

THE

Recipient of the Golden Quill Award '83, '84, '89, '91, '92, '93, '94 & '96

# LEGEND

December 1997

Volume 15 Number 12

*The Official Publication of the GTO Association of America, Inc.*



## *Seasons Greetings*

### **This month:**


As We Go To Press, Convention Corner,  
How to ID a Fake 64, 73 GTO To Go Series,  
Technically Speaking, Christmas Special,  
Chapter News and Classified Advertisements

# GTO Association of America, Inc.

"Serving the GTO Enthusiast since 1979!"

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# As We Go To Press

by *Beth Butcher*



This has certainly been a terrible year weatherwise for the City of Fort Collins (Timnath where I live is just outside of Ft. Collins) first this summer we had the Flood of 1997 and now we have just lived through the Blizzard of 1997. I sure don't stick my nose out the door when the snow is coming down horizontally and the drifts are over our 6' fence. Hopefully, this is the last major weather happening for 1997.

Well by the time you receive this issue my 16 year old daughter will be driving on her own - is that a scary thought or what? You know it's a mixed bag - you get tired of being chauffeur - but do you really want them on their own? Oh well, I guess time will tell.

Now to update you on some other information. If you will remember in the Meet Issue the Atlanta Chapter had an article about an internet address - website, now I have had word

that we have had a change. I received an e-mail the other day from Bob Mohalley with a new address and it is : <http://reality.sgi.com/csp/SEGTOA/>, the new webmaster is Dave Ellis. They will include information on the upcoming Wichita Meet, articles and much more - be sure to check it out.

We have also had an update from John Sawruk on his health and according to his letter he should be returning to work very shortly. He has also included the address for the Memorial Sloan-Kettering Cancer Center, Box E, 1275 York Ave., New York, NY 10021. We are certainly glad to hear that John is doing so well and we expect him to be around for a long time to come.

Now to get down to the business of this issue, we have our regular features of Convention Corner, Chapter News and the Classified Ads. We also have two features this month from

Eric White, the 73 GTO to Go Series and his new feature of Technically Speaking. Eric has culled articles from more than ten years of Chapter Newsletters and will be sharing those with our membership. Mike Radke also provides us with an article about identifying a 64 and making sure it is the real thing, especially before you put out those big bucks for a car.

If, you have noticed the lack of feature cars it's because we have one. I have received some wonderful 3-6 page articles about people's cars - but only get 1-2 pictures. When we do a feature car we need at least a dozen pictures or better yet shoot a whole roll of pictures, we need 4-6 good ones for the inside and a great shot for the cover. The more pictures you send the better we can represent how beautiful your car really is - keep those articles coming.

We hope that you have a wonderful holiday season - till next time.

**Magazine Subscription:** USA - \$30.00 per year; Canada - \$33.00; all others - \$40.00. We can accept U.S. funds, check or money order. Send your subscription request to GTO Association of America, 5829 Stroebel Road, Saginaw, MI 48609. Visa and Mastercard are also accepted. Send card number, expiration date (add Interbank number for Mastercard) and signature.

**Missing Newletters and Changes of Address:** Direct all correspondence to Bob Maher, 5829 Stroebel Road, Saginaw, MI 48609. Be sure to include your membership number in all correspondence.

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Vendor	Phone #
A & M Soff Seal, Inc.	1-800-426-0902
H-O Racing Specialties	1-310-973-7078
Indian Artifacts	1-718-332-4479
Performance Years GTO's	1-800-542-7278
The Carburetor Shop	1-573-392-7378
Warpath Restoration Parts	1-216-845-4612
Warrior Racing Products	1-313-728-6600
Year One, Inc.	1-800-950-9503

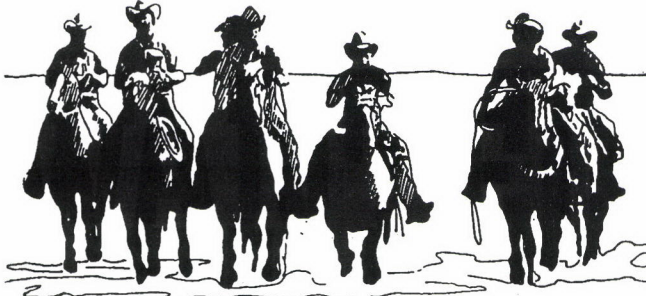
# Nationals Convention Corner

by Mike & Vickie Cooper

# WANTED

## GTOAA Nationals

Wichita, Kansas  
June 30 - July 4



### Riders, Drivers 'n Horsepower

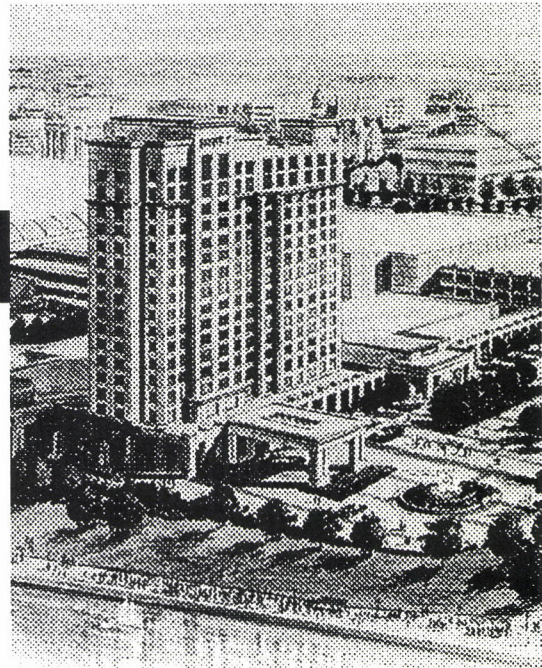
We want to welcome you to Wichita for the 1998 GTOAA Nationals. Bring your classic GTO's and be prepared to have a great time. Century II Exhibition Hall and the new Hyatt Regency will be the site of next years event.

Luxurious rooms, at a special rate are being held in your honor. Register early for the 1998 Convention and you will receive your room reservation at the special GTOAA.  
Phone: 1-800-233-1234 or 1-316-293-1234

Technical Sessions will be held in the convention center and the hotel.

Easy access to Century II Convention Center will enable you to relax and enjoy western hospitality at its best.

*We promise to show you a good time in Wichita at the first indoor National event...No Dust, No Dirt, No Rain, No Hail, No Wind, No Heat, No Kidding!*



Reserve Your Spot in this  
Dern Purdy Hacienda!  
1-800-233-1234

**"The Waterin' Hole"** (Social Gathering) will give you a chance to enjoy all the outlaws in attendance and some grub.

**"The Wagon Train"** (Road Rally) will take you through the countryside. You can enjoy the scenery with your top down (unless the sheriffs watching) . We didn't lose anyone at the 1988 Nationals.

**"Special Doin's" Around Town** (Events & Attractions) include an authentic Indian Ceremonial Dance, 50's & 60's Rock-n-Roll Music, 1800's Historic Cowtown Tours, Four-Star Sedgwick County Zoo, Indoor Ice Skating Rink, Wichita Art Museum, & Sheplers (largest western store in the midwest) plus 8 public golf courses.

**"Hold Your Horses"** (High Performance Enthusiasts)... you are in store for excitement. We'll start off with technical sessions that will highlight new technology and the latest in high performance Pontiac parts. Bench racing is encouraged and the Jim Wangers Drag Race will be the ultimate in Pontiac Racing at the "Wild Horse Race" finale. Keep your ears to the ground and listen for the Pontiac Posse to be riding in next month with more about the Nationals.

Hosted by GR-RRR8'R Wichita GTO Club. For more information CALL the Event Co-chairs:

Gary Gibbs 316-291-4170 or Mike Cooper 316-322-8818

# HOW TO SPOT A FAKE '64

by Mike Radke

**For sale; 1964 GTO 389 Tri-power  
4 speed. All numbers match. Must  
see.\$28,000.00 call (389) 400-0455**

Looks familiar. It seems that all 32,450 GTOs produced in 1964 have survived and amazingly all have the tri-power option. We can spend many hours discussing the pros and cons of cloned cars, as Mike Potts wrote here a few months ago, but the fact is that over 50 per cent of the early GTO's that Pontiac Historical Services checks are not GTO's - be they clones, fakes, or whatever. Maybe the seller is unaware - then again, maybe he's not.

The following information is to help you identify a 1964 GTO. James Bond said, "Never say never," so this information is not to be construed as absolute - these guidelines are provided to help you to minimize your risk. Now, of course, these cars are over 30 years old, and it's likely that many parts have been replaced to keep them on the road, but the point is to be aware of these alterations, and to ask questions.

**How to be 100% sure of a 1964 GTO.** Easy. YOU write down the Vin. number and send it along with \$35.00 to Pontiac Historical Services, PO Box 884, Sterling Hts., MI 48311-0884 (a cashier check or money order will speed up the process). In about 6 weeks you will receive a copy of the factory manifest or invoice, which will tell you how Pontiac delivered your car from the factory. The reason for YOU to send off for the build sheet is, that while it is very rare, it is possible for a seller to alter the PHS manifest, and you will be no better off than before.

**99.9% sure, Protecto-Plate.** If the seller has the "Protecto-Plate" it will contain both the Vin number of the car and the engine code/serial number. Are we sure the Vin tag has not been altered or replaced?

**99.9% sure it's a clone;** A car manufactured in the Kansas City, MO, or Pontiac, MI, Assembly plant without the 5N accessory code on the Fisher Body Plate (located on the firewall).

## What to look for:

**Engine compartment;** Obviously, the engine code should read 76X, 77J, 78X or 79J (tri-power manual, tri-power automatic, 4 barrel manual, 4 barrel automatic respectively). These codes (with the generic transmission codes; X and J) were stamped at the engine assembly plant. The assembly plants were instructed to stamp the transmission code behind the generic codes depending on which transmission option was being put behind the engine. The transmission codes consisted of; X - 3-speed, W - 4-speed (wide-ratio), J - 2-Speed automatic, and "9" describing a 4 speed car with 3.90:1 gears. There has been much controversy on the "9" transmission code. It had been thought that the "9" described the 4 speed close ratio transmission. In a discussion with Pete McCarthy he knew of two '64s with the 76X9 engine code. One was his that he purchased new in 1964 and the other belongs to Ken Crocie who is the original owner of a '64. Neither car had a close ratio 4 speed, but both had 3.90:1 gears. In researching this subject, Pete has not found a documented '64 with a close ratio 4 speed (if you can shed any light on this subject please contact Mike Radke). If the factory followed the policy, which was to stamp the transmission code behind the engine code you should see the following codes;

<u>Engine Code</u>	<u>HP</u>	<u>Transmission</u>	<u>Gears</u>
78X or 78XX	325 hp	3 speed manual	
78XW	325 hp	4 speed wide-ratio	
78X9	325 hp	4 speed wide-ratio	3.90:1
79J	325 hp	2 speed automatic	
76X or 76XX	348 hp	3 speed manual	
76XW	348 hp	4 speed wide-ratio	
76X9	348 hp	4 speed wide-ratio	3.90:1
77J	348 hp	2 speed automatic	

The intake manifold on the '64 was the last to use the 6-bolt per side pattern. Starting in 1965, a 5-bolt per side pattern was used. A quick glance at tri-power manifold can determine if it is correct. The runner under the carburetors are straight in '64, and curved on '62 and '63 manifolds (but will work).

**Fisher Body Assembly Plant Plate;** This plate is located under the hood, on the upper portion of the firewall on the drivers side. All '64 GTO's produced in Kansas City (KC) and Pontiac (PO) plants used a accessory code of 5N for the GTO Group. Baltimore and Fremont plants did not distinguish the GTO option in any way on the plate.

**Radiator Support;** There were 2 radiator supports used in the 1964 Pontiac "A" body. All '64 GTO's (with or without A/C) and all Le Mans with A/C came with the A/C radiator support. This support is easily identified by the radiator sitting in a channel. You will find that standard Le Mans without A/C will have a radiator support with the channel facing down.

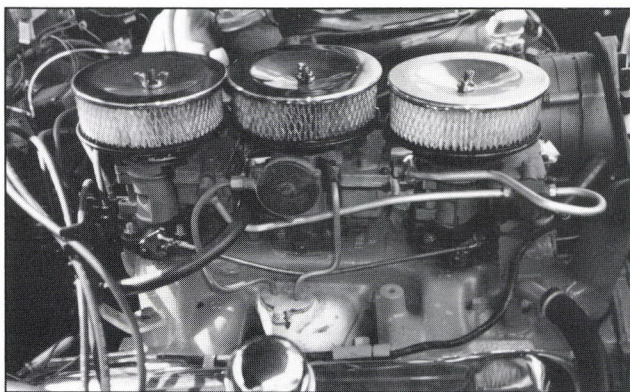
**Stick Shift Bellhousing;** Again, a one year item. The '64 is a complete 360 degree aluminum bellhousing without an inspection plate on the bottom, unlike the '65 and up bellhousings. Bellhousings of '63 and earlier vintage are cast iron.

**Interior;** Open the driver's door and check the Vin plate. The first number should be a "8" (for 8 cylinder and the 2nd number should be "2" (Le Mans, versus a "0" for Tempest, or "1" for Tempest Custom). The dash should have the

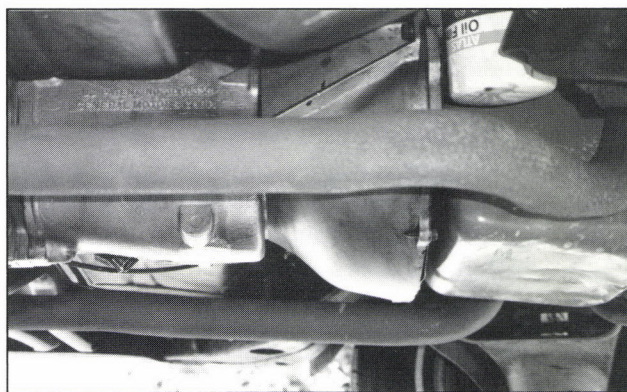
swirled metal dash insert around the gauges, rather than the standard Le Mans black rib dash. The reproduction swirled dash inserts are vinyl rather than metal, and do not have the lip around the edge. The 1964 was the only model that GTO's and Le Mans with manual transmissions used the Hurst Competition shifters without the name HURST on the handle. A GTO emblem over the glove box finished the GTO interior.

