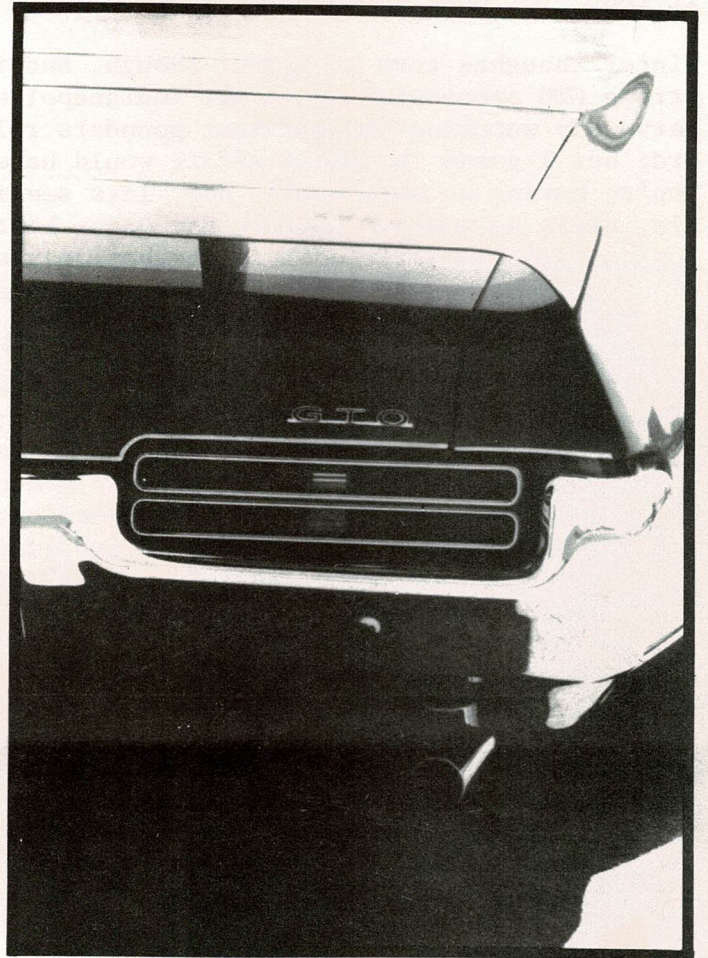
# THE GAS CAN

GTO ASSOCIATION OF AMERICA

VOL. 4, ISSUE 2

SEPTEMBER 1982

## THE JUDGE



THIS MONTH, MORE PICTURES  
OF DIANE LAWYERS' TROPHY  
WINNING '69 GTO JUDGE AND  
ARTICLES ON THE JUDGE.



LETTER FROM THE PRESIDENT - A.J. Bastien (Tony)

Look out into the sky and what do you see? Well, around here, Bozeman, Montana from where I write, its a deep blue fall sky kind of like saying; summer goat fun is almost over; time to put that accumulated hot-weather beer pudginess to work at protecting you from the frigid arttic winds. The 40-below stillness that few of us dare shatter with our goats, lest we risk one of those inevitable winter collisions; nobody's fault you know' hazaredous roads. Oh well, what's a scratch on a 1964 International anyway??? But you had a 1964 Goat. Scratch it too. For Good.

Winter thoughts turn to summer though, and it seems it was only yesterday that we led a 100+ strong GTO procession on to the Indianapolis 500 racetrack; Goat club staffers nervously, yes nervously watching the pavement pounders roll on to the brickyard. You can shift into 2nd or 3rd; but I guess the whole affair would have been a lot quieter, and who wants quiet when you're having so much fun?? Wow, lets see if we can park the whole lot in the pit area for pix, okay, so rumble, rumble; the goats kept on coming and living up; high compression motors losing a bit of their cool in the hot July sun; just your Goat's way of saying, "Hey, I'll misbehave and really blow my cool if we pussyfoot around any longer, let me tell you my friend, this is a racetrack!!!"

Anyway, there wasn't a wide angle lens capable of encompassing this somewhat ingenious attempt at photographic history. Next year; up on the bleachers or something, just got to shoot that long line of Goats; sun dancing all over the kaleidoscope of paint and glitter; shimmering hear waves floating up into the perfect Indy summer day, an incredible assemble of brute horesepower, the Goats and the Goat people; even the little kids were having a blast, and no doubt Dad never even noticed how junior spilled his coke all over the back seat. Back on to the track, and really: its not nice to give Indy 500 personnel and your Goat club staff more white hairs. They've banned BMW club (or something like that) from the track, and yes, we all know that there isn't anything around, nowhere, no how that sounds meaner than full-throttle Goat takeoffs.

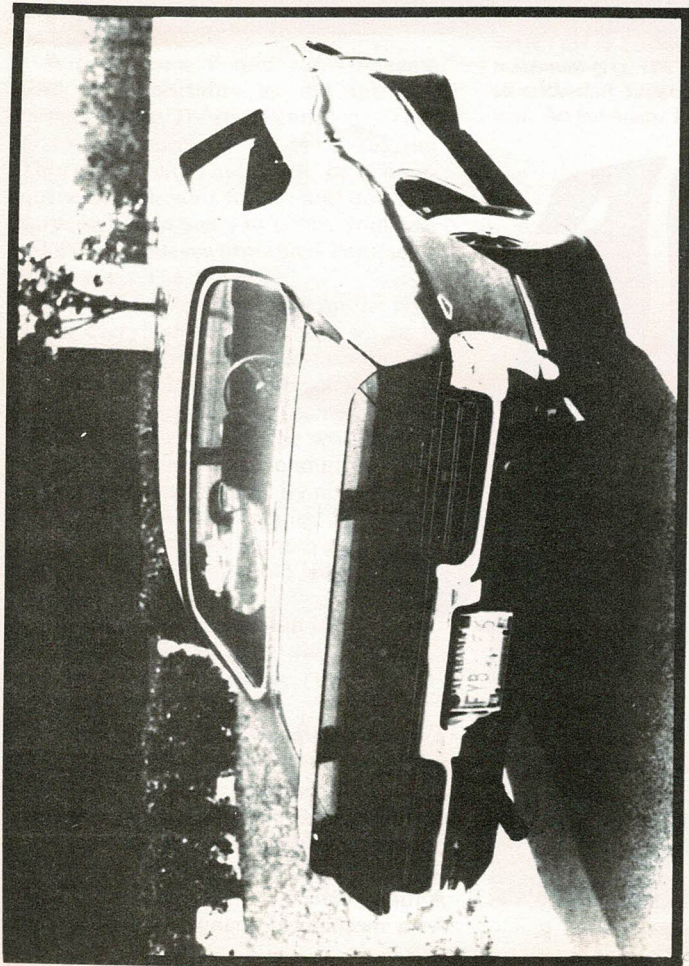
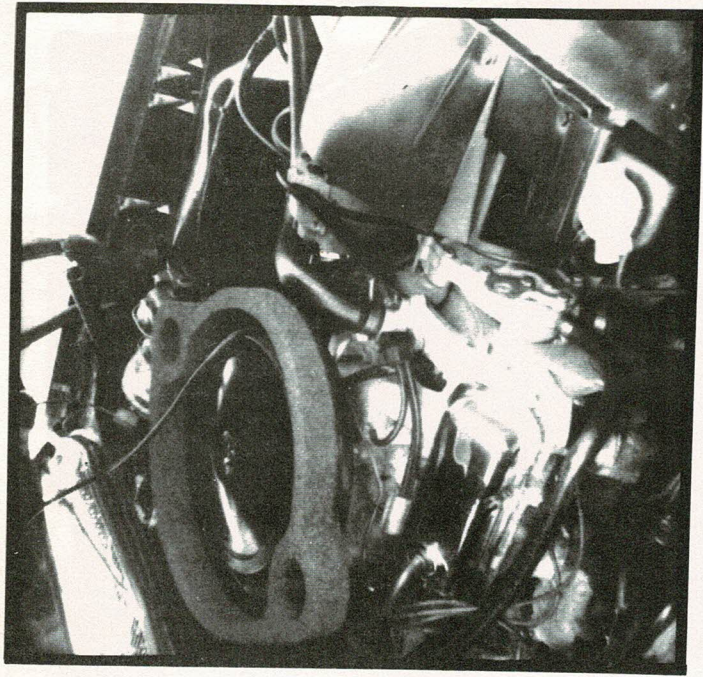
Glad to see we all made it back to the infield. Our thanks to Mr. John Rawlins (our member in attendance from England) who very diplomatically eased the gate-watcher's fears; "Rather nice day isn't it old chap?" As fire breathing monsters go thundering by....."I dare say these old chappies are having a jolly good time, wish my grandmother was here..." Yeah, keep your cool, no biggie, like a stroll through Hyde park on a sunday afternoon. (Oh yeah, we're invited back for next year).

Anyway, it was great. Like most of us thought, we'd died along the way and went to heaven. Next year's meet is in the works; and if there's one thing we know how to do; that's putting on the biggest and best Goat meets. Lot of energy spent on the event. We learned a lot; got a lot of ideas on how to improve next year's meet.

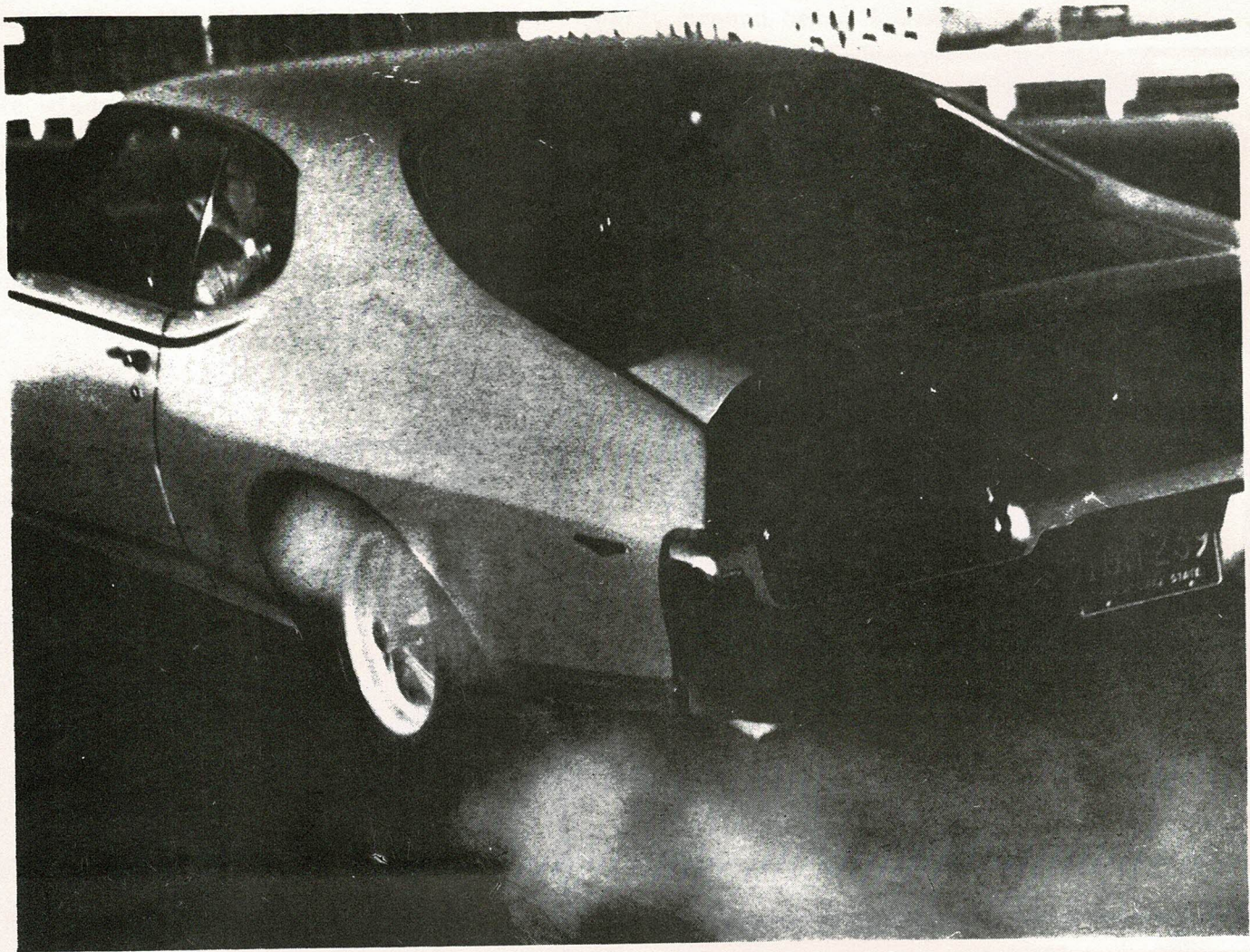
Anyway; guess its my job to tell you how we're improving; although sometimes it seems as though we aren't. Improvements in club systems become obsolete right quick at times just on account of the constant increases in membership.