**Exterior;** All '64 exterior emblems are being reproduced - consequently, it is not to difficult to remove LeMans emblems and put on GTO emblems (of course there will be a few holes to fill). LeMans's front fenders will have holes toward the front, near the headlights where the 326 emblems were. Also, there will be holes just in the front of the rear wheels on the quarter panels, where the chrome fins were located (you will need to remove the back seat to see if these holes were filled). Be leery of a car with a splatter-finish trunk, as the trunk of a '64 was finished in body color and the splatter-finish paint could be covering some hole repairs.

Again, these are just a few things to look for when purchasing that '64 GTO of your dreams but it is not necessarily a complete list. Also, this is not to say that anyone out there is dishonest. But as they say, "Buyer beware!" Protect yourself. If you should see anything suspicious, and the buyer will not allow you time to check PHS, RUN! There are still plenty of nice authentic GTO's to be found.



'62, '63 Intake with curved runners



Correct 1964 GTO Bellhousing

Special thanks to Pete McCarthy, Jim Mattison, Tim Dean, Carter Chee, for contributing to this article.

# G.T.O. To Go: What's On The Menu – 1973

Vital ingredients for cooking up a hot Pontiac Gran Turismo Omologato Eric White

## PRODUCTION TOTALS

### By Body Style:

Style [Style No.]	Series/Style Number	Production
2-Door Colonnade Hardtop [27]	D37	494
2-Door Colonnade Hardtop [37]	F37	4,312
TOTAL		4,806

By Engine:	Cubic Inches	Carburetor	Net Hp
Standard [Std.]	400	1x4 barrel [bb]	230 4,262
Optional [Opt.]	455	1x4 bbl	250 544

### By Transmission:

	D37	F37	TOTAL
Automatic Transmission [A.T.]	282	2,867	3,149
Manual Transmission [M.T.]	187	926	1,113
A.T. w/455	25	519	544
TOTAL	494	4,312	4,806

## WEIGHTS AND MEASURES

Curb Weight:	M. T. –	3,705 lbs.
	A. T. –	3,717 lbs.

Add: 112 lbs. for Air Conditioning [A.C.]; 28 lbs. for Power Steering [P.S.]; 10 lbs. for Power Disc Brakes [P.D.B.]; 20 lbs. for Power Bucket Seat; 8.5 lbs. for Power Windows; 4 lbs for 455; -25 lbs for 4-Speed

### Measurements: (refer to illustration at right)

A	B	C	D	E	F
112.0"	52.9"	61.5"	77.7"	60.7"	207.4"

## DRIVETRAIN

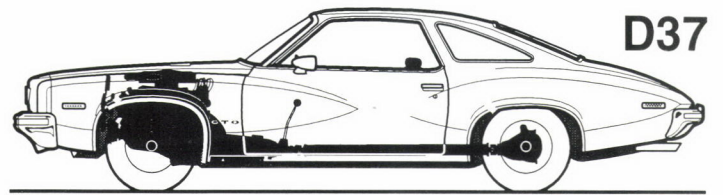
Engine:	Standard	Optional
	400 (L78)	455 (L75)
V.I.N. I.D.	T	Y
Type –	Cast Iron Alloy, Water-Cooled, Overhead Valve, 90° V-8	
Spark Plug Firing Order –	1-8 -4 -3 -6 -5 -7 -2	
Compression Ratio –	8.0:1	
Bore & Stroke –	4.12 x 3.75	4.15 x 4.21
Displacement cubic inch/liter –	399.9/6.6	456.1/7.5
Net Hp @ RPM –	230@4400	250@4000
Net Torque @ RPM –	325@3200	370@2800

### Engine Identification [I.D.] Codes –

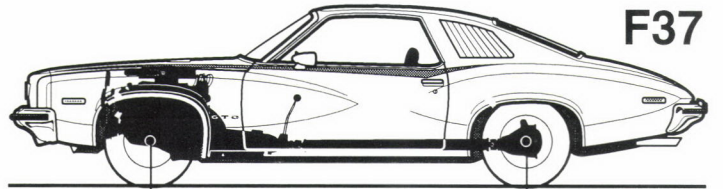
	Early/Midyear*	Early/Midyear
A.T.:	YS, ZS/XN	YC, ZC/XE
A.T. w/K65 (unitized ign.):	YY, Y3/XX	ZA, YA/XL
A.T. w/High Altitude calibrations:	YT/XK	YK/X7
A.T. w/High Alt.& K65	—	YD/XM
M.T., 3-speed:	WS/YF	—
M.T., 4-speed:	WK/Y6	—
M.T., 4-speed w/K65	WP/YG	—

\*Per Environmental Protection Agency order, Pontiac changed the exhaust emission system by removing the time delay feature. This necessitated a redesign of the system. All vehicles manufactured after March 15, 1973 incorporated the new emission system. All engine serial numbers above 532727, and approximately 700 units below that number, incorporate the changes, and can be identified by a darker blue paint color and new I.D code.

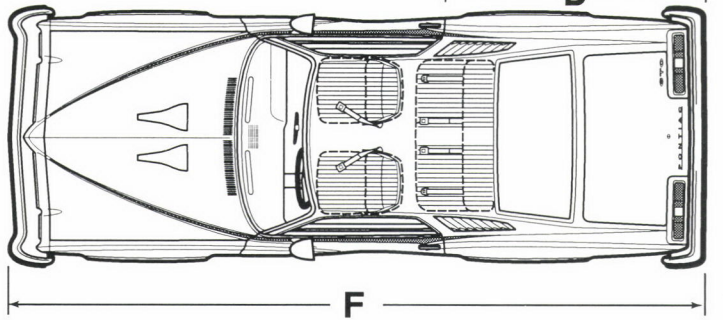
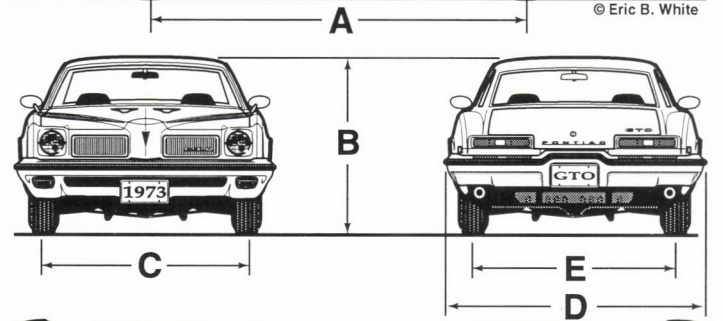
Carburetor: Make –	Rochester
Type –	4MC Quadrajel
Number Used –	One



D37



F37



Carburetor Ass'y No. –	L78	L75
A.T.:	7043264/7043266	7043262
A.T. w/High Alt.:	7043274	7043272
M.T.:	7043263	—
Intake Manifold: Casting No. –	492144 (early), 494282 (late)	
Material –	Cast Iron	
Camshaft:	L78 w/A.T.	L78 w/M.T., L75
Part No. –	9779066 (N)	9779067 (P)
Lift –	Int: 0.404"	0.403"
	Exh: 0.408"	0.406"
Duration –	Int: 273°	273°
	Exh: 282°	289°
Overlap –	55°	54°

Distributor: Part No. –	L78 – 1112231 (YS, ZS, WK, WS, YF, Y6) 1112813 (XN)
	L78 w/K65 – 1112233 (YY, Y3, WP, YG) 1112812 (XX)
	L78 w/High Alt. – 1112232 (YT) 1112814 (XK)
	L75 – 1112191 (YC, ZC, XE)
	L75 w/K65 – 1112203 (ZA, YA, XL)
	L75 w/High Alt. – 1112220 (YK, X7)
	L75 w/K65 & High Alt. – 1112507 (YD, XM)

**Heads:** Casting No. – L78 – 488534 (4X)  
L75 – 488541

**Valves:** Head Size, dia.– Intake: 2.11"  
Exhaust: 1.66"

**Lifters:** Type – Hydraulic

**Fuel Pump:** Type – Mechanical diaphragm, unitized  
Part No. – 6470670

**Alternator:** Make – Delco-Remy, Int. Regulator  
Standard (37 Amp.) – 1100927  
A.C.; Rr Wnd Dfg; H.D. (55 Amp.) – 1100928  
A.C. w/RWD or H.D. (80 Amp.) – 1101015

**Water Pump:** Type – Centrifugal-rotary impeller  
Casting No. – 488296

**Exhaust Manifolds:**

Casting No.– Std. – Left: 490143; Right: 490142; D-port

**Battery:** Type – Group 24, wet-cell, 12-volt, direct current  
Make – L78 – Delco R89 61 Amp Hours  
L78 H.D.; L75 – Delco R89S 62 AH  
L75 H.D. – Delco R89X 73 AH  
L75 sealed case – Delco C89 (maintenance free) 80 AH

**Radiators:** Type – Cross-flow tube  
Make – GM, Harrison Radiator Division

Usage –	L78				L75	
	M.T. <sup>1</sup>	M.T. <sup>2</sup>	A.T. <sup>1</sup>	A.T. <sup>2</sup>	A.T. <sup>1</sup>	A.T. <sup>2</sup>
Standard	BD	OG	BD	OG	BD	OG
Air Conditioning	EC	PA	ED	PB	ED	PB
Heavy Duty	EC	PA	ED	PB	ED	PB
Trailer Prov.	—	—	ED	PB	ED	PB

1. First type w/o drain cock; 2. Second type w/drain cock

**Dimensions –**

I.D. Code	Part No.	Height	Width	Thickness
BD	3027893	17.0"	28.375"	2.00"
EC	3027932	17.0"	28.375"	2.75"
ED	3027933	17.0"	28.375"	2.00"
OG	3027544	17.0"	28.375"	1.25"
PA	3029480	17.0"	28.375"	2.00"
PB	3027893	17.0"	28.375"	2.00"

**Transmissions:**

Std. – 3 Speed synchromesh (all forward gears synchronized), cast iron case, heavy duty. Floor-shift, L78 only.

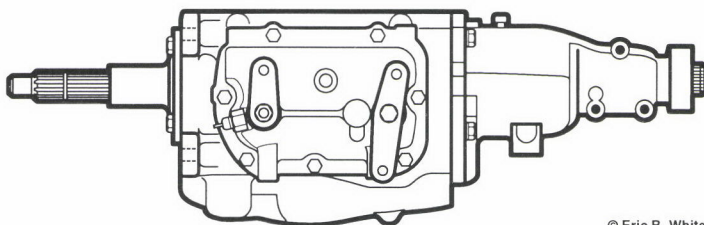
Make: GM, Muncie M13

Ratios: 1st – 2.42:1; 2nd – 1.58:1; 3rd – 1.00:1; Rev – 2.41:1

Input Shaft: 10 splines; Output Shaft: 27 splines

I.D. Code: TD (early); RM (late)

(two-letter code painted on rt side of main case)



© Eric B. White

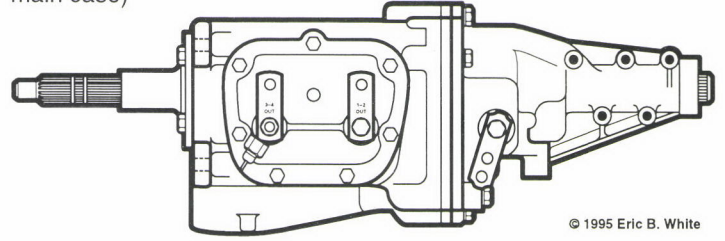
Opt. – 4 Speed synchromesh (all forward gears synchronized), aluminum case, wide ratio. L78 only

Make: GM, Muncie, M20

Ratios: 1st – 2.52:1; 2nd – 1.88:1; 3rd – 1.46:1; 4th – 1.00:1;  
Rev – 2.59:1

Input Shaft: 26 splines, 2 grooves; Output Shaft: 32 splines

I.D. Code: UA (early); WD (late); (two-letter code painted on top of main case)



© 1995 Eric B. White

Opt. – 3-Speed automatic, liquid-cooled, aluminum case.

Make: GM, Turbo-Hydramatic, M40

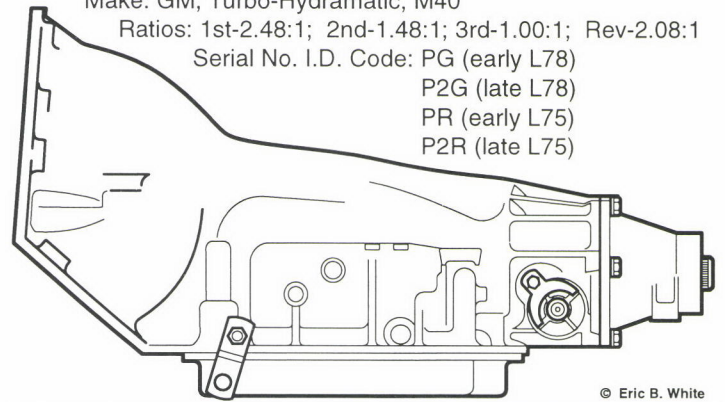
Ratios: 1st-2.48:1; 2nd-1.48:1; 3rd-1.00:1; Rev-2.08:1

Serial No. I.D. Code: PG (early L78)

P2G (late L78)

PR (early L75)

P2R (late L75)



© Eric B. White

**Propeller Shaft:**

Application	M13	M20, M40
Stripe Colors	2 Purple	1 Black, 1 Brown

**Springs:** Type – Coil, Front and Rear

Usage –	Front	Rear
Std.	YI, YR	TD, TT
Std. w/Trailer Provisions	AT, BM	TA, TS
A.C.	BA, BB, GL, GM	TD, TT
A.C. w/Trailer Provisions	BP, BU	TA, TS

Service Part No. – AT, BM = 3988120 BP, BU = 3988122

TS, TA = 485736 TD, TT = 485712

BA, BB, GL, GM = 3988105 YI, YR = 3982356

**Differential & Axles:**

Type – Semi-floating axles, hypoid ring and pinion differential

Early:	Ratios	# teeth Pinion/Ring	Sales Code	Stamp <sup>1</sup> Code	Sticker <sup>2</sup> Code	w/A.C.	
						M.T.	A.T.
Open	3.08:1 std. L75 w/A.C.	13/40	F	AD	AD	Opt. L78	Opt. L78
Locking			F	CD	CD		
Open	3.23:1 std. L75 w/o A.C.	13/42	G	AE	AE	Std. L78	Std. L78
Locking			G	CE	CE		
Open	3.42:1 std. L78 w/o A.C.	12/41	H	AJ	AJ		
Locking			H	CJ	CJ		

**Mid-year:**

Open	3.08:1 std. L75 w/A.C.	13/40	F	AD	AD	Opt. L78	Opt. L78
Locking			F	CD	CD		
Open	3.23:1 std. all w/o A.C.	13/42	G	AE	AE	Std. L78	Std. L78
Locking			G	CE	CE		
Open	3.42:1 L78 w/V82 only	12/41	H	AJ	AJ		
Locking			H	CJ	CJ		



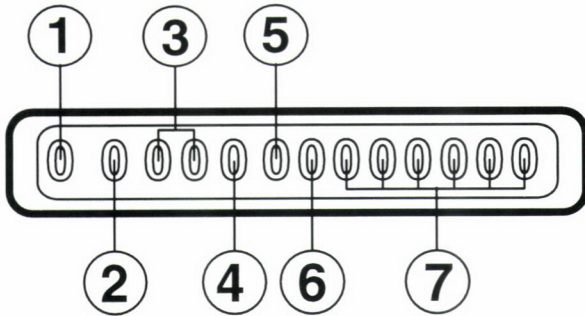
- Third letter appearing in stamp indicates plant of manufacture:  
C = Chevrolet-Buffalo; K = GM of Canada ("C" lock)  
B = Buick; O = Oldsmobile (non "C" lock)  
Code is stamped on front of right hand axle tube carrier, below brake pipe clip.
- Sticker applied to left rear brake drum facing.

**Steering:** Make – GM, Saginaw Steering Gear  
Type – Std. – Recirculating ball bearing  
Optional – Power assisted, recirculating ball bearing  
Ratios – Std: 28:1– 5.6 turns lock-to-lock  
Opt. P/S: Variable Ratio 16.0 to 13.0:1–  
3.3 turns lock-to-lock

**Brakes:** Make – GM, Bendix (manual); Delco/Moraine (power)  
Type – Std. – Hydraulic, Duo-servo; disc ft & finned drum Rr  
Size – Ft: 11" dia.; Rr: 9.5" X 2.0"  
Opt. P.D.B. – Vacuum assisted hydraulic, Duo-servo;

**IDENTIFICATION PLATES**

**Vehicle Identification Number Plate:**

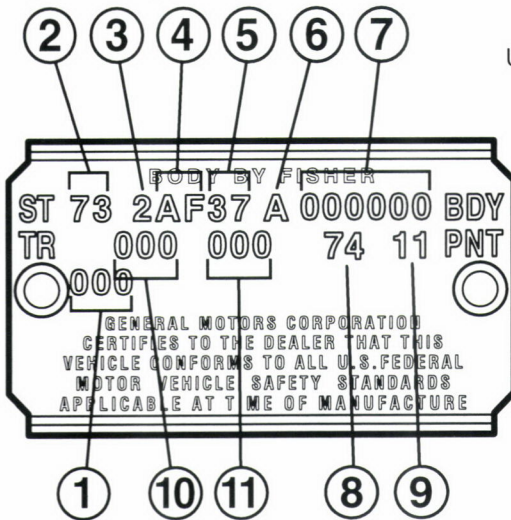


Location – Left front top of dash, near base of windshield

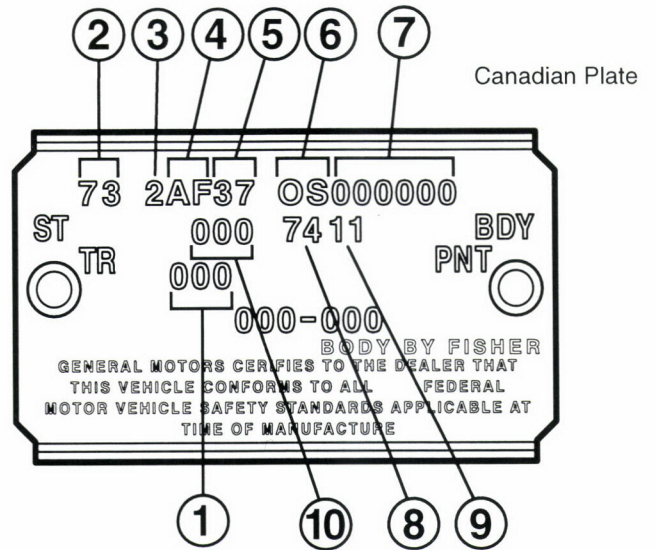
- Car Division – 2 = Pontiac Motor Division
- Series – D = LeMans; F = LeMans Sport Coupe  
G = Luxury LeMans; H = Grand Am
- Body Style – 37 = 2-Door Colonnade Hardtop
- Engine – D = 250 1bbl.<sup>1</sup> F = 307 2bbl.<sup>1</sup> M = 350 2bbl.<sup>1</sup>  
N = 350 2bbl.<sup>2</sup> R = 400 2bbl.<sup>1</sup> P = 400 2bbl.<sup>2</sup>  
S = 400 4bbl.<sup>1</sup> T = 400 4bbl.<sup>2\*</sup> W = 455 4bbl.<sup>1</sup>  
Y = 455 4bbl.<sup>2\*</sup> X = 455 Super Duty 4bbl.<sup>2</sup>

- Single Exhaust; 2. Dual Exhaust; \* available w/W62 (G.T.O.) option
- Model Year – 3 = 1973
- Final assembly plant location – 1 = Oshawa, Ontario, Canada  
A = Lakewood, GA; G = Framingham, MA;  
P = Pontiac, MI; Z = Fremont, CA;
- Sequential Serial Number (by assembly plant)

**Fisher Body Assembly Plant Plates:**



U.S. Plate (typical)



Location – Engine compartment, cowl, top right

- Date built code – The first two digits represent the month of assembly (i.e. 01 = January, 12 = December). The letter represents the week of the month (i.e. A = 1st week, E = 5th week).
- Model year of manufacture – 3 = 1973
- Car Division – 2 = Pontiac Motor Division
- Series – AD = LeMans; AF = LeMans Sport Coupe  
AH = Grand Am; AG = Luxury LeMans
- Body Style – 37 = 2-Door Colonnade Hardtop
- Fisher Body assembly plant – OS = Oshawa, CAN  
A = Lakewood, GA Z = Fremont, CA  
G = Framingham, MA PON = Pontiac, MI
- Unit number – Used for in-plant sequencing
- Paint code – Body-lower:  
11/C = Cameo White 56/H = Desert Sand  
19/A = Starlight Black 60/Y = Valencia Gold met.  
24/D = Porcelain Blue met. 64/V = Ascot Silver met.  
26/F = Regatta Blue met. 66/W = Burnished Umber met.  
29/E = Admiralty Blue met. 68/Z = Burma Brown met.  
42/K = Verdant Green met. 74/S = Florentine Red met.  
44/L = Slate Green met. 74<sup>1</sup>/S = Honduras Maroon met.  
46/J = Golden Olive met. 75/R = Buccaneer Red\*  
48/M = Brewster Green met. 81/G = Mesa Tan  
51/T = Sunlight Yellow\* 97/U = Navajo Orange met.\*

\*non-standard color, special-order only

1. Pontiac home plant production with Fisher Body Plate build code "07B" or later received 1974 paint.

D98 Vinyl Accent Stripe color usage (recommended) –  
Lt. Blue/Black/Bright Blue: 24, 29, 26; 11 & 19 w/blue interior  
Cream/Dk. Brown/Orange: 56, 60, 66, 68, 81; 11 & 19 w/beige  
or saddle interior  
Yellow/Black/Lime Green: 42, 44, 46, 48; 11 & 19 w/green int.  
Black/Red: 64, 74, 11 w/white or burgundy interior

"GTO" decal color usage (recommended) –

- Red: 11, 19
- Black: 24, 44, 64
- White: 26, 29, 42, 46, 48, 56, 60, 66, 68, 74, 81

- Paint code – Body-upper: (see #8 above)  
Cordova vinyl top color: 1 = White; 2 = Black; 3 = Beige;  
4 = Chamois; 5 = Green; 6 = Dk. Burgundy; 7 = Blue;  
8 = Brown

10) Interior trim –

Code No.	Seat Trim*	Door Panel	Headliner Trim	Floor Carpet
264 <sup>1</sup>	Green	Green	Green	Green
265 <sup>1</sup>	Beige	Beige	Beige	Dark Beige
271 <sup>2</sup>	Blue	Blue	Blue	Blue
272 <sup>2</sup>	White	White	White	Black*
273 <sup>2</sup>	Saddle	Saddle	Saddle	Saddle
276 <sup>2</sup>	Black	Black	Black	Black**
251 <sup>3,4</sup>	Blue	Blue	Blue	Blue
252 <sup>3,4</sup>	White	White	White	Black*
253 <sup>3,4</sup>	Saddle	Saddle	Saddle	Saddle
256 <sup>3,4</sup>	Black	Black	Black	Black**
257 <sup>3,4</sup>	Burgundy	Burgundy	Burgundy	Burgundy
258 <sup>4</sup>	Chamois	Chamois	Chamois	Chamois

1. Split-back Bench Seat (Pingree cloth & Madrid Morrokide) – D37 only.
  2. Split-back Bench Seat (Oxen and Madrid Morrokides) – D37 only.
  3. Notch-back Bench Seat (Caribou and Madrid Morrokides) – F37 only.
  4. Strato-Bucket Seat (Caribou and Madrid Morrokides) – F37 only.
- \* Optional Accent Carpeting colors: Red (611), Orange (612) or Blue (614).  
 \*\* Optional Accent Carpeting color: Red (611).

11) Seat Type – A51 = Bucket Seats; A52 = Split Bench

**TIRES, WHEELS & WHEEL DISC COVERS**

**Standard Tire:**

- G60 X 15" Black Wall
- 2 Polyester body plies
- 2 fiberglass belted tread plies
- Load range B



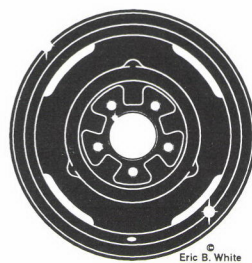
- G60 X 15 Raised White Letter
- 2 Polyester body plies
- 2 f/g tread belts
- Load range B



**Standard Steel Wheel:**

Size – 15 X 7  
I.D.Code – JJ

- Wheel color –
- Starlight Black-19/A\*

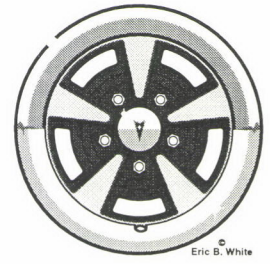


**Optional Steel Rally II Wheel:**

Size – 15 X 7  
I.D. Code – KR

- Wheel color –
- Argent Silver
- Medium Charcoal

- Mandatory Accessories –
- Trim Ring
- Center Cap

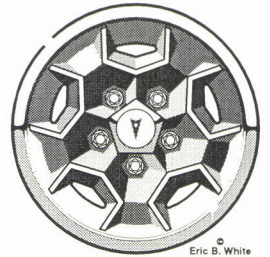


**Optional Neothane/Steel Honeycomb Wheel:**

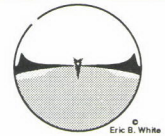
Size – 15 X 7  
I.D. Code – KP

- Wheel color –
- Argent Silver

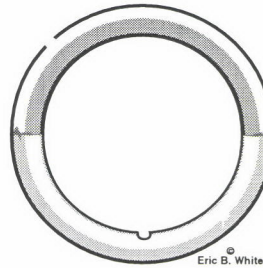
- Accessories –
- Trim Ring (optional)
- Center Cap (mandatory)



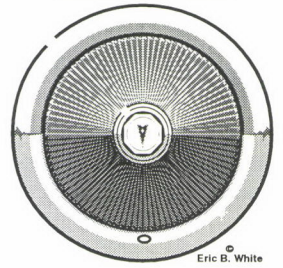
**Standard Hub Cap: Moon**



**Optional Trim Ring:**



**Optional Wheel Disc: Custom Finned**



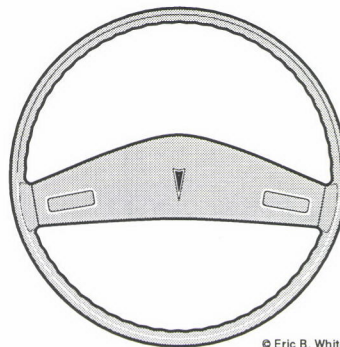
**OPTIONS AND ACCESSORIES**

**Audio:** Make – Delco Electronics

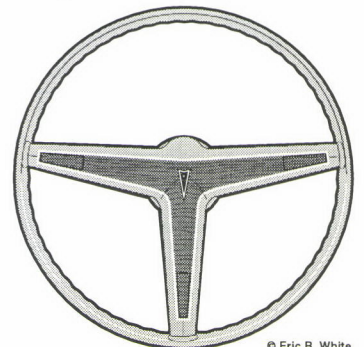
	Service Model No.	Sales Code	Accessory Package
AM, Push Button	32APB1	411	989145
AM/FM, Push Button	32AFP1	413	989146
AM/FM Stereo	32AFM1	415	989144
AM, Push Button w/integral Stereo 8-Track Tape Player		417	989142
AM/FM, Push Button w/integral Stereo 8-Track Tape Player		419	989143

**Steering Wheels:**

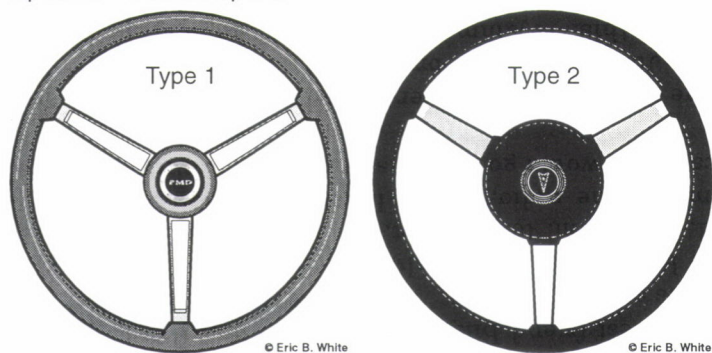
Standard. Deluxe:



Optional. Custom Cushion:



Optional – Custom Sports



As supplies of type 1 wheels were exhausted late in the model year, type 2 units may have been substituted.