Filing, labeling, membership processing, etc. Sorely need upgrading to an automated-computer system. The club staff structure; responsibilities, lines of communication, also need some revising. Our newsletter operating and production methods do need real improvement. We're looking at a line of communication that spans several states and thousands of miles. I guess we're big time now, and its' time to accept the challenge. Lead times seem to increase proportionately with club size. What used to take a week now takes a month. We just have to adjust everything accordingly. Now the newsletter should be flowing smoothly by the end of this year. I'll keep you posted and maybe even bore you with some of the details. Think about it; you might be sending us some better suggestions on how to do this. After all, we're all members of your Goat club; doing what we do best: Keep On Goatin'.









PHOTOS BY SCOTT MALCOLM

# THE JUDGE

## CAR LIFE ROAD TEST

**A**LL A-QUIVER, we went to glamorous, exotic Riverside Raceway to see Pontiac's latest offering, its answer to the latecomers on the Supercar bandwagon. Pontiac brass explained how they labored long and hard to come up with their newest. Drums rolled. Trumpets blared, and **THERE IT WAS!**

A GTO with cold-air kit and a four-speed stick.

Last year's test car.

Oh, not quite. The Judge, this year's version of last year's test car had:

An air foil.

A funny name.

As a mechanical change, if not pre- ▶



# THE JUDGE

continued

cisely an improvement, the air foil, sometimes known as a spoiler, gets first mention. In racing, the spoiler is functional. At top speeds, sleek racers develop lift. So much air rushes over and under that they all but take wing. The spoiler breaks up the flow, and generates negative lift, pushing the wheels harder against the pavement.

On the street, the spoiler is becoming a fad. The Z/28 Camaro has a dam across the rear deck, as does the fastback Mustang. Javelin has an optional adjustable spoiler. Cougar has a new model, the name of which we can't inflict on the public, with a spoiler.

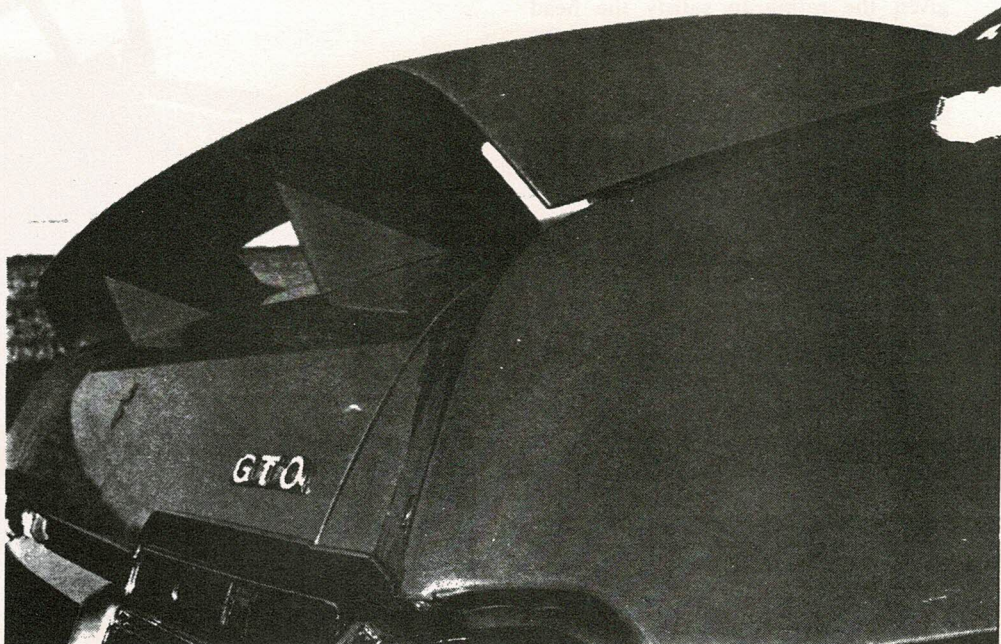
Pontiac's engineers claim that the spoiler is functional, at speed. The man who did the design was at the introduction, and said that at 100 mph, the air foil puts an extra 70 pounds of down-thrust on the rear wheels. Keen, said a member of the press, but what does it do at 65, the speed which the sovereign state of California feels is reasonable and proper? Gee, said the engineer, he hadn't computed it. Something less than half, he guessed.

With the name, Pontiac earns the same sort of immortality as did the city fathers of Jim Thorpe, Penna., or Truth or Consequences, N. M. Who was Jim Thorpe? What was Truth or Consequences? Ask your father, and don't be surprised if, in years to come, your son asks you whatever prompted Pontiac to name a car The Judge.

If they had shot the name on the rise, when everybody didn't know where it came from, when television fans met on Tuesday morning and told each other the jokes, they might have gained something. The car was in the works back then. It was hinted at, announced, canceled and brought back. By now, everybody knows what's coming. The label doesn't get a puzzled stare, it gets knowing smiles, from sweet old ladies on the freeway, even.

This doesn't mean we don't like GTOs. We do. Pontiac invented the Supercar, for this generation, anyway, and the GTO is still one of the best.

The test car had the Ram Air IV engine, the 400-cid V-8 with a wild camshaft and scoops in the hood. The scoops can be closed by a handle beneath the dashboard on cold or rainy days. The engine is rated at 370 bhp. The division officials at the Judge's in-

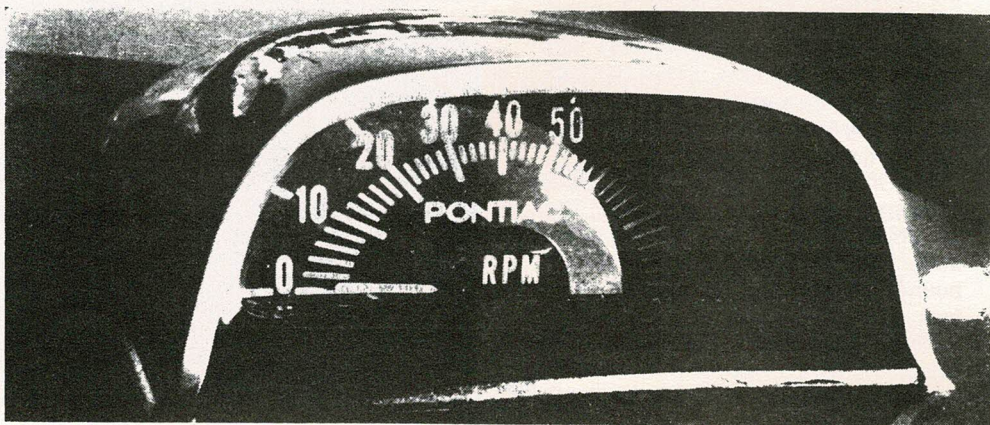


**SPOILER** is attached to struts that bolt onto the trunk lid. The tips curl down to the tops of the rear fenders. Usefulness at highway speed is minimal.



**SHIFTER** is T-handle by Hurst, with maximum grip. It's standard equipment on all stick-shift Judges, three speeds or four. An automatic is also available.

**HOOD-MOUNTED** tachometer is easy to see and read while still watching the road. Factory paints red line at 5000 rpm, but engine wound happily to 6000.





roduction made it very clear that the engine produces more than this, and was given the rating to satisfy the head office, that is, General Motors, and the insurance people.

The Ram Air IV is a very peaky engine. The idle is a rough, rolling bark, music to the driver's ears and a warning to people in the next lane.

The power curve must be something to see. We'd bet it goes straight up. There is very little power at low rpm. One tester opined that at low revs, it wouldn't push water downhill. Exaggeration, said another staffer. So all right, the Ram Air IV *will* push water downhill.

Around town, the Judge needed the four-speed transmission. The engine refused to lug, and wouldn't smooth out at less than 3000 rpm. In traffic, the driver roared along in first or second gear. On the open road, with the engine up on the cam, the Ram Air IV smooths out. With a steady foot, the engine is strong from 3000 to 6000, our limit. The power rating is at 5100, but because the factory admits it's capable of more, we used 6000 for our shift point.

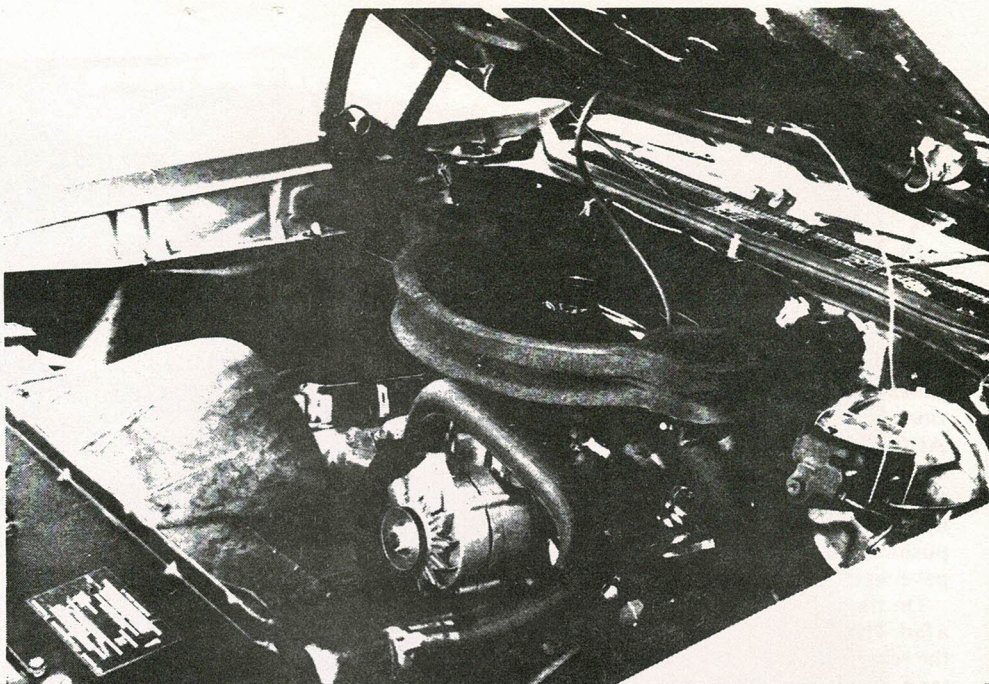
Quarter-mile times didn't compensate for the Judge's low-speed temperament. It wasn't the best GTO we've driven. Last year's car was just as touchy on the street, but fractionally faster at the strip. Fast starts were tricky: The engine wouldn't come alive until 3000, so we couldn't idle off the line. Dropping the clutch at 3000 put too much power down, and the tires spun. After much experimentation, the testers turned their best times by starting at 2500, and applying more power just as the tires bit and the Judge came off the line.