**Factory Installed Options:**

Sales Code No.	UPC Code No.	Description (application)	S. R. P. 9/72
D37		LeMans Colonnade Hardtop	\$2,870.60
F37	W70	LeMans Sport Coupe Colonnade Hardtop	2,958.60
331	Y88	Basic Group (36L, TXL, 411, 501, 502, 681, 721)	530.00
332	Y80	Decor Group (462, 476, 484, 491, 511)	w/o 432 77.00 w/432 36.00
334	Y95	Protection Group (492, 494, 734)	61.00
341	W62	G.T.O. Package (35S, 36C, 682, 724)	w/582 354.00 w/o 582 368.00
342	Y99	Handling Package (XL tires, 501, 721)	w/582 174.00 w/o 582 188.00
344	Y92	Lamp Group (544, 662, 664, 674)	13.00
35S	L78	400 4bbl	Std.
35W	L75	455 4bbl (req. 36L, 502)	57.00
36C	M13	3-Speed M.T., Heavy Duty, Floor Shift only (w/35S only)	Std.
36E	M20	4-Speed M.T., Wide Ratio (w/35S only)	190.00
36L	M40	3-Speed Automatic Transmission	236.00
371	G80	Differential — Safe-T-Track	45.00
374	G92	Axle, Economy (avail w/35S & 36C or 36E, w/o 582; 35S w/36L)	10.00
378	G95	Axle, Performance	10.00
411	U63	Radio — AM	65.00
413	U69	Radio — AM/FM	135.00
415	U58	Radio — AM-FM Stereo	233.00
417	UM1	Radio—AM w/integral Stereo 8-Track Tape Player	195.00
419	UM2	Radio—AM/FM w/integral Stereo 8-Track Tape Player	363.00
421	U80	Rear Seat Speaker (n.a. w/415, 417 or 419)	18.00
431	D55	Console (w/bucket seats only)	59.00
432	WU2	GT Option (434, 474 w/o trim rings, 491, 682 w/chrome extensions, specific vinyl accent stripes and GT identification. n.a. w/341) made available on 10/16/72	w/582 232.00 w/o 582 246.00
434	D35	Mirror, Body Color — o/s, LH remote	26.00
441	D34	Mirror, Visor Vanity, R.H.	3.00
442	DH5	Mirror, Visor Vanity, L.H.	3.00
444	D33	Mirror, Outside L.H. Remote (n.a. w/434)	12.00
451	AK1	Belts, Seat, Custom — Fr. & Rr. w/Fr. Shoulder Straps	13.00
454	P17	Spare Tire and Wheel Cover & Rear Compartment Trim	13.00
461	N30	Steering Wheel — Custom Cushion	15.00
462	N31	Steering Wheel — Custom Sports	w/o 332 56.00 w/332 41.00
471	P06	Trim Rings, Wheel	26.00
472	P02	Wheel Discs — Custom Fined	50.00
474	N98	Wheels, Rally II	w/o 332 87.00 w/332 61.00
476	PO1	Wheel Discs — Deluxe	n.a. w/341 26.00
478	PO5	Wheels, Honeycomb	w/o 332 123.00 w/332 97.00

484	B85	Windowsill & Hood Rear Edge Moldings	\$21.00
491	B96	Wheel Opening Moldings	15.00
492	B93	Guards, Door Edge	6.00
494	B84	Vinyl Body side Moldings — black insert	31.00
501	N41	Power Steering, variable ratio	113.00
502	JL2	Power Disc Brakes, Front (req. w/35W)	46.00
504	N33	Tilt Steering Wheel (req. 501, 461, 462; n.a. w/column shift)	44.00
511	JL1	Pedal Trim Plates	5.00
531	A01	Glass, Soft Ray — All Windows	42.00
532	A02	Glass, Soft Ray — Windshield Only	30.00
534	C49	Rear window Defroster, Electric	62.00
541	C50	Defogger, Rear Window (n.a. w/341, 721)	31.00
542	K45	Air Cleaner, Dual Stage, H.D.	9.00
544	U29	Lamp, I.P. Courtesy	4.00
551	A31	Power Windows	75.00
552	AU5	Power Door Locks (inc. seat back locks)	67.00
554	AU3	Power Door Locks	44.00
561	A42	Power Seat, Full Bench, 6-way	103.00
561	AC3	Power Seat — L.H. Bucket, 6-way	103.00
562	K30	Cruise Control (A.T. only, 502 req.)	62.00
564	A90	Deck Lid Release, Remote Control	14.00
571	CA1	Sunroof, electric	325.00
572	C03	Sunroof, manual	275.00
582	C60	Air Conditioning — Custom (req. 502 w/V-8)	397.00
611	75F	Carpet, Red	n.c.
612	97F	Carpet, Orange	n.c.
614	24F	Carpet, Bright Blue	n.c.
621	B32	Mats, Floor — Front Pair	7.00
622	B33	Mats, Floor — Rear Pair (w/621 only)	6.00
631	D98	Stripes — vinyl accent	31.00
631	D90	Stripes — painted accent— Oshawa assembly plant option only	31.00
634	WU3	Hood, Ram Air Inlet (disc. 11/30/72)	56.00
642	V82	Medium Trailer Group (Constant-rate Directional Signal Flashers, Wiring Harness, 5-blade power flex fan, heavy-load springs & shock absorbers, special spark plugs, 702)	w/o 582 50.00
642	V82	Medium Trailer Group (Constant-rate Directional Signal Flashers, Wiring Harness, heavy-load springs & shock absorbers, special spark plugs, 702)	w/582 20.00
651	G67	Automatic Level Control (n.a. w/652)	77.00
652	G66	Super Lift Shocks (n.a. w/651)	41.00
661	C95	Lamp, Dome Reading	13.00
662	U25	Lamp, Luggage	3.00
664	U28	Lamp, Ash Tray & Lighter	3.00
674	U27	Lamp, I.P. Compartment	3.00
681	U05	Dual Horns	4.00
682	N10	Dual Exhaust (std. w/341, 432)	30.00
691	TP1	Battery, maintenance-free (80 AH)	26.00
692	UA1	Battery, H.D. (70 AH)	10.00
694	K65	Unitized Ignition (n.a. w/36C)	77.00
702	V01	Radiator, H.D. (std. w/582)	21.00
711	U35	Clock, Electric (n.a. w/714; incl. w/712)	18.00
712	W63	Rally Gauge Cluster & Clock (n.a. w/714)	49.00
714	WW8	Inst Panel Rally Gauge Cl and Tach (n.a. w/712)	100.00
721	Y96	Ride Package, firm	w/o 341 9.00 w/341 4.00
724	F71	Springs & Shocks, extra heavy load	6.00
731	V31	Front Bumper Guards (w/734 only)	15.00
732	V32	Rear Bumper Guards (w/734 only)	5.00
734	VE5	Protective Rubber Bumper Strips, front & rear	24.00
—	GU4	Axle Ratio — 3.08	—
—	GU5	Axle Ratio — 3.23	—
—	GU6	Axle Ratio — 3.42	—
TXF	P86	G60 x 15 Fiberglass Belted Black Side Wall	Std.
TXL	PJ4	G60 X 15 Fiberglass Belted Raised White Letter	42.00
RTT	—	Paint, Two-Tone, Standard Color	39.00

SPS W51	Special Solid Paint Options	w/SVT	\$97.00
		w/oSVT	113.00
STT W51	Paint, Two-Tone, Special color		152.00
SVT C08	Cordova Top		97.00
— —	Trim, all Morrokide		27.00

#### Dealer Installed Accessories:

Part No.	Description (application)	S.R.P. 9/72
981829	Power Brakes	\$55.60
984528	Wire Wheel Disc Covers (4)	70.90
988698	Windshield Wiper Blade, arctic 16"- pair	6.68
988699	License Plate Frame, Rear	1.79
988700	License Plate Frame, front	1.79
988761	Tissue Dispenser - w/o console	6.10
988836	Instant Aire Tire Pump	13.25
988863	Electric Clock	20.15
988931	Compass	7.10
988958	Trailer Hitch Ball, 2"	2.67
988966	Mirror, trailer	10.75
988969	Ski Carrier, Roof	48.50
989014	Mirror, Visor Vanity, RH or LH	1.57
989044	Coolant Recovery Unit (w/6 cyl eng.)	8.95
989045	Mat, front pair deluxe - Dark Blue carpet insert	9.95
989046	Mat, front pair deluxe - Dark Green carpet insert	9.95
989047	Mat, front pair deluxe - Black carpet insert	9.95
989048	Mat, front pair deluxe - Dark Brown carpet insert	9.95
989053	Mat, rear pair deluxe - Dark Blue carpet insert	6.95
989054	Mat, rear pair deluxe - Dark Green carpet insert	6.95
989055	Mat, rear pair deluxe - Black carpet insert	6.95
989056	Mat, rear pair deluxe - Dark Brown carpet insert	6.95
989069	Wheel Hubcaps, Moon (4)	18.45
989103	Mat, rear pair - Black	6.25
989109	Mat, rear pair - Ivory	6.25
989125	Mat, rear pair - Dark Blue	6.25
989126	Mat, rear pair - Dark Saddle	6.25
989127	Mat, rear pair - Dark Green	6.25
989128	Mat, rear pair - Dark Burgundy	6.25
989129	Mat, rear pair - Med. Chamois	6.25
989130	Mat, rear pair - Mid. Neutral	6.25
989134	Wheel Trim Rings (4)- 14 x 6	29.65
989135	Wheel Trim Rings (4)- 14 x 7	29.65
989136	Wheel Trim Rings (4)- 15 x 7	29.65
989141	Power Steering	97.55
989142	Radio, (AM) w/integral Stereo 8-track Tape Player	198.20
989143	Radio, (AM/FM) w/integral Stereo 8-track Tape Player	341.65
989144	Radio, AM/FM Stereo	215.25
989145	Radio, AM pushbutton	58.15
989146	Radio, AM/FM	130.35
989152	Spare Tire & Wheel Cover	6.10
989153	Bumper Guard, Front	15.40
989155	Bumper Guards, rear	15.40
989160	Mirror, outside LH remote, chrome	12.45
989161	Sport Mirror, outside LH remote, primer (dealer paint to match)	12.45
989163	Mirror, outside RH, chrome	4.97
989164	Sport Mirror, outside RH, primer (dealer paint to match)	10.75
989166	Door Edge Guard	6.30
989169	Trailer Hitch, light duty	27.60
989174	Courtsey Lamp, Glove Box	3.02
989175	Courtsey Lamp, Ashtray & Lighter	3.02
989177	Rear Deck Release	13.25
989179	Cruise Control	54.65
989183	Rear Window Defogger	30.75
989185	Mat, front pair - Ivory	8.20
989190	Rear Speaker	13.60

989191	Stereo Speaker Package	\$13.60
989198	Trailer Wire Harness	20.45
993987	Courtsey Lamp, Luggage Compartment	3.02
994386	Mat, front pair - Black	8.20
994387	Mat, front pair - Dark Blue	8.20
994389	Mat, front pair - Dark Green	8.20
994390	Mat, front pair - Med. Chamois	8.20
994394	Mat, front pair - Mid. Neutral	8.20
994395	Mat, front pair - Dark Saddle	8.20
994396	Mat, front pair - Dark Burgundy	8.20

#### TUNE-UP SPECIFICATIONS

Spark Plug -	AC R45TS or equivalent
Plug Gap -	.040"
Spark Plug Torque -	15 lb.ft.
Distributor Points Gap -	.019" (new), .016" (used)
Distributor Points Dwell -	30° (28° - 32°)
Ignition Timing -	M.T.- 10° B.T.D.C. A.T.- 12° B.T.D.C.
Fast Idle Speed -	1500 rpm
Hot Idle Speed (rpm)-	L78   L75
M.T. w/Idle Solenoid active	1000   —
M.T. w/Idle Solenoid inactive	600   —
A.T.	650   650

#### ACKNOWLEDGMENTS

I would like to thank the following people for their help in compiling this article: Jim Early, Bill Markowski

I have endeavored, whenever possible, to reference only Pontiac Motor Division issued material. Prices were changed and part numbers were superseded at the discretion of the manufacturer, thus all information contained in this compilation may not be completely accurate for all G.T.O.s produced during the model year.

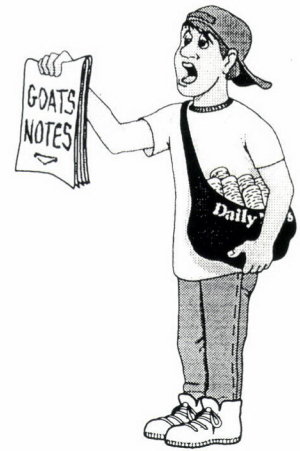
Additional source materials referenced: *Classic GTO Newsletter*, Vol. VI, No.6, © 1984 Phillip Baumann and Vol. VII, No. 6, © 1985 Phillip Baumann; *GTO Book Of Lists*, © 1989 Dick Randall; *GTO Recognition Guide*, © 1986 Dobbs Publications Inc.

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**In order to make this series of articles more complete and informative, I am requesting your help in locating original PONTIAC TEMPEST/LE MANS/GTO ASSEMBLY MANUALS (aka PRODUCT DESCRIPTION MANUALS) for the years 1964 - 1966, 1968, 1969, and 1972 - 1974. I am also looking for TEMPEST, LE MANS & GTO QUALITY CONTROL INSPECTOR'S GUIDES for all years. The more information we can uncover, the better we'll be able to restore and maintain our Pontiacs. Also, if you have any BROADCAST (build) Sheets from a Tempest, LeMans or GTO, please send a copy to me. I need to obtain examples from the years 1965, 1968 - 1969 & 1972 - 1974. Thank you.**

**G T O**  
**455 CID**

# Chapter Newsletter Highlights



by Tom "VP in Charge of Spelling and Punctuation" Szymczyk

This month we have two very lonnnnnng (but very good) articles to fill up the space we're allotted for this feature, so, as last month, I don't need to say much. (Is that applause I hear?) Both stories are from The Goat Connection, chapter publication of the Golden Gate Goats. I hope you find them as interesting as I did, and I hope more local chapter members will be inspired to share their own personal "Goatdust Memories" with the rest of us. With 3,000 or so GTOAA members out there, I know we have some great Goat Tales to tell, both recent and ancient. Now, let's take a look at this month's selections.....

## MY FIRST GTO

by Paul Goldman  
*Golden Gate Goats*

It all started a few decades ago when I was growing up in Boston. Fuel was very inexpensive and muscle cars were plentiful. Everyday after school I would walk past Dr. Magonacal's house and admire his bright red '65 GTO Convertible. It was the most beautiful site I had ever seen. Every Saturday morning my best friend, Billy, and I would rush up to his house to hear him fire up the big block. When those cylinders would roar we would be speechless. It seemed as if we would be silent for an eternity while Dr. Magonacal warmed his engine in the driveway and loaded his golf clubs. We would hide in the bushes until he drove away and the thunder of the engine could not be heard any longer. I dreamed of driving and owning a machine like that, but thought I would never have the chance. I always thought only rich doctors and Pontiac dealers got to drive those cars. We were mesmerized by the whole production and our weekend was never the same if we were rained out. That was the start of my admiration of cars and love for the GTO. I would never be the same.