The Hurst T-handle shifter, standard equipment on Judge manual transmissions, worked well, but the engine sagged at each shift. The secondary barrels of the four-barrel carburetor open only when there's a pre-determined flow of air through the primary barrels. On the test car, all four weren't in operation until the throttle had been open for about one second. Power in each gear came in two steps. Had all 370+ horses been available at once, the times would have been better. A sharp tune-up man could do it. We test cars as they come from the factory, so it wasn't done.

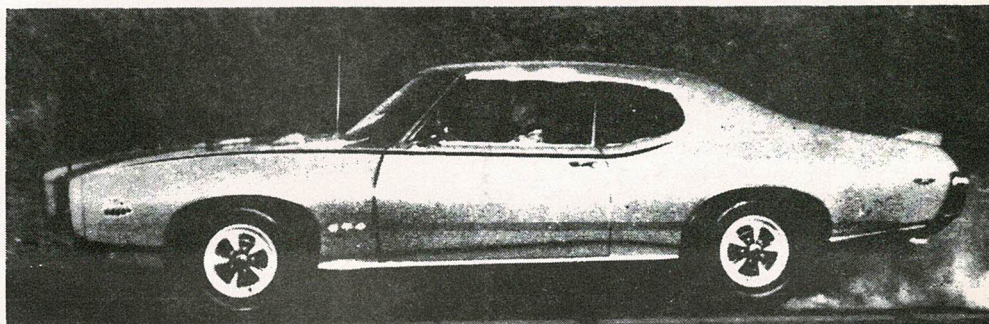
Judge suspension is standard GTO, that is, standard Tempest with stiff springs. The ride is firm, with better control than the Tempest has, but the Judge was not a sporting automobile on Orange County Raceway's road course.

The handling comes in stages. At a brisk pace, the Judge is responsive. The driver can tell what the front wheels are doing. Initial understeer is kept within bounds by cranking on more steering lock.

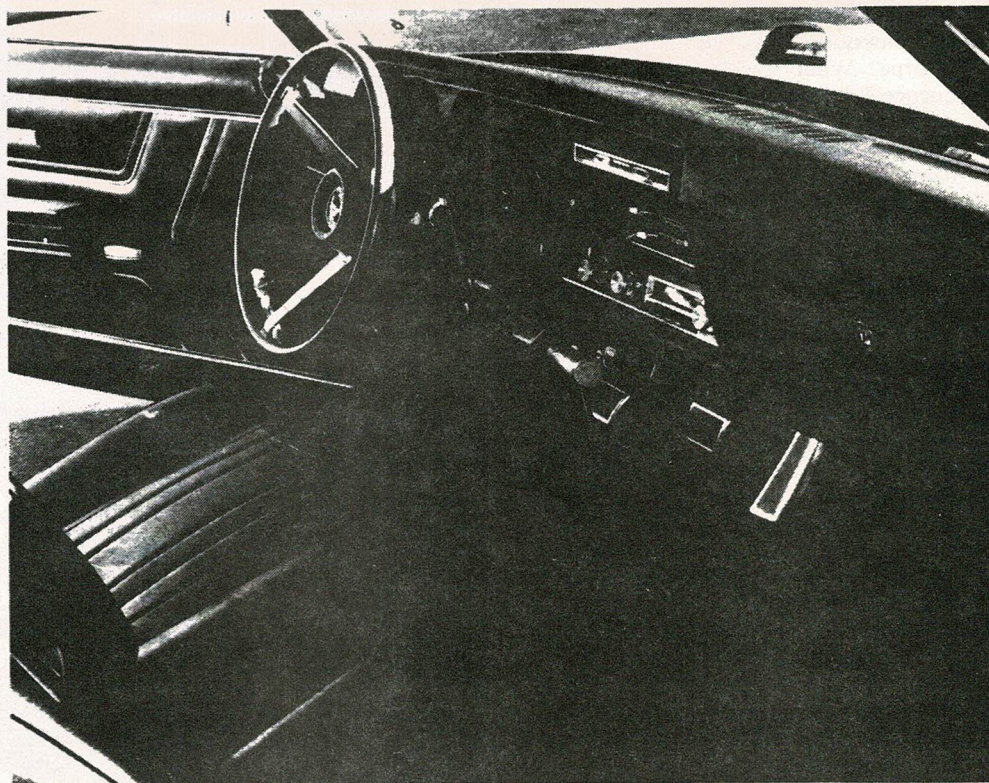
More speed, and the Judge wallows across the track. Once the front slides in earnest, all the steering available won't



**COMPRESSIBLE GASKET** seals hood scoops to the top of the air cleaner. Holes at each side connect with ducts running to the engine from behind the grille.



**LOCKED REAR** tire, above, prevented testers from utilizing front disc brakes. Interior, below, was plush, and comfortable for long periods of time.





# THE JUDGE

continued

help. Hard braking slews the rear wheels out. The only escape from a tight corner is letting up completely on the accelerator, so the front wheels can catch, and scrub off speed.

Once this point is passed, when all the weight is riding on the outside front wheel, full power and the proper gear can hang the tail out. Once pushed to the wall, the Judge could be accelerated through turns at extreme angles. This should only be done experimentally, on a road course. Driving the Judge at speed is enjoyable, but not rewarding.

Braking suffered from a lack of unity. The front disc brakes worked well, but the proportioning between front and rear didn't. The front discs never had the opportunity to perform. As soon as they gripped, the rear of the body came

up, and the lightly loaded rear tires locked. The driver had to ease off. Deceleration rates were within an acceptable range, and fade moderate, but the brakes should do more than they did.

The interior was fine, with one excellent feature, and one infuriating one. The bucket seats are as comfortable as the Tempest bench seat wasn't, there's lots of room for driver and one passenger, and the controls could be reached and located without problem.

The hood-mounted tachometer is great. Couldn't be better. The location puts the tach within the driver's line of sight, and far enough away that his eyes can quickly shift and focus between the road and the tach face. At the strip, he can watch for shift points without ever losing sight of the pavement ahead.

But the water temperature and oil pressure gauges are upside-down. Do we mean that when temperature and pressure go up, the needles go down? Yes, and a panicky feeling it is to be sardining down the freeway, glance at the oil pressure and discover the needle slumped

on the floor. Why Pontiac doesn't let up mean up, we don't know. The driver can get used to it, just as buyers of those fad wristwatches can get used to a clock hands that rotate counter-clockwise, with three o'clock at nine o'clock and so forth. We simply don't see why they should have to.

The Judge is at its best on the highway, where the engine runs fast enough to be happy, and the suspension needn't do things it doesn't like to do. The noise is enthusiast noise, and the inside is comfortable for long trips. At low speeds, the engine can be lived with, and while the Judge isn't the quickest car around, it's competitive, with quarter-mile times well under the Supercar 15-sec. barrier.

Maybe the problem is that we expected more from The Great One. Pontiac has built and is still building excellent cars. This year, the result was the Grand Prix. It may inspire a horde of imitations, just as the first GTO did.

But the original Supercar hasn't kept pace. Maybe Pontiac isn't allowed to. The Grand Prix gets the big engine, be-

## 1969 THE JUDGE PONTIAC GTO



### DIMENSIONS

Wheelbase, in.....	112
Track, f/r, in.....	60/60
Overall length, in.....	202
width.....	75
height.....	52
Front seat hip room, in.....	21 x 2
shoulder room.....	59
head room.....	38
pedal-seatback, max.....	41
Rear seat hip room, in.....	59
shoulder room.....	57
leg room.....	32
head room.....	36
Door opening width, in.....	42
Trunk liftover height, in.....	28

### PRICES

List, FOB factory.....	\$3493
Equipped as tested.....	\$4439
Options included: Ram Air IV engine, \$390; front disc brakes, \$64; four-speed transmission, \$195; steering, \$100; Polyglas tires, \$72; AM radio, \$61; hood-mounted tach, \$63.	

### CAPACITIES

No. of passengers.....	5
Luggage space, cu. ft.....	15
Fuel tank, gal.....	22
Crankcase, qt.....	5
Transmission/dif., pt.....	3/3
Radiator coolant, qt.....	18

### CHASSIS/SUSPENSION

Frame type: Perimeter.	
Front suspension type: Independent by s.l.a., coil springs, telescopic shock absorbers.	
ride rate at wheel, lb./in.....	.91
antiroll bar dia., in.....	1.0
Rear suspension type: Live axle, two upper and two lower control arms, telescopic shock absorbers, coil springs.	
ride rate at wheel, lb./in.....	110
Steering system: Integral assist recirculating ball gear, parallelogram linkage ahead of front wheels.	
overall ratio.....	22:1
turns, lock to lock.....	4
turning circle, ft. curb- curb.....	41
Curb weight, lb.....	3735
Test weight.....	4030
Distribution, (driver),	
% f/r.....	58/42

### BRAKES

Type: Vented disc front, drum rear, proportioning valve.	
Front rotor, dia. x width, in.	11.12 x 1.75
Rear drum, dia. x width.....	9.5 x 2
total swept area, sq. in.....	323.6
Power assist: Integral.	
line psi at 100 lb. pedal.....	800

### WHEELS/TIRES

Wheel rim size	14 x 6JK
optional size.....	n.a.
bolt no./circle dia. in.....	5/4.75
Tires: Goodyear Polyglas.	
size.....	G70x14
normal inflation, psi f/r.....	24/24

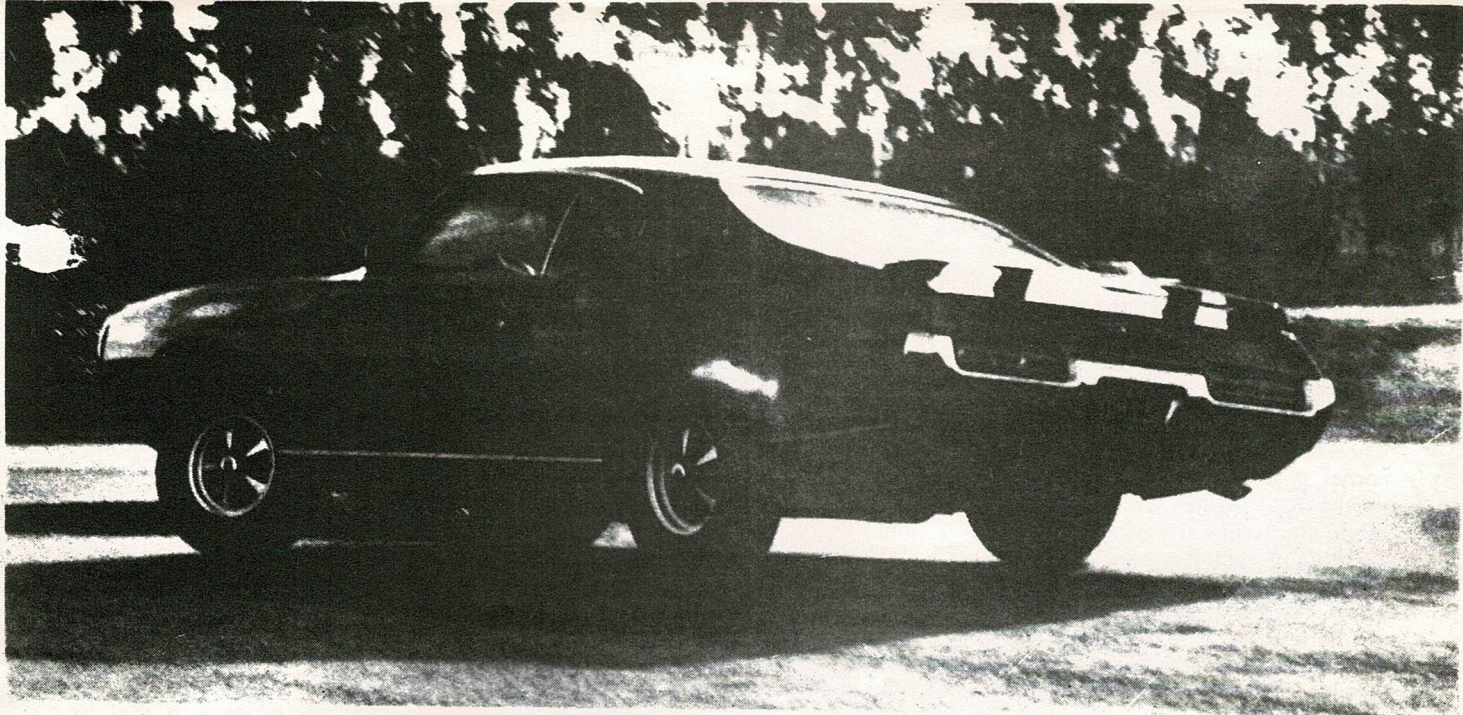
### ENGINE

Type, no. of cyl.....	V-8
Bore x stroke, in.....	4.12 x 3.75
Displacement, cu. in.....	400
Compression ratio.....	10.75:1
Fuel required.....	premium
Rated bhp @ rpm.....	370 @ 5500
equivalent mph.....	118
Rated torque @ rpm.....	445 @ 3900
equivalent mph.....	84
Carburetion: Rochester QuadraJet 1x4.	
throttle dia., pri./sec.....	1.38/2.25
Valve train: Hydraulic lifters, push-rods and overhead rocker arms.	
cam timing	
deg., int./exh.....	42-86/95-45
duration, int./exh.....	308/320
Exhaust system: Dual, reverse-flow mufflers.	
pipe dia., exh./tail.....	2.25/2.0
Normal oil press. @ rpm.....	.55 @ 2600
Electrical supply, V./amp.....	12/37
Battery, plates/amp. hr.....	66/61

### DRIVE TRAIN

Clutch type: Single dry plate, diaphragm-type pressure plate.	
dia., in.....	10.4
Transmission type: Four-speed, fully synchronized.	
Gear ratio 4th (1.00:1) overall.....	3.55:1
3rd (1.28:1).....	4.54:1
2nd (1.64:1).....	5.82:1
1st (2.20:1).....	7.81:1
Shift lever location: Floor	
Differential type: Hypoid with limited slip.	
axle ratio.....	3.55:1





**OVERSTEER** at speed made the Judge's front wheels plow ahead, and the driver needed full steering lock to keep the car on the course. It's better on the highway.

cause its wheelbase moves the car out of the intermediate class. General Motors won't let the divisions use bigger engines in intermediates, so Pontiac can't do a Ford. Pontiac doesn't have compacts, so it can't do a Chrysler with pocket Supercars. The 400-cid engine has apparently

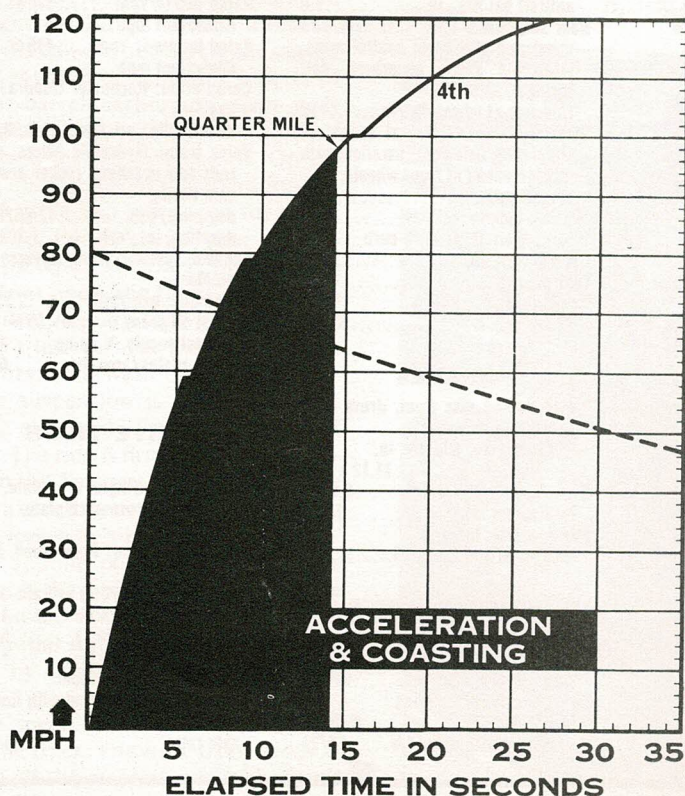
gone as far as it can go. Pontiac could, and we're told will, adapt a rear anti-roll bar like Oldsmobile's, but that's the only easy improvement the suspension could use.

What's left? A hot semi-Supercar, possibly, with GTO suspension and

engine for a Tempest coupe, like Olds' W-31. Flamboyant Pontiac didn't go that route; they opted for orange paint, a spoiler and that name.

Can't fool the kids, right? Don't bet on it. You'll be betting against Pontiac.

## CAR LIFE ROAD TEST



### CALCULATED DATA

Lb./bhp (test weight)	10.9
Cu. ft./ton mile	151.0
Mph/1000 rpm (high gear)	21.5
Engine revs./mile (60 mph)	2790
Piston travel, ft./mile	1744
CAR LIFE wear index	48.6
Frontal area, sq. ft.	21.7

### SPEEDOMETER ERROR

Indicated	Actual
30 mph	27.8
40 mph	39.0
50 mph	49.8
60 mph	59.8
70 mph	69.7
80 mph	79.5
90 mph	89.2

### MAINTENANCE

Engine oil, miles/days	6000/120
oil filter, miles/days	12,000/240
Chassis lubrication, miles	6000
Antismog servicing, type/miles	check engine tune, replace PCV valve/12,000
Air cleaner, miles	clean/12,000
Spark plugs: AC R44S	
gap, (in.)	0.033-0.038
Basic timing, deg./rpm	15 BTDC/1200
max. cent. adv., deg./rpm	20/5300
max. vac. adv., deg./in. Hg.	20/17
Ignition point gap, in.	0.016
cam dwell angle, deg.	28-32
arm tension, oz.	28-31
Tappet clearance, int./exh.	0/0
Fuel pressure at idle, psi	5.0
Radiator cap relief press., psi	14-17

### PERFORMANCE

Top speed (5800), mph	124
Test shift points (rpm) @ mph	
3rd to 4th (6000)	100
2nd to 3rd (6000)	79
1st to 2nd (6000)	59

### ACCELERATION

0-30 mph, sec.	2.7
0-40 mph	3.5
0-50 mph	5.6
0-60 mph	6.2
0-70 mph	7.7
0-80 mph	9.8
0-90 mph	12.2
0-100 mph	15.3
Standing 1/4-mile, sec.	14.45
speed at end, mph	97.8
Passing, 30-70 mph, sec.	5.0

### BRAKING

Max. deceleration rate from 80 mph ft./sec./sec.	2.7
No. of stops from 80 mph (60-sec. intervals) before 20% loss in deceleration rate	8
Control loss? Moderate.	
Overall brake performance	good

### FUEL CONSUMPTION

Test conditions, mpg	7.8
Normal cond., mpg	9-11
Cruising range, miles	190-230



WANTED

FEATURE WRITERS FOR THE GTO ASSOCIATION OF AMERICA GAS CAN NEWSLETTER. THE ARTICLES YOU SEND NEED NOT BE TYPED, WE CAN TAKE CARE OF THAT FOR YOU. SEND ARTICLES, TECHNICAL TIPS, GTO JOKES, TRIVIA, PHOTOS, AND ANYTHING ELSE OF INTEREST TO THE EDITOR, TIM DYE, 5806 27TH STREET, APT. 13-C, LUBBOCK, TEXAS 79407. AS FOR PHOTOS, WE CAN ONLY USE BLACK AND WHITE AT THIS TIME, AS OUR PRINTER IS NOT SET UP TO DO COLOR: THIS ALSO GOES FOR CAR OF THE MONTH, WHICH YOU SHOULD SEND TO TIM DYE ALSO. WHEN SENDING IN THE INFO ON YOUR CAR, ALSO SEND US SOME INFO ON YOURSELF, AND PHOTO ALSO, IF POSSIBLE.

WANTED AND UNWANTED

ADS IN THIS SECTION ARE FREE FOR MEMBERS OF THE GTO ASSOCIATION OF AMERICA. THE RATE FOR NON-MEMBERS IS 10 CENTS PER WORD, 20 WORD MINIMUM. DISPLAY ADVERTISING IS \$20 PER PAGE, \$12 FOR A 1/2 PAGE, AND \$6 FOR A 1/4 PAGE. ALL DISPLAY ADS MUST BE CAMERA READY.

AD DEADLINE: THE GAS CAN IS PRINTED ONCE A MONTH, BY THE 15TH OF THE MONTH. ADS RECEIVED PRIOR TO THE LAST DAY OF THE MONTH WILL BE INCLUDED IN NEXT MONTH'S NEWSLETTER. PLEASE LET US KNOW HOW MANY MONTHS YOU WANT YOU AD TO RUN.

MAILING ADDRESS: PLEASE SEND ALL ADS TO: MR. TIM DYE, EDITOR, GAS CAN NEWSLETTER, 5806 27TH STREET, APT. 13-C, LUBBOCK, TEXAS 79407

ABBREVIATIONS: SASE: SELF ADDRESSED STAMPED ENVELOPE, (WHEN WRITING IN RESPONSE TO AN AD, PLEASE SEND ONE), NOS: NEW OLD STOCK, NORS: NEW OLD REPLACEMENT STOCK, VIN: VEHICLE IDENTIFICATION NUMBER, PN: PART NUMBER, CID: CUBIC INCH DISPLACEMENT, LH,RH: LEFT HAND SIDE, RIGHT HAND SIDE.