My grandfather and father both worked at an auto salvage yard. My grandfather started in 1921 when the yard had a dozen or so Model T's. By the time my brother and I started working there, the yard had fourteen acres of wrecks. It was also a great place to work to earn extra money. Not to mention I got parts very inexpensively.

My older brother's first car was a '69 GTO Coupe he purchased at the salvage yard for just over \$1000. What a steal! The car was only 7 years old with 45,000 miles. I remember vividly what phenomenal shape the car was in when he purchased it. It was Warwick blue with a Turbo 400 automatic and 3.55 limited slip in the rear. This car was everything to him and he kept it spotless. Whenever my friends would come over to the house they would comment about him in the driveway cleaning and polishing it from top to bottom. It appeared that he didn't have a life except for that GTO. He always seemed to be cleaning the interior, washing the undercarriage, polishing it, or working under the hood making certain that it was running well.

## *Chapter Newsletter Highlights (continued)*

He installed an alarm system that cost hundreds of dollars to protect it. One of his best friends owned an alarm company and my brother had glass protection, motion detection, and a siren that would make you deaf. There was no question my brother adored that car.

I fully understood his passion for his GTO and admired it as much, if not more, than he did. It was a thrill to ride in it and I was always helping my brother whenever possible. I would jump at any opportunity to be around that car. I especially looked forward to being in it when he was accelerating and going fast. I idolized that '69 GTO and it was part of our family. Life without the Goat in our driveway was unimaginable!

A couple of years later my brother's tastes were changing. He had been playing drums in a band and was in need of larger transportation. The GTO was not working out for him, but fortunately for me he wanted to keep it in the family. I received a "hand me down" that every younger brother would gladly have taken. Yes, his '69 GTO!!! It had about 20,000 more miles on it, but looked newer than the day he drove it home.

It was the spring of 1978 when I took ownership of his GTO and I was looking forward to a summer of cruising and racing. In those days I hung out with the General Motors crowd. Most of the people I hung out with worked at the auto salvage yard and everyone had a great appreciation for fast cars. In our group the fastest cars were my '69 GTO, Chris' '69 Camaro 396SS, Brian's '70 Chevelle SS, Bobby's '64 Nova SS, and some other assorted HI-PO's.

Down the road from my house was an Arco station where all the "Ford Boys" worked. We respected and appreciated their cars greatly, but we never let them know it. Many weekends we would be working on someone's car in my driveway and one of the "Ford Boys" would drive by and chirp second or rev his motor. We would yell some obscenity, flip the bird at them, or really make them mad by making a Ford comment. Words like "Fix Or Repair Daily" and "Found On Road Dead" usually brought them back to my house daring us for a race and we would gladly take them up. There was no question about it, their cars were fast. We were up against big block Mach 1's and Torinos. Some of their cars were on the bottle (NOS), but they only used it when money was on the line. Yes, they had to cheat to beat us. When I think back to those days, I can still feel the anger and resentment I had for them. We lived to beat them at every opportunity we could. After a while we knew who could beat who in a race and were very careful about the matchups.

As a teenager during the summer of 1977, we were out cruising every night. I was putting more miles on my GTO than my brother ever imagined. We would drive up to Cape Cod on weekends and head to the beach during the weeknights. My dream come true, I had the greatest GTO in town and was having a blast!

In those days the perception of how the laws should be obeyed were very different than they are today. We spent a great deal of time in our cars participating in things we would never imagine doing today, and I do not mean just not wearing a seatbelt. I was very fortunate my GTO had an autopilot that got me home some nights. One late night my best friend Billy and I were in Scituate cruising at the beach. This is a coastal town about 40 miles south of Boston. We knew a great deal of people in the area and usually would visit some of the local spots. It was always a long night of clubs and parties. It was just after midnight, July 2nd, 12:03 a.m. to be exact. I remember that evening as if it were last night. Deep Purple had come on the radio, Richie Blackmore's guitar entering into my Goat. It suddenly went faster. On occasion it would go very fast and this evening it would go very fast for the last time.

At the climax of the song I was crossing the bridge at the Scituate River, travelling 60 or 70 mph, but it seemed much faster. Maybe it was the music. Just prior to the bridge, the grade of the road curved upwards. I looked at my friend and said, "Watch this." I jammed the pedal to the floor, the car downshifted aggressively, the carburetor started to moan as it sucked in air, and we were accelerating. At last glance on the speedo we were around 90 mph when we hit the bridge. The car proceeded to get airborne. Never did my brother imagine his GTO could fly. Neither did Billy. I do not ever want to fly a Pontiac again. The downside of flying a GTO is the brakes and steering are useless. This is a major problem when your path is blocked.

## Chapter Newsletter Highlights (continued)

When we shot over the crest of the bridge the GTO quickly fell to the ground, but it was too late. In the middle of the intersection we were headed for was a brand new 1978 Thunderbird. I could not turn in any direction for I would have driven off the bridge into the river. My reflexes eventually told me to hit my brakes. I did, but we proceeded to skid into the intersection and were stopped abruptly by the right side of the T-Bird.

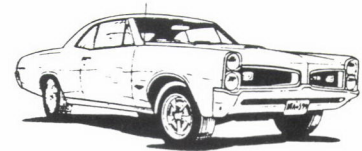
At the moment before contact all I can remember was dead silence. No radio, no engine, no sound at all; just a ringing in my ears. It was as if my life was about to flash before my eyes, and all had gone quiet to start the movie. When we skidded our forward momentum carried us hard into the T-Bird. Remember, this was a year when Thunderbirds were long and heavy. We hit it hard. The GTO was totaled forever; the T-Bird was damaged terribly.

Someone was watching over us that night because we all walked away without any injuries other than a few minor cuts and bruises. All I could think was that the GTO was gone forever and how would I face my brother. I did something terrible. I had destroyed a family member and I felt like someone had died. To this day I regret what I did and wish I could replay that evening, but I know I can not. The only good that came out of that night was the terrible lesson we learned.

Don't fly a GTO!!

## The Way-Back Machine

by John Mekisich  
*Golden Gate Goats*

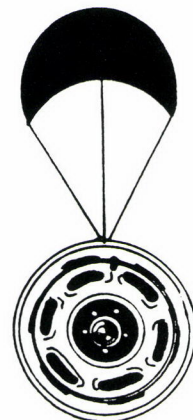
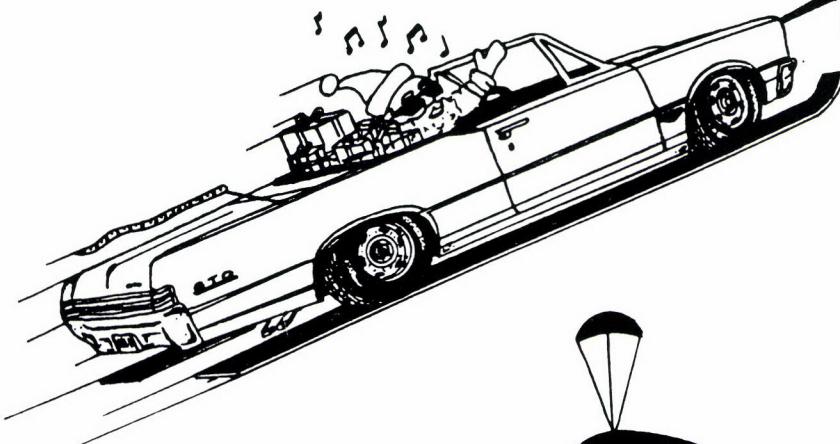
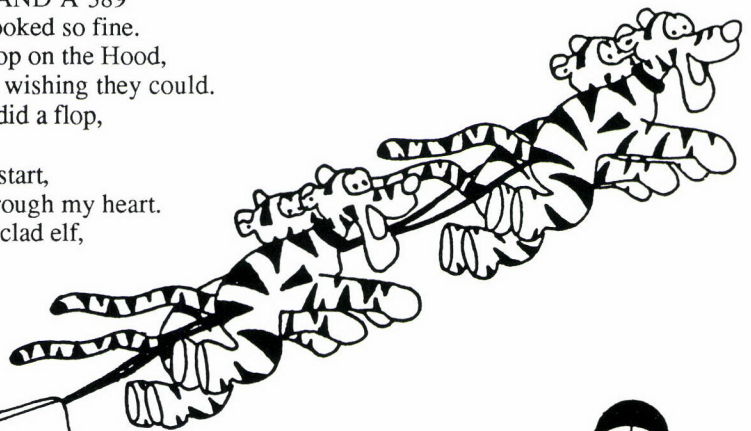
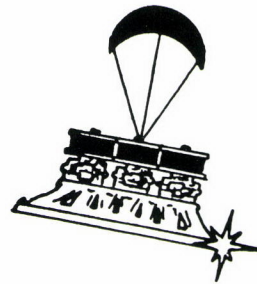


All aboard for the way-back machine. (*OK, Mr. Peabody - Tom....or "Sherman," to be more correct*) The dial is set for late 1971. My best friend, Jeff, calls and asks me to go look at a 1967 GTO he found in San Francisco. A friend of his worked at a downtown parking garage and discovered it sitting amongst all these stored cars. We got there and went down to the lower level to see the car. All you could see were the tops of the taillights which tipped it off as a '67. The only way to get to it was to literally climb over about ten cars! What we discovered was a Signet Gold Metallic hardtop with a black interior and vinyl top. It had the standard poverty hub caps and redlines. A 4-speed, console, and 8-track tape player were about all we could see through the filthy windows. Jeff was drawn to the car. It looked very plain to me. We popped the hood and were greeted by a Ram Air pan! It was totally original as it had been sitting quite a while and had just 5,000 miles showing on the odometer. Jeff found the manager of the garage and asked about the price and was told \$2100, if my memory is correct (it may not be!). The manager asked if we could come back tomorrow and he would unbury the goat. We made the appointment for the late afternoon as we figured this would be quite a project!

We spent that evening trying to find out about '67 Ram Air GTO's. That was a futile effort as nobody knew anything. We arrived the next day at 4:00 PM. Not only was the car out in the open but they had washed it. It looked conservative to say the least. The garage had managed to get it running but the car had no brakes at all! It was still warm so Jeff hopped in and fired it up. It settled down to a very lopey idle. It sounded like no other GTO I had ever heard. About this time the owner of the garage walked up and introduced himself. He went on to explain that the car was stored there by a soldier who was sent to Vietnam. Sadly, he was killed in combat in 1969. His folks continued to pay the storage until a year or so ago. He was unable to contact them and became the owner due to default on the contract for storage. He was very eager to sell the car "as is" and was quite flexible on the price. He offered to throw in towing to wherever Jeff wanted. Jeff told him that his dad would have to see the car and agree on the deal. His dad came down after work and went over the car as well. A deal was made for \$1700 and we were to come back the next day and pay him. He would then tow the car to the gas station where Jeff worked.

# T'was a GTO

"Twas the night before Christmas and all through the garage,  
Not a GTO was purring not even a growl.  
The Red Lines were hanging by the chimney with care,  
Hoping the Rally II's soon would be there.  
The children were nestled, all snug in their beds,  
while praying for presents instead of Dad's Ram-Air heads.  
And Mamma in her kerchief and I in my cap,  
had just covered the Goat for a long Winter's nap.  
When out on the road I heard such a roar,  
I sprang from the bed then flew out the door.  
Away to the sidewalk I flew like a flash,  
Only to recognize the distinctive Rally dash.  
The moon reflected on the Starlight Black Hood,  
With a legendary luster only a GTO could.  
When what to my wondering eyes should I see,  
But a Classic GTO with a card addressed to me!  
With a potent Tri-Power looking lively and quick,  
I knew in a moment it had a Hurst stick!  
More rapid than Tigers, only one of them came,  
The sticker listed options I should know by name.  
THREE DUECES, A FOUR SPEED, AND A 389  
In a Grand Turismo Omologato that looked so fine.  
From the edge of the Fender to the Scoop on the Hood,  
Not a greater car exists, only imposters wishing they could.  
I peered through the window, my heart did a flop,  
I didn't realize that it was a Rag-Top.  
And then with a vroom, I heard the car start,  
The exhaust from the Splitters raced through my heart.  
Behind the Wood Wheel sat a small fur clad elf,

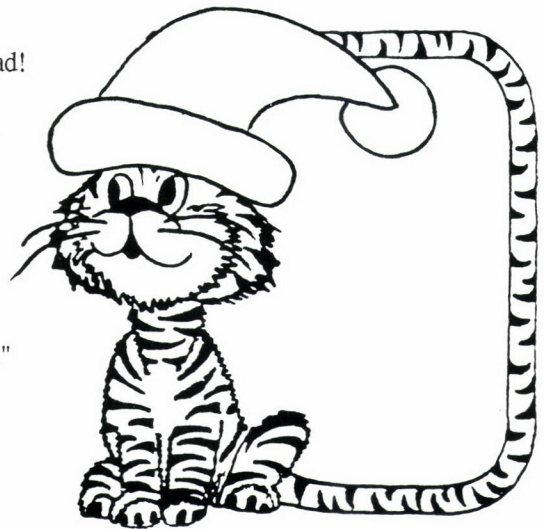




# Christmas



Who enjoyed having that horsepower all to himself.  
Unbuckling his safety belt, he sprang from the seat,  
Then gave me a pair of GTO shoes, shired right for my feet.  
His eyes how they twinkled! His dimples how merry!  
His cheeks were like roses; his nose like a cherry.  
He could see I was happy, my eyes - - how they glowed,  
I could see Ma & Me next Summer, cruisin' down the road!  
My car, in the garage, in a primitive state,  
May just have to have this Christmas, a fancy new cape.  
When Summer arrives and there is nothing to do,  
I'll be out there with her, under the hood.  
I'll tinker and tinker and get her all gussied,  
And watch all the faces, they'll all think I'm fussy.  
No hands will be on them, these Goats of mine --  
For I promised myself that they'll always shine.  
Momma woke up this morning early and bright,  
We both looked at the children and said "We did all right."  
For their faces were beaming, the paper galore,  
Amidst all the mess was them playing on the floor.  
Mom and I sat there reliving our past,  
Saying the years had gone by too fast.  
All of a sudden we were talking of cars,  
It was then we realized -- 2 GTO's were ours!  
The GTO Santa, if ever there was one,  
Gave me a gift that shall forever give us fun.  
So we planned for the Summer, our cars to use,  
Have since joined a Goat club and all we do is cruise,  
We're having a blast and you should too,  
So have a grrreat Christmas --- We sure hope you do!



We want to give the proper credit for the different Christmas items that you see shown on these pages. The Christmas poem was originally printed in a newsletter from the Northwest GTO Legends. The other pictures that we have used are a Christmas collection from six years of Chapter newsletters. We want to thank all Chapters for their Christmas spirit of newsletters past.

## Chapter Newsletter Highlights (continued)

When the car arrived, all the employees walked over to check it out. The only apparent problem was a bad battery, plus it needed a master cylinder. Jeff's dad knew this was coming and covered the cost of the parts! Jeff was down to gas money. We got it running and safety checked and were ready to go cruising! Jeff asked his dad if he wanted to drive it first. His dad said, "No, just please be careful." Jeff's current driver was a small block '68 Impala. Jeff did occasionally get to drive his dad's 442 and was used to a more powerful car but not to a 4-speed. He eased the car out onto Geary Boulevard. The first thing we noticed was how fast the car revved up in gear. It obviously had a deep axle ratio. Jeff drove carefully and got on it only as he became more familiar with the car. It was Friday night and he wanted to show off his new ride. He asked me to drive in case we found some action. My ride was a '68 SS/RS 4-speed, 4.11 geared, modified big block Camaro. I eased out the clutch and fried the tires just merging with traffic! First gear was over in a wink and 2nd wasn't much longer. This car had at least 4.11 gears! The throttle response was extremely sharp for a stocker. This car was obviously not your ordinary GTO.

We drove over to the A&W in Westlake to grab a burger and check out who was ready to play. Nothing was going on so we drove over to Brotherhood Way to check out the action there. Brotherhood was 3 lanes wide and was the hot spot for street racing at the time. It was still early and the really fast cars were not out yet. Before long an orange '69 SS 396 Chevelle came up along side for a run. It was a 4-speed and you could hear the solid lifters and headers. I looked at Jeff and he was pumped! I mentioned that the Chevelle was running huge Mickey's on Cragar SS wheels and had a big traction advantage. We agreed to go from a 15 mph roll. Here we go! The Chevelle opens up a big lead as we go totally up in smoke, at half throttle. The Chevelle increases his lead in 2nd as we are all over the road! Finally, I powershift 3rd gear, the Goat hooks up and snaps us back in to our seats. The Chevelle is but an orange blur as we go by! We caught up the 5 car lengths and went by him on the top end! Speeds in excess of 100 mph were commonplace on Brotherhood and this GTO was right at home!

When word got around that we had dusted a 396/375 Chevelle, they were lining up to run us. Jeff urged me to continue driving. Cool, now we were having fun! Long story short, we raced and beat a number of regular muscle cars, all quite handily. This Goat was hot! A guy walked over to us and asked us if we wanted to run a fast car. Some people are so brash! His idea of a fast car was his '79 Cuda, 440 6 pack, 4.11 gears, 4-speed. We knew this car was quick as we had seen it around. It was, of course, Jeff's decision. He said "yes" but only if we went from a dig. At this point I figured Jeff had lost his mind. At least we weren't going for money. The Cuda had F60x15 Polyglas tires. We had what was left of 7.75x14's! Jeff figured the guy would come out hard and just smoke them. Also, any of you that have ever driven a Chrysler 4-speed know that they have a mind all their own. We get ready to go as the heavies are starting to arrive. It is now 1:00 AM. A lot of people are gathering to watch this run. We line up and off we go! I ease it out of 1st and the Cuda broils the hides. We pull out by 1/2 a car through 2nd. The Cuda is starting to close the gap! He gets slightly closer through 3rd. Here he comes! An indicated 110 in fourth is redline so I back off, as does the Cuda. We took him by a nose! Unreal to say the least. The Goat became a regular on Brotherhood and Jeff won many street races with it.

The GTO remained stock. I ran its best E.T. at Fremont on a cold Wednesday evening - 13.21 @ 107mph. What we did not find out, until many years later, was that he had bought an original Ram Air GTO, 1 of 63! It came from the factory with a 4.33 posi, a hotter cam, and not much else! Unfortunately, this GTO became a casualty of the 1973 gas shortage. Jeff traded it in on a 1973 Road Runner!

Please send your Chapter Newsletters to:  
Tom Szymczyk, VP Chapter Communications  
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Mount Laurel, NJ 08054

# Technically Speaking

Direct from the pages of GTOAA affiliated chapter publications!

## Anti-hop Bars

Denny Deal, *Got Your Goat*, Classic GTO Association of Denver, October 1988

Tired of that old suspension bouncing up and down when you go to impress everyone with a burnout? Well, since the early seventies there has been a simple, inexpensive way to keep those wheels on the ground without altering looks or ride. Anti-hop bars are the answer.

Those of you that have witnessed the terrible lack of stability I've weathered over the last eight years, then witnessed the way I was coming "out of the hole" at Bandimere, will agree these bars work.

Approximate cost for the bars is about \$90.00 per pair. The way they mount is to the upper control arm eyelets on the rear end. A minimum amount of tools are needed but a **lot** of patience **could** be required.

Find a level area to jack the car up as far as possible to allow the rear end to extend away from the body. Always be sure to secure the front wheels, and be sure to have backup support for safety's sake. Remove the bolt(s) from the rear upper control arm(s) on the third member (rear end), and **loosen** the bolts on the front of the control arms so they can be lifted up and out of the way. Now comes the only real hard job - removing the existing upper control arm bushings from the third member. They only come out one way, and

even though they are not pressed in, they are well fitted and **could** be very difficult to get out.

Because of the limited space to swing any kind of hammer, it's easy to mess up the existing bushing sleeve thus making the job very tedious. Maybe the best way to remove the bushing (with the third member still in the car) is with an air hammer. By placing a large washer with a long bolt in the center of the bushing, and applying a constant pressure or banging, the bushing will exit as necessary. If this isn't available, just be patient and keep at it, they do eventually come out.

Once the bushings have been removed, you can attach the anti-hop bar. They mount on the front or forward side of the third member and come with slots that fit around the webbing on all third members.

Bolt the bar loosely to the now vacant upper control arm bushing holes, and line up the slots in the anti-hop bar against the webbing of the third member. With a good 5/16" drill bit, and using the anti-hop bar as a template, drill a hole through the third member webbing. When completed, clean off shavings and insert 5/16" steel bolt through the slots and the newly drilled webbing. Tighten down the 5/16" nut on the other end of the bolt.

Before tightening the main bolt through the vacant bushing hole, snug everything up to be sure everything lines up. The existing control arm now mounts to the top of the anti-hop bar through a pre-drilled sleeved hole. Once all bolts are in place, tighten the control arms to 40 ft/pounds and the main bolt to 100 ft/pounds. *[after snugging up the fasteners, and before applying the specified torque, return the suspension to its final ride height. Suspension components must be torqued in their resting position, or damage to the bushings may result. Asst. Ed.]*

Always double check to be sure everything is correct and secure. You'll notice no additional lift or drop in body height, or stiffness normally associated with suspension modifications.

As you bring the RPMs up for that first try at keeping the wheels on the ground and you say to yourself "Please let these babies work", dump the clutch and smile, because from now on your wheels will do what they're supposed to - stay on the ground and pull you out of the hole.

I'm totally satisfied with this product and would recommend them to anyone with this kind of problem.

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## Engine Noises

Randy Dillman, *NEIGTO's Powershifts vol 2, No 6*, Northeast Indiana GTOs, February 1989

So there you are, cruising home from the big show with the second place trophy occupying the shotgun seat, when suddenly the ears pick up an unusual noise from up front. You slow, turn off the tunes, and concentrate on the

rise and fall of the sound as your foot controls the tempo. It seems to get worse as the speed increases. Could it be a lifter, water pump, or maybe a wheel bearing going south 40 miles from home? Could be. Maybe it disappeared

as quickly as it came. If you're like me, no one in the car makes a sound all the way home, and my ears are cocked and ready for action. Could be your GTO telling you something like, "work on me stupid!"

When the goat is finally parked after the trip, the hood is raised and things checked. Umm, the passenger side valve cover is leaking, air filter is dirty, the oil doesn't look or smell too good, crud is growing all over the battery terminals, and the noise can't be heard. Time to hit the local parts store for some maintenance stuff.

But what about the noise? Let's say it didn't go away, and your palms are as sweaty as your face is red. It's time to use the ol' brain. Skipping over the lifter click and rod knock for now, let's take a look, or listen in this case, for some of the more frustrating and oddball noises that could inflict your GTO anytime, anywhere.

The clutch fan trick. An easy one to find. All you do is rev the engine up and shut it off. If the fan is the problem, you'll hear it as it spins.

Here's a nice one. If the distributor cap isn't seated, or the rotor is whopperjawed, it makes a

sound just like a bad connecting rod. The way to check this one is to just feel the cap.

If the cap is OK, but the noise can be felt, better think about marking the motor and base of the distributor and yanking it for a quick look. Could be a worn or bent shaft, and possibly a bad gear. Another check for this problem is to put a timing light on the beast and watching for any jumpiness of the mark.

Along this same line is a worn timing chain and gear. If the motor is still equipped with the original nylon gear, it won't make any noise. If it happens to have a real chain, a low rumble can be felt if it has too much slack in the chain. The most famous "oh-no, the crank is gone" may be a knocking fuel pump. In their final stages, this baby can fake out some of the best. Again, just feel the pump and sigh in relief.

If you think it might be an accessory, like a power steering pump, just remove the belt. If it sounds

like the belt itself, use a light oil like WD-40 to spray it down, quieting the noise.

Most of the above have been relatively easy and cheap. Now for the good stuff. If it has the usual top end lifter noise like most Pontiacs have, chances are slim to none that it's just a bent pushrod or bad rocker. Pull a valve cover, and if it's sludge city, start saving your money, because a new cam, lifters, plus any other work, like a valve job, isn't cheap.

Here's what I'll say about a bottom end knock. You can find which one of the rods is making noise, if it's a rod, by pulling the spark plug wire off. It's either time to start walking or pulling the engine. Hopefully, it's not the first one.

Probably the easiest way to approach a noise problem is to start eliminating the easy ones first. If all goes well, you'll either find and fix it, or you'll hit the Reeboks like I did.

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## About Antifreeze

Tom Wilhite, *Gr-rrr Gram*, Wichita GTO Club, August 1995

Did you know that computer chip cars may not perform properly if an electronic charge is established in the antifreeze. As little as 2 volts (measured with 1 probe of a volt/ohm meter in the radiator and 1 probe grounded) can create a massive problem. Old antifreeze causes the problem. Solutions include packages of treat-

ment, or changing antifreeze on a regular basis.

Did you also know that pure water keeps a car cooler than antifreeze. Need we say what problems this would cause in the winter time! Half water and half antifreeze is best. 100% antifreeze on the other hand, does not allow for best dissipation of heat from

the engine. Some GTOs have a tendency to overheat, so try the 1/2 and 1/2 solution. Furthermore, some cars' heaters will not work as efficiently through dissipation of heat from the heater core. Too heavy mixture antifreeze causes this problem on many types of cars. The solution? Again, 1/2 and 1/2.

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## More About Antifreeze

Staff, Chapter Newsletter, Northern Colorado GTO Association, October 1990

How important is antifreeze? Plenty important. Not only does it protect against cold-weather freezing, but it also lubricates the water pump, provides anticorrosive, antirust properties and helps keep the cooling system cooler in summer. Of course, all good things must end, and similar to oil, these properties wear thin and

need replacing approximately every 24,000 to 36,000 miles, or every 2 to 3 years.

The preferred dilution rate is half ethylene glycol, half water, which lowers the freezing point to about -34 °F and raises the boiling point to 226 °F. Oddly enough, pure ethylene glycol turns into a gel at only -8 °F, so a mixture of water is

essential for maximum cold-weather protection. If an engine block freezes, the expansion of the ice will crack it.

If tap water in your locale is hard, that is, hard in mineral content, it's best to use demineralized (softened) water.



## GTOs FOR SALE

**'64 GTO post, 389 Tripower, Yorktown Blue,** black vinyl top, original black interior, 42,000 miles, P/windows, PB, PS, tilt wheel, AM/FM, A/C, redline tires, spoke hubcaps, restored seven years ago. This car won 1st in Class at the GTOAA Nationals in Atlanta this year. I have \$16,500 invested, and I'm open to reasonable offers. Mark Owen, Georgia (770) 534-1197 #9088

**'64 GTO Hardtop, 389 TriPower, black with white** naugheide interior. Matching #'s, Was born a Tripower. Original Hurst high-performance plus 4-speed transmission. Matching paint and interior codes. 5,000 miles since 1990 ground-up restoration. Original rear end gear ratio, stamped on axle housing (1964 only). All original sheet metal floor pans and trunk. Magnificent undercarriage. Drives perfectly. \$21,500. Serious inquiries only please. (317) 471-4324 #7487 (Jan)

**'64 GTO Hardtop Project, PHS 4-speed Tripower,** factory A/C, PS, PB. New blue paint, carpet, mags, panels, has 400 block w/4-speed and Tripower. New radials, mags. \$6,600 delivered to your door. (281) 341-1170 #6418 (Jan)

**'65 GTO Hardtop, Montero Red, exterior,** parchment interior, Tripower, 4-speed, A/C, AM/FM, trailered show car. Consistent show winner \$25,000. Tony G (908) 832-5507 # 6470 (Dec)

**'65 GTO Hardtop, California, all original panels,** never any rust, new Bluemist Slate paint, Original vinyl top and black interior, WS engine, Tripower, P/S, P/B, factory A/C, wood wheel, Rally gauges, 4-speed, Tinted glass, padded dash, remote mirror, AM/FM reverb with P/antenna. Splitters, Rally Is with red lines. Excellent original car, serious buyers only. \$22,900 (732) 780-0195 #8235 (Dec)

**'65 GTO Conv. body, \$1,500. Call weekends** only Steve (334) 863-8799 #7908 (Jan)

**'66 GTO Post, White with new Red interior,** 389 4-barrel, automatic, Rally II, no power steering or no power brakes. Car has '64 GTO 389 motor just rebuilt.