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GTO OWNERS: KEEP INFORMED, WRITE US NOW, AND GET OUR LATEST PARTS LIST FREE FOR YOUR YEAT GTO, AND INFO ON SUBSCRIPTION RATES AND NEWS REPORT. ALSO, WE MADE THE 1964-65 TAILPIPE SPLITTERS REPRODUCED, AND A FEW OTHER ITEMS ARE IN THE WORKS. WE ALSO GET THE VACUUM PLATING DONE ON THE ARMRESTS, FACTORY ORIGINAL. WE NEVER ABUSE OUR PARTS. DENNIS KIRBAN, 1482 SUGARBOTTOM ROAD, FURLONG, PA 18925 (1-12).

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NOTICE TO GTO ASSOCIATION MEMBERS: I HAVE LOCATED A LOCAL PONTIAC DEALER WITH A PARTS MANAGER WHO IS A GENIUS IN GTO PARTS AND IN LOCATING HARD TO FIND PARTS WHO IS WILLING TO HELP ASSOCIATION MEMBERS AND IN SOME CASES OFFER A DISCOUNT. THE PARTS MANAGER HAS ACCESS TO A COMPUTER RED TO OTHER DEALERS IN OTHER LOCATIONS TO HELP YOU IN YOUR PARTS HUNT. I HAVE A GOOD SELECTION OF 1969, 1970 AND 1971 JUDGE PARTS ALSO AVAILABLE TO GTO ASSOCIATION MEMBERS. CONTACT ME BY PHONE OR LETTER WITH A STAMPED ENVELOPE WITH YOUR REQUEST. ROBERT J. MCKENZIE, 114 PRINCE GEORGE DRIVE, HAMPTON, VA 23669 (804) 838-2059 (1-12).

1964-67 GTO OWNERS, WE NOW HAVE AVAILABLE COMPLETE EXACT FACTORY REPRODUCTION SEAT UPHOLSTERY FOR YOUR CAR. ALSO, MANY ADDITIONAL REPRODUCTION PARTS. WRITE FOR OUR CATALOGUE, SASE PLEASE. J & J REPRODUCTIONS, P.O. BOX 68, SCHOOLEY'S MOUNTAIN, N.J. 07870, (201) 852-7878 AFTER 6:00 P.M., (717) 245-2200 ANYTIME. (1-12).

WE'VE ADDED ANOTHER 3 PAGES TO OUR GTO CATALOG. SEVERAL NEW ITEMS ARE NOW AVAILABLE. '64-5 GTO STEEL LOWER REAR QUARTER PATCH PANELS \$54/SIDE. ORIGINAL STYLE CLOTH MESH COVERED PACKAGE TRAYS FOR SHELF BEHIND REAR SEAT (USED ON CARS WITH FACTORY REAR SPEAKER) \$40. TRUNK MATS FOR '69-71 GTO IN ORIGINAL GREEN-GRAY FIBER, FOAM BACKED MATERIAL \$25. OTHER NEW ITEMS INCLUDE TRI-POWER LINKAGE, FRONT FUEL BLOCK AND FUEL LINES, CONVERTIBLE TOPS IN FINEST GRADE G.M. PINPOINT VINYL, '69-72 GLOVE BOXES, NEW RUBBER PARTS AND WEATHERSTRIPS, MUCH MORE. THIS ADDED TO OUR HUNDREDS OF ITEMS IN STOCK SUCH AS REPRODUCTION PEDAL PADS, WOOD DASH INSERTS, BOOKS, DECALS, THE FINEST MOULDED CARPETS, CHROME ARMREST BASES, ETC, GIVES US THE LARGEST SELECTION OF GTO PARTS AVAILABLE ANYWHERE. NOW YOU CAN CALL OUR N.Y. WAREHOUSE DIRECT AND CHARGE YOUR ORDER TO VISA OR MASTERCARD FOR NEXT DAY SHIPPING. BOB'S PONTIAC PARTS, DEPT. A, BOX 333, SIMPSONVILLE, MD., 21150. (914) 623-2446. SEND 40c FRO CATALOG. (8-12).

UPCOMING EVENTS

SEPTEMBER 11, 1982 LOCKNEY, TEXAS. ALL CARS ARE INVITED: ANTIQUE, CLASSIC AND SPECIAL INTEREST (ESPECIALLY GTOS), CONTACT DAN B. SMITH, BOX 714, LOCKNEY, TEXAS 79241, OR CALL 806-652-2338

SEPTEMBER 18, 1982 LUBBOCK, TEXAS. 2ND ANNUAL GTO MEET SPONSORED BY THE SOUTHWEST PLAINS CHAPTER OF THE GTO ASSOCIATION. CONTACT TIM DYE, 5806 27TH STREET, APT. 13-C, LUBBOCK, TEXAS 79407, 806-796-0380

MAY 7TH, 1983 TULSA, OKLAHOMA  
PONTIAC EXTRAVAGANZA, ALL PONTIACS WELCOME, ESPECIALLY GTOS. FOR INFORMATION CALL, BILL POFFENBERGER, (918) 836-5136.

LITERATURE WANTED

NEED GTO JUDGE INFORMATION FOR 1969, 70 AND 71. ANY SALES LITERATURE, FACTORY PICTURES AND PROMOTIONAL AND ANY RELATED MATERIALS CONCERNING THE JUDGE. ALSO, WILL PURCHASE YOUR JUDGE IF IN PROPER CONDITION AND IF YOU CAN DELIVER IT. SEND PHOTOS. ROBERT J. MCKENZIE, 114 PRINCE GEORGE DRIVE, HAMPTON, VA 23669, (804) 838-2059. CLIP AND SAVE THIS AD IF NOT READY TO SELL JUDGE!!!! (1-12).

PICTURES OF YOUR PONTIAC WOULD BE APPRECIATED FOR AN ALL PONTIAC PICTURE ALBUM I AM PUTTING TOGETHER. IT MAY BE SEEN AT DIFFERENT CAR ACTIVITIES I ATTEND. DAN NICHEL, GRANVILLE, IA 51022 (1-4).

MISCELLANEOUS

THE BOOK, PONTIAC, THE PERFORMANCE YEARS IS NOW AVAILABLE FROM QUICK-SILVER COMMUNICATIONS, INC., 167 TERRACE STREET, HAWORTH, NEW JERSEY 97641, AT \$9.95 POSTPAID OR FROM ANY B. DALTON BOOKSTORE. THE BOOK HAS A LOT OF GTO INFORMATION AND ALSO TRANS AM. (5-8).

A NEW MEMORABILIA SALES PAPER WAS STARTED SEVERAL MONTHS AGO. CALLED TAGS N' STUFF IT DEALS WITH ADVERTISING FOR AND ABOUT ALL SORTS OF AUTO RELATED COLLECTIBLES. A YEARLY SUBSCRIPTION IS \$10.00 AND ALL THOSE INTEREST SHOULD CONTACT: ROGER C. HAYNES, EDITOR, 1776 ROCKY RIVER ROAD, CONCORD, N.C. 28025, 704-788-2533 (5-8).

ATTENTION JUDGE FANS: NATIONWIDE NETWORK REFERRAL SERVICE FOR 1969, 1970 AND 1971 PONTIAC GTO JUDGE. WANT TO BUY OR SELL A JUDGE? NEED OR HAVE A SERVICE, PARTS, STRIPES, SPOILERS, LITERATURE OR MEMORABILIA TO BUY, SELL OR TRADE? I'LL REFER YOU TO OTHER JUDGE FANS. SEND PHOTOS AND PRICE IF YOU DESIRE TO SELL. SASE OR STAMPS MUST ACCOMPANY FOR REFERRAL SERVICE. NO CHARGE FOR SERVICE. ROBERT J. MCKENZIE, 114 PRINCE GEORGE DRIVE, HAMPTON, VA 23669, (804) 838-2059 (1-12).

THAT'S RIGHT! UNIQUE 3-COLOR DESIGN, 50/50 COTTON/POLY T-SHIRTS FEATURING MITCH SCHEEL'S 1967 FLAMING RED GTO ARE STILL AVAILABLE IN SMALL, MEDIUM, LARGE AND EXTRA LARGE SIZES! \$8.99 INCLUDES POSTAGE. ALSO THE MIGHTY GRAPHICS 1981 T-SHIRT TRANSFER CATALOG CAN BE HAD FOR A MERE SASE! ORDER FROM MIGHTY GRAPHICS, 1350 CENTER STREET, ALBANY, OREGON 97321 (1-12).

\*\*\*\*BUMPER STICKER\*\*\*\*HAVE YOU HUGGED YOUR GTO TODAY?\*\*\*\*TO GET YOURS, SEND \$1, PLUS STAMP TO JOHN KYPRIANOS, 995MASS. AVENUE, ARLINGTON, MASS. 02714 (1-12).

SOURCE OF INFORMATION: RAY WEISSBACH HAS ACCESS TO A LOT OF GTO INFO, HE HAS OVER 300 MAGAZINES 1964-71 AND COULD POSSIBLY ANSWER SOME OF YOUR QUESTIONS. RAY WEISSBACH, 484 PIPING ROCK ROAD, SEAFORD, NY 11783, PLEASE SEND SASE, (1-12).

TACHOMETER REPAIR & CALIBRATION, HOOD AND IN-DASH UNITS. METER MOVEMENT RESTORATION, \$30.00 COVERS MOST REPAIRS. CONTACT: A. PADGETT PETERSON, 712 POE STREET, AZLE, TEXAS 76020, (817) 444-4210

INTERIORS

J & J REPRODUCTIONS NOW HAVE AVAILABLE GTO INTERIORS READY FOR INSTALLATION, MADE FROM EXACT FACTORY REPRODUCTIONS. COMPLETE PRESEWN SEAT SET IS \$475.00 AND ARE AVAILABLE IN THE FOLLOWING, 1964: BLACK, RED & WHITE; 1965-1966: BLACK; 1967: BLACK & RED, MC & VISA ACCEPTED. CONTACT: J & J REPRODUCTIONS, P.O. BOX 68, SCHOOLEY'S MTN., N.J. 07870, 201-852-7878 (5-8).

ATTENTION GOAT GALS: THAT'S RIGHT, LADY TYPE FEMALE OWNERS OF THE GTO. NO, NOT THE PLAYBOY MAGAZINE TYPE GALS OF THE GTO. YOU DO NOT HAVE TO BE A GUY WITH DIRT UNDER YOUR FINGERNAILS AND A 44S SPARKPLUG BEHIND YOUR EAR TO APPRECIATE THE GTO. I AM WRITING A SERIES OF PROFILES OF LADY GTO AND JUDGE OWNERS AND WOULD LIKE TO HAVE PHOTOS OF YOU AND YOUR GTO PLUS INFORMATION ON YOU AND THAT GOAT. LET ME HEAR FROM YOU. MAIL TO: ROBERT J. MCKENZIE, 114 PRINCE GEORGE DRIVE, HAMPTON, VIRGINIA 23669, 804-838-2059 (5-11).

GTOS WANTED

'64 TO '67 GTO, I WILL BE IN THE MIDWEST IN JUNE. CAR MUST BE SAFE TO DRIVE BACK TO CANADA. WILL ACCEPT A CAR THAT NEEDS SOME BODYWORK. GEORGE BEDFORD, 183 CAMDEN CRESCENT, LONDON, ONTARIO, CANADA N5X2J6, 519-679-1406 (5-7).

'68 - '72 GTO CONVERTIBLE, W/4 SPEED IN GOOD TO EXCELLENT CONDITION, PREFER WITH AIR. R. STEEL, 3125 NO. RACINE AVENUE, CHICAGO, ILLINOIS 60657, 312-929-8256 (5-8).

LITERATURE FOR SALE

1966-1974 FISHER BODY MANUALS, \$12.00 EACH; 1966 GM CONVERTIBLE TOP BOOKLET, \$7.00; 1968-1970 ACCESSORIES CATALOGS \$8.00 EACH; 1968 PONTIAC PERFORMANCE CARS COLOR CATALOG \$10.00; 1971-1974 GTO OWNERS MANUALS, \$5.00 EACH; GM DIAGNOSIS & REPAIR MANUAL (COVERS 1970-1980 GM CARS). \$10.50; SEND SASE FOR 1964-1974 GTO LITERATURE LIST. ALL LITERATURE IS IN ORIGINAL EXCELLENT CONDITION. VICTORIA ROBINSON, 1417 SOUTH ST., LEESBURG, FLORIDA 32748, 904-787-8632. (5-8).

NOTE

SELLING YOUR GOAT? GET CONTINUOUS NATIONAL ADVERTISING IN HEMMINGS, CAR AND PARTS AND OLD CARS WEEKLY FOR JUST \$20.00. CAR LOCATORS OF NEW ENGLAND WILL LIST AND PROMOTE YOUR GTO FOR AS LONG AS IS TAKES TO SELL. FOR MORE INFORMATION, WRITE OR CALL CHARLIE AT CAR LOCATORS OF NEW ENGLAND, BOX 243, OAKHAM, MASSACHUSETTS 01068, 617-882-3140 (5-9).



PARTS FOR SALE

55-GTO GRILLS, \$100.00 PERFECT, SPLASH PAN, \$40.00, 65 OR 66 RAM AIR. TUB REPRODUCTION (GLASS) \$125.00, 66 GTO GRILLS, NICE \$60.00, 70 GTO TRUNK LID \$45.00, 65-421 H.O. HEADS, \$125.00 + CAPS-\$50.00-PISTONS-\$75.00, SET RALLEY ONE WHEELS - \$225.00, 421 H.O. OIL ADAPTER, \$75.00, 65 GTO FENDERS, \$110.00 EACH, 65 GTO 4BBL CARB & CLEANER & MANIFOLD, \$175.00, 64 TRIPOWER MANIFOLD, BARE \$35.00. GARRY BUSSELL, 8175 OAK STREET, SOUT ROCKWOOD, MICHIGAN 48179, 313-379-5487 (5-8).

'64 GTO PARTS-7 BLADE FAN WITH NEW CLUTCH \$25.00, STANDARD AUTO TRANS. RADIATOR WITH SPARE TANKS \$75.00, SAN BLASTED AND PRIMED HOOD WITH SCOOPS \$100.00. PHIL GAVER, 12 COFFMAN AVENUE, HAGERSTOWN, MD 21740, 301-582-3072 AFTER 6:00 P.M. (5-8).

TRIPPOWER LINKAGE KIT, \$45.00. TRIPPOWER FUEL LINES, \$45.00. BOTH KITS COMPLETE WITH PHOTOS AND INSTRUCTIONS. SPECIFY YEAR. ALSO MANY TRIPPOWER PARTS USED AND REPRODUCTION INCLUDING NORS GAS AND AIR FILTER ELEMENTS. NOS RALLY I OR II TRIM RINGS, \$27.00. COMPLETE 64 GTO TRIPPOWER, \$350.00. DICK BONESKE, 414-582-7936 (5-8).

64 GTO OR LEMANS (WITH POWER WINDYS); EXC. GOLD SIDE PANELS FOR DOORS AND REAR SECTIONS. ALL FOUR \$175.00. ALSO WOOD WHEEL WITH CRACK, FINISH IS VERY GOOD. NO HORN CAP OR PARTS \$135.00. BOB COPLEY, 2116 LEDFORD ROAD, GREENSBORO, N.C. 27406, 919-674-5833 (5-8).

THE JUDGE'S CHAMBERS: COMPLETE LINE OF GTO JUDGE PARTS. ALL FRONT AND REAR SPOILERS, STRIPES, DECALS, GLOVEBOX EMBLEMS, RAM AIR FOAM, RALLY WHEELS AND LICENSE PLATES. THE JUDGE BOUGHT AND SOLD. JUDGE PARTS NEEDED. ROBERT J. MCKENZIE, 114 PRINCE GEORGE DRIVE, HAMPTON, VIRGINIA 23669, 804-838-2059 (1-12).

USED GTO PARTS; COMPLETE FEA FOR 65, LESS BUMPER, SOME FILLER, \$450 OBO; GT DOORS, \$100.00 PAIR; TRUNK LID, \$40; 64 389 BLOCK, 78X, NEW CAM BEARINGS, MAINS, NEEDS REBORING, \$175 OBO; NOS BYD. LIFTERS FOR 64 389 4BBL, 4-SPEED, \$75.00; 64 TRUNK LID, \$30; 66 TRUNK LID, #40; 65 FRAME, \$200; 66 FRAME, \$200; NOS ROCKER PANEL CHROME FOR 68, \$75; MEMORIBLIA ITEM, HAVE 4 IOWA PERSONALIZED LICENSE PLATES, SAY GTO, 2 BLK. ON WHITE, 2 WHITE ON GREEN, \$30 EACH OR \$25 PAIR; FOR DISPLAY OR COLLECTION ONLY. CLAIR DOWNS, BOX 567, HOLSTEIN, IOWA 51025, 712-368-2588 (5-8).

'64 TAILLIGHT CHROME \$50; '65 4-SPEED CONSOLE \$60; '65 VALVE COVERS \$15; '65 HEADS \$30; '66 PAIR OF GRILLES \$30; '69 4-SPEED SHIFTER \$50; '69 RAM AIR HOOD PARTS \$115; '69 HOOD TACH \$50. MERLE GREEN, 1437 CONCORD LANE, ALTUS, OKLAHOMA 73521, (405) 477-1486 (7-9).

MISC. NEW PONTIAC AFTERMARKET HIGH PERFORMANCE PARTS, MUST SELL! ECHLIN/ACCEL DUAL POINT DIST. W/MECH. TACH DRIVE, \$40; STEWERT WARNER MECH. TACH & DRIVE CABLE, \$25; AFTERMARKET HOOD MOUNT TACH, SIMILAR TO FACTORY STYLE, \$25; (8) CB683P + .020 ROD BEARINGS FOR 389, CLEVITE 77, \$15; SET STD. 400 12.0:1 TRW FORGED PISTONS, \$100; SET STD. 428 12.0:1 SPEED PRO FORGED PISTONS \$100; SET OF SPEED PRO SINGLE MOLY RINGS TO FIT EITHER SET OF PISTONS LISTED ABOVE, \$30; CRANE SOLID LIFTER CAM, PART NO. 284691, LIFT .531/.556, DURATION 290/300°, \$35; SOLID LIFTERS TO GO WITH CRANE CAM, \$30; COMPETITION CAMS CAM HYD. PART NO. P306H, LIFT. .500/.500, DURATION 306/306°, \$40; HOLLEY COMPETITION 650 CFM 2BBL. WITH CHROME STACKS, \$75; B&M DEEP CHROME TRANS. PAN FOR TURBO 400, \$25; THE FOLLOWING PARTS ARE USED BUT ARE IN EXCELLENT CONDITION, EDELBROCK TORKER FOR PONTIAC \$40; STEWART WARNER STAGE III FUEL PRESSURE GAUGE 0-15 MOUNTED IN MODULE, COMPLETE WITH TUBING AND FITTINGS, \$20; SHIPPING CHARGES EXTRA, BRENT ACKART, 614 BIRCH COURT, ONTARIO, CALIFORNIA, 91761 (714) 986-5461, NO COLLECT CALLS PLEASE. (7-9).

'65 TRIPPOWER, INCOMPLETE \$60. '67 COMPLETE DASH, TACH/GAUGES, ETC. \$95. 1966 FACTORY AM PUSHBUTTON RADIO, BACK KNOBS MISSING \$10; 1967 GTO DASH EMBLEM WITH GRAB BAR, EXCELLENT \$14; 1968 IDIOT LIGHTS AND SPEEDOMETER \$18; '64 TO '69 DECK LID EMBLEM GTO, NEW IN BOX \$6; '64 TO '67 QUARTER-PANEL EMBLEM GTO, NEW IN BOX \$8.50; '64 TO '68 FRONT FENDER EMBLEM GTO, NEW IN BOX \$13; '68 TO '69 GRILLE PLATE GTO, NEW IN BOX \$6.50, ALL ITEMS SUBJECT TO PRIOR SALE. CASHIERS CHECK OR MONEY ORDERS FASTEST. ALLOW 16% FOR SHIPPING AND PACKING. I USUALLY SHIP UPS. 6% SALES TAX TO PA RESIDENTS. DAVID L. NOLT, 57 HARRISTOWN ROAD, PARADISE, PA 17562, (717) 768-3554 WEEKDAYS BETWEEN 9:00 P.M. AND 10:00 P.M. BEST, EXCEPT WED. NIGHTS. (7-9).

NOS 1967 GTO DRIVERS SIDE QUARTER PANEL, \$400 F.O.B. BOZEMAN, MONTANA; STRAIGHT 1967 GTO DRIVERS SIDE QUARTER PANEL AND STRAIGHT 1967 GTO PASSENGER SIDE QUARTER PANEL. \$300 EACH OR MAKE OFFER ON ANY OF THESE PARTS. CONTACT TONY BASTIEN AT BOX 1734, BOZEMAN, MONTANA 59715, PHONE (406) 586-5511 WORK, (406) 587-1834 HOME. NO COLLECT CALLS PLEASE. THANK YOU.

PARTING OUT 1967 GTO, BLUE INTERIOR, MANY PARTS, 4-SPEED AND 3-SPEED TRANSMISSIONS. 1967 & 1969 RADIATORS. RALLY GAUGES & CONSOLE FROM 67, 69 GTO ENGINE, NEW BEARINGS & RINGS AND OIL PUMP, \$250. TRI POWER WITHOUT LINKAGE, \$135. THREE (3) '67 GTO HOODS, ALSO FOR 1969, REAR SIDE MARKER LIGHTS. MANY MORE 67 PARTS. FOR MORE INFO CALL, BILL POFFENBERGER, (918) 836-5136, TULSA, OKLAHOMA. (8-10).

GTO PARTS NOS LARGE INVENTORY, MOSTLY 1964-65 AND '69 JUDGE. MECHANICAL, SHEET METAL, CHROME, LENSES, BODY PARTS, WIRE HARNESSSES AND SOME OPTIONS. SEND NEEDS, STYLE NUMBER AND PART NUMBERS WHEN POSSIBLE. SASE, LARGE. "FOUR" GOATS ONLY, ROD FOLSOM, 4871 SANDY CIRCLE, LA PALMA, CA 90623 (8-1).