Runs, drives, sounds great! Small amount of rust in one rear quarter, but floors, trunk and rest of car is solid. Driven daily. Prices at \$6,400 and worth much more. Phillip (704) 765-1106 #9470 (Jan)

**'66 GTO Hardtop, Blue/Black interior, WS 389,** Tripower, 4-speed, correct #'s and codes. 3.55 posi, motor completely rebuilt. New interior, Rally II wheels, base coat clear paint, AM/FM radio, PS, console, show chrome, heads build for unleaded gas, only serious buyers please. \$16,000, Bob Irving (319) 644-2875 evenings, weekends. Trade for old coupe! #9265 (Jan)

**'67 GTO Hardtop, original motor and 4-speed,** posi rearend, Rally two's, console, Burgundy now (? poor FAX), flywheel car (?), runs good, needs restored. Call Bill 765-463-4555 West Lafayette, Indiana #7231 (Dec)

**'67 GTO Conv, Cameo Ivory, Parchment** interior, white top. PS, PB, P/top, AM/FM, tilt, headrests, A/C, reclining bucket seats, Hurst His 'n Hers shifter, Rally Gauges, P.ant., and four Hurst Mags. The car is all original, has been restored, and has about 90K original miles on it. \$22,000 OBO, includes about 10 years of Smoke Signals, and The Legend magazines, GM repair manuals. Steve Cunningham, 3200 Ashland Dr., Bedford, TX 76021 (817) 267-9851 FAX 817-267-0387. #1626

**'67 GTO Hardtop, factory Ram Air, PHS documented,** Rare, 1 of 156 automatic dual gate. Mariner Turquoise, new interior paint and chrome. Excellent engine and trunk detailed, P.W, Rally II wheels, Rally gauges,, rare super lift option, correct XP motor, 360 Hp, low miles, no rust. If you want a rare car that draws a crowd, don't pass on this one. \$18,500 call Steve after 5PM 410-885-5910 #9574 (Jan)

**'67 GTO Conv., correct 400, redone, new Turbo 400,** PS, PB, factory A/C, body off, new interior, top, exhaust, rad., vacuum gauge, harness. Price \$17,500 delivered to your front door. (281) 341-1170 #6418 (Jan)

**'67 GTO Hardtop, 400, 4-barrel, auto, His/Hers,** redlines, Rally I's; vinyl top,

PHS authenticated, 83K original miles, completely restored, triple black, P/S, wood wheel, Rally gauges, hood tach, head rests, World of Wheels Winner! Very dependable, very solid. Need down payment on a suburban. \$11,000 OBO. Call John (301) 464-4322 (Washington DC area) #8322 (Jan)

**'68 GTO Hardtop, PHS documented, 2nd owner,** 50K miles, 350Hp Automatic, Posi, PS, PDB, Rally I wheels, Hid-A-Ways, A/C, Rally Gauges, Alpine Blue with Teal interior. Original owner's manual and Protecto-Plate. Extremely nice California car. \$9,200 Mike Radke, 310-673-2507 #2155 (Jan)

**'68 GTO Hardtop, 4-speed, PS, PB, complete,** not running, rusty but complete. Also have '68 parts car \$1,750 takes all, OBO. Dan Wilder, #7 Oakmont Place, Kearney, NI 68847 (308) 236-6143 #6024 (Jan)

**'68 GTO Conv., 91K miles, 2nd owner, unrestored,** unmolested, 100% stock, Cameo Ivory, with black top and excellent black interior. PHS documented, Grrreat running "YS" 400 with TH400 transmission, 27 options including C-O-L-D A/C, PFDB; AM/FM, reverb, sport wood steering wheel, tilt, Rally one wheels, redlines, Rally gauge cluster with clock, hood mounted tachometer, Hid-A-Way headlights, console with Hurst dual-gate shifter; reclining RH seat, Saf-T-Trak rear axle, remote mirror, power trunk release, door edge guards, etc. Consistent award winner, drive and enjoy now- restore later. Will trade for '65 Bonneville conv. \$15,000 Jeff (201) 573-6788 #7197

**'69 GTO Judge Hardtop, documented, RA-III, M-20,** 3.55 Saf-T-Trak, in-dash tach and gauges, PS, PDB, am radio (uncut dash) rear defogger, Carousel Red/black. Rebuilt original shortblock, tranny, carb, distributor. Built Baltimore 2/69 (no glove box emblem) \$4,000 (416) 751-6302 #6178

**'69 GTO Conv., 428, automatic, PHS documented,** frame-on restoration completed in spring '97. Custom paint (new), ALL components have been either refurbished or replaced. All repairs documented. Car has custom 428 engine with all Edlebrock parts, including

alum. heads, 4-bolt main, and only the best parts money can buy to assemble. TH-400 with new shift kit and a torque converter. Also, installed His 'n Hers out of a '68 GTO. Have numbers matching engine also. Pictures available to serious buyers. Very streetable, driven only on sunny days and covered and garaged when not in use. \$17,000 firm. Chuck Miller, Mundelein, Illinois (847) 247-4973 days or (847) 566-8133 evenings. #9896 (Dec)

**'69 GTO Hardtop, 400 automatic, original drivetrain,** new interior, red with Black interior. \$6,900 John (513) 932-GTOS #7422 (Jan)

**'69 GTO, rebuild, or parts car** \$500, ALSO HAVE:

**'70 GTO, rebuild or parts car.** \$700. (406) 273-6071 #7385 (Dec)

**'70 GTO Hardtop, PS, PDB, A/C not working,** original YS 400, Edlebrock with Holley, 400 turbo, both rebuilt(?) 3,000K. 12-bolt 3.73, Centerlines, BFGoodrich T/A, front susp, brakes new. Black Judge stripes, spoiler. Show or Go! \$7,995 Cecil Morton (Illinois) (618) 452-9553 or (618) 451-6153. #7492 (Dec)

**'70 GTO Hardtop, matching #'s 400, rebuilt** automatic, A/C not hooked up, new 3.23 gears, 4-speed, radiator, heater core, alt., starter, new front end, springs, shocks, brakes, exhausts, hood tach, quartzed Rally clock, NOS front and rear valance, rear bumper, front fenders, remote mirror, wheel well moldings, rocker panel chrome, all new Blue interior, Blue Exterior, Excellent condition \$8,500. Jeff (410) 665-7050 #9044 (Dec)

**'70 GTO Judge body \$1,200** Call weekends only Steve (334) 863-8799 #7908 (Jan)

**'71 GTO Conv., Lt. Blue w/white top, 400,** auto on floor, A/C, PDB, remote mirrors, original paint still on car. Very, very, very little rust. Great restoration car. Looking for offers. If interested, call Dan in Penna (610) 715-4242 or visit Web site: [w.w.w.signsale.com/71gto](http://w.w.w.signsale.com/71gto), to see photo and or send e-mail. #4114 (Dec)

**'74 GTO Bodies, have three \$500.00 each.** Call weekends only Steve (334) 863-8799 #7908 (Jan)

#### OTHER PONTIACS FOR SALE

**'62 Catalina two door body** \$400 or will part out. Call weekends only Steve (334) 863-8799 #7908 (Jan)

**'64 Pontiacs For Sale: (2) LeMans, (1) hardtop, (1) convertible. (1) Bonneville w/8-lug rims.** All (3) \$2,000.00 (504) 833-7387 8AM-5PM CST M-F. #0555 (Jan)

**'66 Tempest conv.,** all parts included \$1,200 OBO. Dan Wilder, #7 Oakmont Place, Kearney, NI 68847 (308) 236-6143 #6024 (Jan)

**'66 Grand Prix, 421 Tripower, 4-speed,** now a 428; A/C, PS, PB, PW, PA, 8-lugs, Tilt, wood wheel. \$3,800 John (513) 932-4867 #7422 (Jan)

**'67 Catalina,** good fenders, some rust in rear 1/4's. \$750 (406) 273-6071 #7385 (Dec)

**'68 Catalina, 4-door sedan,** no engine, no trans., tilt, good glass, skirts, many good parts \$350 whole car, or part out. Evenings best (352) 344-5660 #9642 (Dec)

**'68 LeMans, 350 automatic,** white with black interior and black vinyl top. Originally Georgia car; NOS front bumper \$2,800 John (513) 932-GTOS #7422 (Jan)

**'69 LeMans Conv. parts car, no top** (406) 273-6071 #7385 (Dec)

**'70 LeMans 2-door hardtop parts car.** \$200 (406) 273-6071 #7385 (Dec)

**'71 LeMans, Black emerald,** Judge stripes, Cherry, 350 auto., A/C, PB, PS, interior perfect, new tires, rims Rally IIs, includes factory dual exhaust, new brakes, new A-frame bushings, springs. 81K miles \$7,500 (919) 859-5225 or (919) 772-9687 eves. #9643 (Dec)

**'71 LeMans GT-37, one of 525.** Weapon of choice for serious Pontiac racers! 3500 pound full frame car!!

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**'72 LeMans Conv., PS, PDB, Black, Endura** option, 400 automatic, Runs, drives, looks GRRR'8! \$6,500 Cecil Morton (Illinois) (618) 452-9553 #7492 (dec)

**'94 Trans Am GT w/LT-1 engine: coded 54** yellow with charcoal interior, Delco ETR AM/FM stereo with auto-rev. cassette and 7-band graphic eq. Delco 6-disc CD, all other power options, 6-speed trans., T-tops, Viper Alarm for glass and motion detect documented by Pontiac, one of only 16 T/A GT coded yellow for 1994. Stored winders, Michigan, call 810-687-1649 ask for Doug or Terrie. #6576 (Jan)

#### GTOs WANTED

**WANTED: '66 GTO Convertible,** must have original exterior color of Burgundy or Black, with black interior. A/C preferred, but not necessary. Will pay around \$14,000, depending on shape. Contact Matt Goepper in Cold Spring, KY (606) 441-4637 or FAX (606) 431-4749 #9906 (Jan)

**WANTED: '67 GT Hardtop Coupe, 4-speed,** with factory A/C. Must be all original. Mail detailed list to: Lee Gardner, 75 Co. Rd. 519; Selma, AL 36703 or call (334) 874-9613 after 5PM #9659 (Jan)

**WANTED: '69 GTO "Judge" convertible,** any condition for total restoration. Possible trades for 'PHS 70 Hardtop Judge, Ram Air 4, 4-speed. Finder's fee paid- Ray (518) 373-9489 or E-mail-RayGTO@AOL.com #8302 (Jan)

**WANTED: '70 GTO "Judge", original with matching numbers, looking for RA-IV engine in stock form, 4-speed with 3.90 or 4.33 posi rear. Hood tach OK. Will accept 455 HO engine with 4-speed and 12-bolt posi rear. No vinyl tops please, conv. OK. Interior black or blue only. Body color doesn't matter. Price depends on the condition of car. Do not want any kind of restoration. Call Richie (718) 597-9293 between 6PM and 10PM. If I'm not there, please leave message. Thank you. #10062 (Jan)**

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**Pontiac/GTO Original Color Sales brochures,** showing all Pontiac models, interiors, and features for the year. '58-70, \$12 each year. '71-present \$7 each year. Also Available: Paint color chips, '46 - present \$5 each year. Add \$3.50 shipping. Specify year and model. Walter Miller, 6710 Brooklyn Pkwy, Syracuse, NY 13211 (315) 432-8282 or FAX (315) 432-8256 #8279 (Feb 98)

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**Hood for '71-72 GTO: No tach hole, very good condition.** Picture available \$450 (512) 282-0455 #9556 (Dec)

**NOS Console for "67" GTO auto-**

**matic** \$425. Phone (717) 626-8984 #7946 (Dec)

**'65 GTO PARTS:** pair tan front seatbelts \$125; conv. pinchweld moldings \$275; restored rolling chassis \$1,300.00. Top assembly \$350; crossmember \$100, AM radio \$75; tail light lenses \$200/pr; Top switch \$75; vacuum gauge \$125; hazard flasher \$65; tan steering wheel \$225; Tripower manifold \$160; rear fender caps \$100; 4-speed console \$375. **'66:** Rally gauges without tach \$275, hood \$450, remote mirror \$100; 3-heater control cables \$75; ignition switch \$45; pair of black front seatbelts \$100; **'67:** radiator core support \$175 each; dash pad \$355; complete Hid-A-Ways \$500; rear bumper \$100; 4-speed console \$275; hood \$250; tail light bezels \$100. **LOTS MORE GTO PARTS AVAILABLE!!** Greg Spreitzer (440) 254-4642 #1199 (Dec)

**Ronnie Gates: '65 YD 389, running** \$550., pair (bare) #48 heads, cleaned, checked \$250; '68 AM/FM radio, reconditioned and guaranteed \$275; Full length windage tray \$80; Pair '64 "posi" axles \$125; '67: 428 4-bolt block, crank, pistons w/rods, fresh 0.060 with matching pistons \$500. '71-2 front Enduro bumper \$200; '66 trunk lid \$150; Thanks everyone. Ronnie Gates. 975 Meadowlark dr., Rock Hill, SC 29732 (803) 328-8870 10am-8pm, no Sunday calls please. #4051 (Dec)

**'69 GTO fenders, doors, grills, tail lights,** bezels, and more. (406) 273-6071 #7385 (Dec)

**'67 Firebird 326 engine XJ, block,** 140 heads, date code F237 \$150. '69 Firebird front bumper center w/grills \$40. Evenings best (352) 344-5660 #9642 (Dec)

**'68 GTO PARTS, New: engine vacuum switch** p/n #30167554 \$50. **Used Parts:** Rally II wheels 15x7 \$150/4. 8-track tape player (serviced) \$200; remote mirrors \$50/\$75. Valances \$25/75. Hid-A-Ways, not complete, includes headlamp covers \$150; rear speaker switch \$25; T-3's \$15/30 each. 4-speed changeover \$600- includes Muncie M-20 trans. ('67-72). Rear reinforcement braces \$50/pr; Hoods \$100, \$200, \$400. Black door panels

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**ALL NOS: '65 Park lense \$20; '68-70 T-3 headlamps** \$20 ea; '64-67 T/8 2-bbl. muffler \$45; '71-75 vapor canister \$55; '64-65 T/8 with auto trans. throttle return check \$45; '65-66 T/8 neutral safety switch with auto trans except console \$20. Doug (817) 491-4374 #9583 (Dec)

**'64 Tail light lenses, 64-65 header end caps;** 65 wheel cover spinners '64-65 CV door stainless; ; 65-69 Rally gauges; '66 grills and taillights; '66-67 vinyl top mouldings; '66-67 CV door and 1/4 window stainless; '67 dashpad; '67 lower door, rear 1/4, trunk lid, and lid extension chrome; '68 4-speed auto consoles; '68 AM/FM stereo and AM/FM's; '69 GTO NOS tail light lenses; '69 R.W. Defog; '70 dash bezel w/air. Mike Swerbinsky, 387 E 324 St.; Willowick, Ohio 44095 (216) 585-1590 #6985 (Dec)

**'70 GTO Parts: AM-FM radio \$175; QuadraJet** \$125. (619) 679-7307 #3311 (Jan)

**'73 GTO/Grand Am/LeMans "NASA" hood,** used, original paint. \$250.00 Eric (612) 770-5961 #1432

**'68 GTO Parts: QuadraJet Carb 400-HO** 7028268 running condition \$175. (619) 679-7307 #3311 (Jan)

**'74 GTO/Ventura Parts: NOS right quarter panel** \$500, NOS Right and left door skins, still in GM packaging \$150/ea; NOS right outer wheel house \$100; USED: GTO hood in primer \$125; used Ventura hood, original paint \$50; Used right and left doors w/glass \$50; Used right fender in DP90 \$50; Used trunk lid \$50; 3-speed Saginaw w/bell housing \$75, Pontiac engine caddy, new-in-box, some assembly required \$85. Eric (612) 770-5961 #1432