USED '68-'69 GTO PARTS. PR. 1969 RA III EXHAUST MANIFOLDS W/PROPER HEAD PIPES \$175, COMPLETE 1969 RA IV ALUMINUM INTAKE W/CROSSOVER, HEAT RISER TUBE PLATE, WASHERS, ETC. BEST OFFER. COMPLETE DISC BRAKE SETUP FOR '68 RO '69 GTO W/POWER BOOSTER, MASTER CYLINDER SPINDLES, ROTORS, BRACKETS, ETC. MAKE OFFER. ALL PARTS ARE IN GOOD TO EXCELLENT CONDITION. ALSO HAVE ACCESS TO '66, '67 AND '68 INTERIOR AND BODY PARTS. BENNY FINNICUM, 314 OLIVE, PLENTYWOOD, MT. 59254, (406) 765-2079 EVENINGS. (8-11).

PARTS FOR SALE

PARTING OUR 64, 65, 66, 68 GTO'S. SHEET METAL, GLASS, INTERIOR TRIM, SOME ENGINE PARTS FOR 64, SOME NOS PARTS. JUST PURCHASED COMPLETE 64 LEMANS HT WITH MANY USABLE PARTS THAT COULD WORK ON GTO. I GUARANTEE ALL PARTS I SELL, OR MONEY BACK. WHILE NOT NOS, MOST ARE USABLE AS IS, OR REPAIRABLE WITH NOT TOO MUCH WORK; AND I THINK MY PRICES ARE VERY REASONABLE. IF YOU DON'T THINK SO, MAKE ME AN OFFER. SASE WITH WANTS FOR YOUR YEAR TO CLAIR DOWNS, BOX 567, HOLSTEIN, IOWA 51025, (712) 368-2588 (8-10).

PARTS WANTED

'65 GTO PARTS, WOOD WHEEL, AM-FM RADIO, FAWN COLOR FLOOR MATS, HURST WHEELS, GAS LINE FOR TRIPLES, GARRY BUSSELL, 8175 OAK STREET, SOUTH ROCKWOOD, MICHIGAN 48179, 313-379-5487 (5-8).

64-66 TRIPPOWERS-ANYCONDITION-ONOE TOO BAD TO USE FOR PARTS. PHIL GAVER, 12 COFFMAN AVENUE, HAGERSTOWN, MD 21740, 301-582-3072 AFTER 6:00 P.M. (5-8)

WANTED FOR '66 GTO: BLACK FLOOR MATS, CABLE TRUNK RELEASE #984640, DOOR EDGE GUARDS #984551, COMPASS #984599 AND REAR WINDOW DEFOGGER #984625. DAN SMITH, BOX 714, LOCKNEY, TEXAS 79241. 806-652-2338 AFTER 7:00 P.M. CST (5-8).

WANTED-ORIGINAL WOOD GRAIN STEERING WHEEL FOR '68 GTO, CONVERTIBLE TOP BOOT (WHITE) FOR 68-69 GTO, COMPLETE PARCHMENT INTERIOR FOR '68 CONVERTIBLE, POWER WINDOW SETUP FOR '68 GTO, BLACK BUCKET SEATS FOR '69 JUDGE, '69 JUDGE STRIPES & DECALS. WRITE: FRANK SKELLS, 7942 SUNFIELD COURT, INDIANAPOLIS, INDIANA 46224 (5-8).

SUPER DUTY PARTS WANTED: CRANK SHAFTS: 59-60 389 (PN 533038), 61-62 421 (541649) 61-62 421 (542990). 421 HARMONIC BALANCER (PN 9770862) AND FRONT COVER (548689). WILL BUY ANY FORGED CONNECTING RODS, 1 OR A HUNDRED, EXCEPT 58-62 389 RODS: ALL 67 - UP RAM AIR AND SD CYLINDER HEADS WITH THE FOLLOWING IDENTIFYING CAST NUMBERS (ABOVE TWO CENTER EXHAUST PARTS) 97,96,722,56,37,614,48,12,16. WILL PAY \$150.00 FOR SUCCESSFUL LEAD ON RAM AIR V HEADS (PN 546534) IDENTIFYING CAST NUMBERS ARE ABSENT). WILL SERIOUSLY CONSIDER ALL OTHER SD PARTS: ALSO WANT METALLIC BRAKE SHOES (PN 5465846) AND WHITE SEATS FOR '67 GTO CONV. WRITE: H.M. KLOSTERMAN, BOX 147, WAHPETON, N. DAK. 58075. INCLUDE PHONE #, ALL INQUIRES WILL BE ANSWERED. (3-8).

WANTED: FOR 1964 GTO; DRIVER'S SIDE DOOR MOUNT MIRROR; FRONT FENDER MOUNT ANTENNA; PONTIAC V SIGN FOR HOOD & TRUNK LID; INSIDE DOOR HANDLES; DASH PADDING; RADIO KNOBS; HOOD SCOOPS; HOOD HINGE; FRONT FENDER GTO 6.5 EMBLEMS; GLOVE COMPARTMENT; STEERING WHEEL; TRUNK LID; REAR BUMPER & LICENSE PLATE BRACKET; ALL MUST HAVE NO DAMAGE. DEWAIN PEEK, ROUTE 4, BOX 200, LIVINGSTON, TENNESSEE 38570. (7-9).

PARTS WANTED: 1967 GTO CHROME GRILLE IN GOOD/EXCELLENT CONDITION. JAMES R. PRITCHARD, 5231 PENINSULA DRIVE, N.W., CANTON, OHIO 44718, (216) 499-1282 (7-9).

WANTED: 1969 GTO BLACK BUCKET SEAT. BACK ONLY. MUST BE EXCELLENT. (EITHER SIDE). DAVID L. NOLT, 57 HARRISTOWN ROAD, PARADISE, PA 17562 (717) 768-3554 WEEKDAYS BETWEEN 9:00 P.M. AND 10:00 P.M. BEST, EXCEPT WED. NIGHTS) (7-9).

FOR '67 GTO: MUST BE IN EXCELLENT CONDITION: BLACK DASH ONLY, WITH A/C, BLACK FRONT DOOR PANELS WITH LINERS, 400 H.O. HEADS #9788067 CAST #670, INTAKE MANIFOLD #9786285, 'PRNDL' PLASTIC PIECE FOR HIS/HERS LENS FOR LIGHT ON BACK OF CONSOLE, BLACK REAR DECK SHELF. MAUREEN MCCARTY, 403 CLAYMONT COURT, INDIANAPOLIS, INDIANA 46234 (1-12).

WANTED FOR 1969: DRIVERS SIDE BLACK BUCKET SEAT AND PAIR OF HIDEAWAY HEADLIGHT DOORS, MUST BE EXCELLENT, MIKE NOLT, 57 HARRISTOWN RD., PARADISE, PA 17562 (1-12).

WANTED: ONE ORIGINAL CHROME AIR CLEANER TOP FOR GTO TRI-POWER, JAMES BEIERLE, 98 REGENT STREET, WILKES-BARRE, PA 18702 (717) 829-3538 (1-12).

WANTED: CHROME TRIM RING FOR SHIFTER BOOT ON '65 GTO W/O/CONSOLE. WILL PURCHASE BOOT AND RING TOGETHER IF NECESSARY. HAVE PARTS TO TRADE. CLAIR DOWNS, BOX 567, HOLSTEIN, IOWA 51025 (712) 368-2588 (8-10).

WANTED FOR '73 GTO: RIGHT SIDE GRILL SECTION, WHITE AND BLACK INTERIOR PIECES AND INFORMATION ON THE CORRECT TAILPIPE ENDS. CONTACT, TIM DYE, 5806 27TH STREET, APT. 13-C, LUBBOCK, TEXAS 79407, (806) 796-0380 (8-10).

WANTED FOR '67 GTO: FAN SHROUD IN GOOD CONDITION, CONTACT, TIM DYE, 5806 27TH STREET, APT. 13-C, LUBBOCK, TEXAS 79407, (806) 796-0380 (8-10).

INFORMATION WANTED

"I WOULD LIKE TO HEAR FROM PEOPLE WHO HAVE USED THE RAM AIR IV CAM 9794041 IN THEIR LOW COMPRESSION 400 WITH 1.5 ROCKERS, AUTO TRANSMISSION, AND 3.55 OR SMALLER GEARS. HOW DO YOU LIKE THE CAM FOR EVERY DAY STREET DRIVING? STEVEN PERRY, 2057 EAST 22ND STREET, BROOKLYN, N.Y. 11229, (212) 332-8004." (8)

GOTOS WANTED

66/67 GTO CONVERTIBLE W/4-SPEED & POSI. MUST BE STOCK W/HO, RA OR TRIPPOWER MOTOR. ALSO WANT RA 4 BLOCK (CODE XP) AND HEADS #722. JIM KREIM, 15 N. LONG STREET, SHELBY, OHIO 44875 (2-12).

1964 THROUGH 1971 GOTOS, PREFER CONVERTIBLES, DON'T MIND IF THEY NEED BODY OR MECHANICAL WORK. WOULD LIKE STOCK APPEARING NO RUST, WILL GO ANYWHERE ON THE WEST COAST. CALL COLLECT, CHIP BALDONI (213) 362-8862, (1-12).



## GTO'S FOR SALE

1969 GTO, RAM AIR, AUTOMATIC TRANSMISSION, GREEN WITH GREEN INTERIOR, 4:11 POSTI, SPOILER, RALLY TWO WHEELS, NEW RUBBER, AIR CONDITIONING, ENGINE WAS REBUILT 10,000 MILES AGO, ASKING \$2,500.00, GEORGE LUNA, (806) 364-0503 (8-10).

1964 GTO - 389 TRI POWER, 4-SPEED, NEW PAINT, NEW BUMPERS. TAPASTRY-RED, BLOCK INTERIOR, POWER STEERING, TILT WHEEL, AM/FM. ALSO PARTI OUR 1964 TEMPEST. CALL OR WRITE, W.E. CLEMONS, 8257 BUFFALO AVENUE, NORFOLK, VIRGINIA 23518, (804) 588-4935 (8-11).

1967 GTO CONVERTIBLE, BLUE & WHITE, GOOD MECH. CONDITION, BODY FAIR, NEW TOP, CARPET, SPARE PARTS. BEST OFFER OR FIRST \$1,500.00 DRIVES IT AWAY. FOR MORE INFORMATION & PHOTOS SEND \$3.00 TO: KIRK SKAGGS, 7910 SPRINGFIELD RD., GLENNDALE, MD 20769 (5-11).

'65 GTO COUPE, TRI-POWER, 4-SPEED, RALLY GAUGES, WOOD WHEEL, 3:90 SAF-T-TRACK, RAM AIR TUB, (ORIGINAL), NEW PAINT, CHROME, BURGANDY-BLACK INTERIOR, MECHANICALLY ESCELLENT, ASKING \$5,000.00. JOHN MILLS, 608 N. OAKLAND, CARBONDALE, ILLINOIS 62901, 618-529-1329 (5-8).

1967 GTO, 400, 4-SPEED. NEW CLUTCH, REAR END, BATTERY, STARTER, CARPETING. RED WITH BLACK INTERIOR. NO RUST OR INTERIOR TEARS. RUNS STRONG. PHOTOGRAPH AVAILABLE UPON REQUEST, SEND SASE. ASKING \$2,950.00. DON FLETCHER, 22447 IMPERIAL DRIVE, RICHTON PARK, ILLINOIS, (312) 481-4675 (7-9).

1967 GTO HARDTOP FOR SELL OR TRADE. CAR IS IN GOOD RUNNING CONDITION AND THE BODY IS IN GOOD SHAPE. LAMON W. WILLS, BOX 344, POCAHONTAS, VA 24635 (7-8).

1969 GTO IN FAIR SHAPE. GLASS ALL GOOD AND BODY. BEST OFFER ACCEPTED. LOIS DOLAN, 2750 GIBSON STREET, LAKE STATION, INDIANA 46405 (7-8).

1967 GTO, SERIAL #242177K119133, 2 DOOR SPORT COUPE HARDTOP (STRUT BACK), ALL WHITE WITH TURQUOISE INTERIOR. TURBO HYDRA-MATIC (COLUMN) TRANSMISSION, 400 CU. IN./335 HP, CODE YS ENGINE. ROCHESTER 4MV "QUADRAJET" CARBURETOR. I HAVE THE PONTIAC OWNER'S MANUAL, OWNER PROTECTION PLAN AND NEW VEHICLE WARRANTY, 1967 SERVICE MANUAL, AND 1967 FISHER BODY SERVICE MANUAL. PURCHASED NEW IN FAMILY ON JULY 31, 1967. HAS APPROXIMATELY 93,000 ORIGINAL MILES. SERIOUS INQUIRES ONLY! JOEL E. PETERSON, 2735 FORBES DRIVE, OMAHA, NE 68123, (402) 292-0246, (7-8).

## ASSOCIATION STAFF AND ORGANIZATION:

THE GTO ASSOCIATION OF AMERICA IS OPERATED AS A NON-PROFIT ORGANIZATION PURSUANT TO SECTION 501-C(3) OF THE INTERNAL REVENUE CODE AND ALL OTHER APPLICABLE RULES AND REGULATIONS. THE ASSOCIATION WILL BECOME OFFICIALLY INCORPORATED WHEN THE BOARD OF DIRECTORS DEEMS IT APPROPRIATE TO DO SO. BOARD MEMBERSHIP IS AS FOLLOWS:

### HONORARY CHAIRMAN OF THE BOARD

ACTING CHAIRMAN OF THE BOARD

1. NORTHWEST U.S.A.

2. SOUTHWEST U.S.A.

3. NORTHCENTRAL U.S.A.

4. SOUTHCENTRAL U.S.A.

5. NORTHEAST U.S.A.

6. SOUTHEAST U.S.A.

7. WESTERN CANADA

8. EASTERN CANADA

9. INTERNATIONAL

10. INTERNATIONAL

### GTO ASSOCIATION STAFF:

PRESIDENT

P.O. BOX 1734, BOZEMAN, MONTANA 59715

ASSISTANT TO THE PRESIDENT

996 MASS AVE, APT 102, ARLINGTON, MASS 02714

ASSISTANT TO THE PRESIDENT

1926 RUBY, ROCHESTER, MICHIGAN 48063

EXECUTIVE VICE PRESIDENT

RECORDING SECRETARY

\* 114 PRINCE GEORGE DR, HAMPTON, VA 23669

TREASURER

VICE PRESIDENT, COMMUNICATIONS

C/O GTO ASSOCIATION, MICHIGAN

VICE PRESIDENT, DATA PROCESSING

AVENSTOKE ROAD, RT #2, WADDY, KY 40076

VICE PRESIDENT, PROMOTIONS

105 WEST PINE PLACE, ST. LOUIS, MO 63108

VICE PRESIDENT, INTERNATIONAL MEETS

5533 CHISOLM TRAIL, INDIANAPOLIS, IN 46227

VICE PRESIDENT, CHAPTER COORDINATION

10831 INGALLS CIRCLE, BROOMFIELD, CO. 80020

EDITOR, MEMBERSHIP ROSTER

EDITOR, GAS CAN NEWSLETTER

TECHNICAL EDITOR, GAS CAN

CHAPTER EVENTS ADVISOR

10831 INGALLS CIRCLE, BROOMFIELD, COLORADO 80020

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: ROBERT J. MCKENZIE

: A.J. BASTIEN (TONY)

: BRUCE FOX

: POSITION OPEN

: RANDALL HENDRICKS

: POSITION OPEN

: ROBERT J. MCKENZIE

: NEIL LEADBEATER

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: JOHN H. RAWLINS

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: A.J. BASTIEN (TONY)

: JOHN KYPRIANOS

: RANDY GRIDER

: TIM DYE

: ROBERT MCKENZIE

: BOB MAHER & A.J. BASTIEN

: BOB MAHER

: WILLIAM GATEWOOD

: PAUL RADER

: THOMAS CAHILL

: LARS GRIMSRUD

: ROBERT MCKENZIE \*

: TIM DYE

: PAUL DEANE

: LARS GRIMSRUD

ASSISTANT EDITOR, GAS CAN NEWSLETTER

: A.J. BASTIEN (TONY)

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: ROBERT MCKENZIE \*

EXECUTIVE VICE PRESIDENT, MEMBERSHIP SERVICES

141 CONGAMOND ROAD, SOUTHWICK, MA 01077

: TRYON COTE

LEGISLATIVE COMMITTEE, ACTING CHAIRMAN

: A.J. BASTIEN (TONY)

LEGAL COUNSEL

: POSITION OPEN

IF YOU WOULD LIKE TO VOLUNTEER FOR A STAFF POSITION, WRITE TO A.J. BASTIEN, PRESIDENT, GTO ASSOCIATION OF AMERICA, P.O. BOX 1734, BOZEMAN, MONTANA 59715

## CHAPTER EXCHANGE

VICE PRESIDENT OF CHAPTER COORDINATION IS: LARS GRIMSRUD, 10831 INGALLS CIRCLE, BROOMFIELD, CO 80020

OKLAHOMA:

BILL FOPFENBERGER, PRESIDENT, (918) 836-5136, TULSA, OKLAHOMA

TEXAS:

TIM DYE, PRESIDENT, "SOUTH PLAINS GTO'S", 5806 27TH STREET, APT. 13-C, LUBBOCK, TEXAS 79412

NEW JERSEY:

ACTING PRESIDENT, LEE MINSTER, 163 WATSON DRIVE, WEST ORANGE, N. J. 07052

ONTARIO:

ACTING PRESIDENT, ROBERT WHITING, 10 TEESDALE PLACE, APT 2203, SCARBOROUGH ONTARIO, CANADA

MIDWEST:

"MIDWEST GTO'S", RICHARD RAASCH, PRESIDENT, 1823 12TH AVENUE, BELVIDERE, IL 61008 (INCLUDES ILL., MICHIGAN, MINNESOTA, MISSOURI, IND., & WISCONSIN)

NEW YORK:

DAVID CRANDALL, PRESIDENT, "CORTLAND COUNTY GTO'S", 15 SOUTH FULTON ST., HOMER, NEW YORK 13077

MARYLAND:

PHIL GAVER, ACTING PRESIDENT, "MASON-DIXON GTO'S", 12 COFFMAN AVENUE, HAGERSTOWN, MARYLAND 21740

GEORGIA:

BOB JARZEMBOWSKI, ACTING PRESIDENT, P.O. BOX 1619, MT. BERRY, GA 30149

COLORADO:

PRESIDENT, LARS GRIMSRUD, "THE CLASSIC GTO ASSOCIATION OF DENVER COLORADO, 10831 INGALLS CIRCLE, BROOMFIELD, CO 80020

IF YOU ARE INTERESTED IN STARTING A CHAPTER, CONTACT OUR VICE-PRESIDENT FOR CHAPTER COORDINATION AT THE ADDRESS ABOVE.

## TECHNICAL ADVISORS

THIS IS A LISTING OF MEMBERS WHO HAVE VOLUNTEERED TO ANSWER QUESTIONS PERTAINING TO THEIR FIELD OF EXPERTISE. WHEN WRITING A TECH ADVISOR, PLEASE ENCLOSE A SASE ALONG WITH YOUR QUESTIONS. THANK YOU.

-1969 JUDGE

STEVE AUGHENBAUGH, 59 AQUA DRIVE  
HOLLAN, PA 18966

-1970 JUDGE

ROBERT MCKENZIE, 114 PRINCE GEORGE DR.  
HAMPTON, VIRGINIA 23669

-SENIOR ADVISOR &  
ALL TRIPOWERS

ANTHONY BABIAK, 3826 MARLAMONT WAY  
WEIRTON, WV 26062

-1964-74 GTO

RICK GONSER, SR. TECH ADVISOR FOR PONTIAC  
OAKLAND CLUD INT'L  
2452 OSTROM AVENUE  
LONG BEACH, CA 90815  
(213) 430-7133 HOME  
596-2043 HOME  
328-0770 WORK

METALWORK, PAINTING

JOE MARTIN, 1709 MARQUETTE  
BAY CITY, MICHIGAN 48706

GENERAL RESTORATION  
TIPS, 1969 GTO

BOB MAHER, JR., 1634 BRIARSON DRIVE  
SAGINAW, MICHIGAN 48603

CARBURETOR SPECIALIST  
& ELECTRICAL & TACHS  
HEADLIGHT ACTUATORS  
REPAIRED.

A. PADGETT PETERSON, 712 POE STREET  
AZLE, TEXAS 76020  
(817) 444-4210  
AFTER 6:00 P.M.

TECHNICAL INFORMATION  
COORDINATOR

PAUL DEANE  
BOX 403 MIDNIPORE POST OFFICE,  
CALGARY ALBERTA, TOL IJO, CANADA

RESTORATION TIPS - 1974 GTO

KEVIN MYSZKA, 112 PARKER LANE,  
TALLMADGE, OHIO 44278, (216)  
633-1950





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# GTO

## ASSOCIATION

### JACKET ORDER FORM

GTO ASSOCIATION OF AMERICA JACKETS ARE FIFTY PERCENT COTTON, AND FIFTY PERCENT POLYESTER, WHITE WITH RED TRIM, WASHABLE, WATER REPELLENT, WITH A FULL LENGTH ZIPPER, TWO SLASH POCKETS, REGULAR SLEEVES WITH 2-BUTTON CUFFS. THE JACKETS HAVE THE GTO EMBLEM IN FRONT (LEFT SIDE) AND YOUR FIRST NAME ON THE FRONT RIGHT SIDE. THE JACKETS HAVE "GTO ASSOCIATION OF AMERICA" IN LARGE PRINT ACROSS THE BACK.

THESE ARE NICE LOOKING, QUALITY MADE JACKETS FOR ONLY \$24.00 EACH, POSTAGE INCLUDED.

CHECK THE SIZE YOU WANT:  SMALL (34-36)  LARGE (42-44)  MEDIUM (38-40)  X-LARGE (46-48)

FIRST NAME AS YOU WANT IT ON YOUR JACKET, PLEASE PRINT: \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

CHECK  MONEY ORDER  MASTERCARD  VISA

ACCOUNT NUMBER \_\_\_\_\_

EXPIRATION DATE INTERBANK NUMBER (MASTERCARD ONLY) \_\_\_\_\_

SIGNATURE \_\_\_\_\_

GTO ASSOC. MEMBERSHIP # \_\_\_\_\_

SEND ORDER TO: PAC WEST  
15601 FOX HILLS STREET  
WESTMINSTER, CALIFORNIA 92683