**'68-72 GTO PARTS: Speedo cable** \$35; shifter cable from console to tranny \$40; '70-72 tail light backings, what the

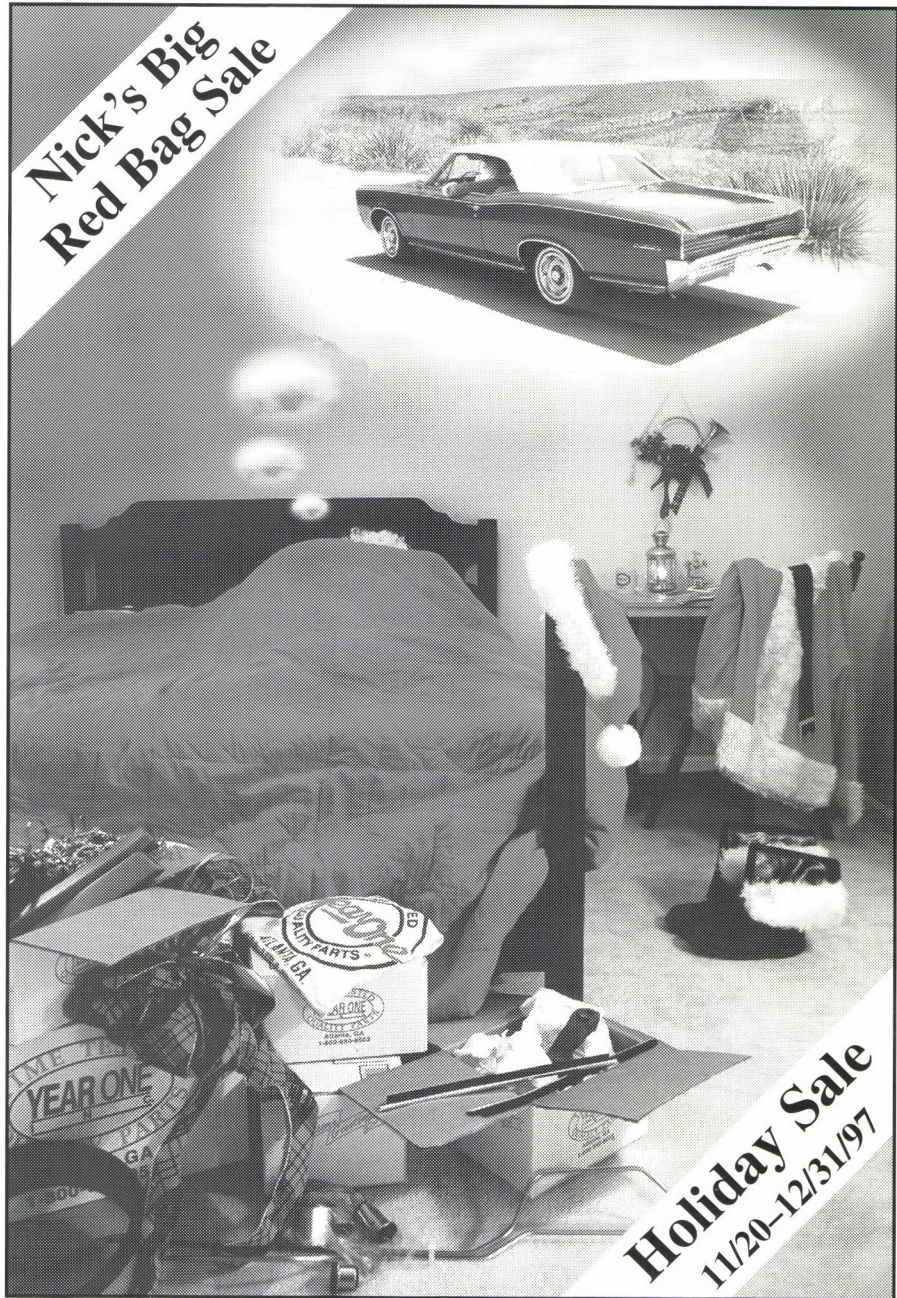
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NOS Honeycomb 14" trim rings \$5-/pr; Rhodes lifters \$40/set; '69-71 RA-IV cast iron crossover \$125; '72 455HO crossover \$150; LH Vent window frame \$50; NOS '70 front valance \$135; '73-up GTO/GP sport wheel \$50; '68 dash tach \$100; NOS '65 backup lense \$25/pr; #77, #093 cylinder heads \$300/pr; '69 rear Firebird pumper \$225; NOS '63 GP LH tail light \$65. Kevin (248) 684-5455 #3909 (Jan)

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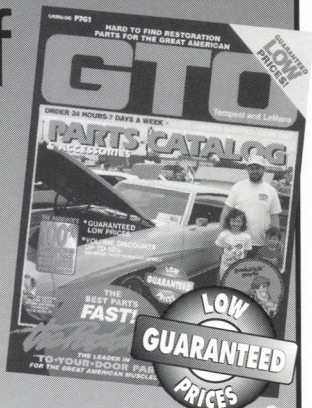
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doors \$175 each; '67: steering wheels, black or red \$175/ea; Rear eyebrow moldings \$65pr; Power trunk release \$65; remote mirror \$100; oil deflectors \$55/pr; '64: conv. top assembly \$350; driveshaft \$70; timing cover \$100; vacuum gauge \$125; tan steering wheel \$175; air cleaner \$125; radio \$75; red steering wheel \$125; bellhousing \$100. '65: parking lights \$40/pr; dash bezel \$100; 4-speed shifter \$175; conv. mirror bracket \$48; conv. upper door moldings \$200; pr. front bumper brackets \$50; rear bumper brackets \$35; '68: p/antenna switch \$60; air cleaner \$125; YS motor \$500; black dash pad \$250, conv. rear seat \$200, 3.55 posi \$495. '69: wood wheel \$275, air cleaner \$125; tail lights \$165/pr, front valance \$125. **LOTS MORE!** Greg Spreitzer (440) 254-4642 #1199 (Jan)

**'68-72 GTO/Grand Prix Parts:** Used, dirty, greasy, as-is long-blocks: '72 455 (GP-auto), '67 400 (GP-auto), '70 455-370Hp (GP-auto); '69 428 4-bolt (GP-auto); write for specifics. I have miscl. '69-72? door panels, seats, some '69-72 GP parts, posi rear ends, some '67-69 Firebird parts, '74 Formula & T/A Firebird parts, various heads, intakes & carbs (no Tripowers or '67 Q-Jets), wheels (no Rally I's). Send your specific list of wants, and also the parts you have for sale-trade. I would trade towards stuff for 4-speed '69 Judge hard-top & '70 GTO Conv. Also want miscl. Pontiac Q-Jets (including 7029273 and others). John Johnson; - 620 N. Jefferson, Mexico MO 65265 -USA- (573) 581-8013 6PM-10PM CST, or FAX (573-581-6486 #1390 (Jan)

**All Shortblocks: '68 GTO WS \$500; WT locked-up \$100; '69 WT's, \$200-300; lots of exh. manifolds \$20/ea; Intakes \$40; '63 421-H/O \$600; '65 YH 421 \$650; '69-72 AM/FM \$125; 8-track players \$100; '69 P/ant. complete but needs mast \$175; '69 Judge repro wind \$110.00; Oil pans, timing covers, some '69 options, also. '68-69 carbs. Buy-sell-trade. Call evenings until 11PM (717) 843-7861 #8663 (Jan)**

**'64 Grand Prix: Complete dash w/ gauges, \$50; R&L grills w/ park lights \$60/pr; L&R F&R tinted windows \$100/set; tinted backglass \$50; vent window motors \$40/pr; complete interior incl.**

F&R seats and L&R door and quarter panels w/arm rests (midnight blue, excellent) \$250; AT console \$40; auto shift lever \$15; dash radio grill \$5; hood (fair) \$25; R door (fair) \$25; above and under grill filler panels \$20/ea; LL&R head light bezels \$25/pr; L&R backup light bezels \$40/pr; F&R L&R wheel well moldings \$110/set; L&R rocker panel covers \$10/pr; fan guard \$15; A/C pulley \$10; brake pedal and parking brake assemblies \$5/ea; L&R F&R bumper brackets \$5/ea; Miscl. aluminum interior and stainless ext. trim \$5/ea; (850) 576-5835 evenings (FL) #8966

#### GTO PARTS WANTED

**WANTED: '68 GTO automatic tuner pipe, new or used.** Tom Gardner, 2 Cedar Lane, Rhinebeck, NY 12572 (914) 876-8117 #8232 (Feb 98)

**WANTED: Q-Jet #7029273, 7041263, and some other #'s also.** Have some Q-Jets (no '67's) or '67-72 parts to sell/trade (send your list of parts wanted and parts for sale) John Johnson, 620 N. Jefferson, Mexico, MO 65265 -USA- (573) 581-8013 6PM-10PM CST or FAX (573)-581-6486 #1390+\$(Jan)

**WANTED: NOS For '67 GTO Sport Coupe:** Rocker moulding #9788955, #9788957, wheel well moulding #4227182, window pillar moulding #4543090, door/window molding #7580771, driprail moulding #4547733, #4547734, windshield moulding #4541650, #4541651, headlight bezel #9782753. John Yost, (215) 822-9267 (PA) #8275 (Sept 98)

**WANTED: '70 GTO reverse lock out rod** for 4-speed, attaches to steering column under hood and runs vertical to tranny, must be a '70 4-speed please. Thanks. Call Tom (914) 463-3609 #2445 (Dec)

**WANTED: '67 GTO Headrest assemblies, complete** or parts, especially plastic sleeves. You may call 1-800-348-5070 (work) or (616) 663-8002 (Home). Robert #1673 (Dec)

**WANTED: For '70 GTO, 455 standard flywheel 11" clutch.** Also need '72 GTO tilt column, column shift.

Evenings best (352) 344-5660 #9642 (Dec)

**WANTED: '68 RAM AIR Induction system, complete** or parts, also need '68 Aleutian Blue, A/C dash pad, and 4-speed console. (416) 751-6302 #6178 (Dec)

**WANTED for '74 GTO/Ventura: right door inner panel,** prefer saddle color, must be in excellent condition. Eric (612) 770-5961 #1432 (Jan)

**WANTED: Information: The metal rear bezels** on my '69 GTO are pitted, as they add did. Looking for a service to restore them, or looking to buy a pair of non-pitted ones. Bob (800) 537-7797 (toll free) Ext. 12. Robert #9525 (Jan)

**WANTED: '65 wheel discs (spinner hubcaps)** for LeMans/GTO, #1 or #2 condition. '64-65 14x6 stock rims. E-mail orlandpk@ais.net or phone 708-403-6210 Norm. #9068 (Jan)

**WANTED: '69 GTO RA Hood pan, with actuators** in good shape, no rust, and working. Also want 7029273 carb, no restamps. Buy-Sell-Trade. Call evenings until 11PM (717) 843-7861 #8663 (Jan)

#### SERVICES

**GTO Documentation:** Looking for documentation on that GTO? ... original equipment and options? The information is available from Pontiac Historical Services. This organization is not affiliated with Pontiac Motor Division, but has access to production and build invoice information. Send your Vehicle Identification Number (VIN) along with a check ( a cashier's check or money order will speed up the process ) for \$35.00 to Pontiac Historical Services, PO Box 884, Sterling Hts., MI 48311-0884. Visa & M/C accepted. In about 6-8 weeks you will receive a copy of the factory build sheet, information on decoding it, and copies of press information. Comp ad (June 99)

**LET US HELP RESTORE** your GTO exhaust system correctly. Best materials and workmanship for a fair price. Satisfaction guaranteed or your money refunded. Gardner Exhaust Systems

(914) 876-8117. Originals (exhaust & tail pipes) wanted, new or used. #8232 (Dec)

**DASH BEZEL RESTORATION SERVICE:** dashes restored to like new condition. Show winning quality. rechroming, repainting and new wood or vinyl inserts. Darrell Roach, Texas (817) 431-0001 #7046 (Sept 98)

**Brake Boosters: Delco-Moraine- '64-74 GM Cars:** your booster rebuilt and replated with correct, show quality gold irridate plating, including master cylinder cap and metering valve bracket for \$100.00 postpaid. Mint cores available. Many national show winners use my service. Your satisfaction is guaranteed since '83. Quick service, great warranty, free advice. Other detail plating available. Quantity discounts. VISA, MC, Discover, and AE welcomed. Steve Gregori, 262 Post St., Sangor, CA 93657 (209) 875-0290 or FAX (209) 876-7716 #7936 (Jan 98)

**The Judge Survey:** for a brief, easy to fill out form to help document how these unique cars were built, or to just talk or share information about some of the best GTO's ever made, write: John ""The Judge"" Johnson, 620 N. Jefferson, Mexico, MO 65265 -USA- (573) 581-8013 6PM-10PM or FAX request to (573) 581-6486 #1390+S (Jan 98)

**NOTICE: To all affiliated GTOAA Local Chapters,** and their Chapter Presidents: If your GTOAA Chapter has been chartered within the past 3 years, then it is possible that your GTOAA Chapter HAS NOT RECIEVED A COPY OF THE GTOAA CHAPTER HANDBOOK. I had these GTOAA handbooks at the 1997 GTOAA International Meet (Atlanta) and very few were picked up by the various Chapters which were represented there. Should you be in need of the GTOAA CHAPTER HANDBOOK, please send a written request (on Chapter Stationary if possible) to:

David Barsky at the address below. This is for chapters which have been chartered during the last 3 years only! There is no charge for the GTOAA CHAPTER HANDBOOK sent to new GTOAA Chapters. David Barsky, Vice President, New Chapter Development, GTOAA, 2682 Ford Street, Brooklyn, NY 11235 comp ad (Jan)

**MISC.**

**Die-cast GTO's:** Anyone collecting these little ""Johnny Lightning"", ""Racing Champions"", ""Matchbox"", etc., etc., cars? I have a few, and am looking for others. Send your list of extra's and wants, as well as any ""real"" GTO parts, too!! John Johnson; 620 N. Jefferson, Mexico MO 65265 -USA- (573) 581-8013 6PM-10PM CST, or FAX (573-581-6486 #1390 (Jan)

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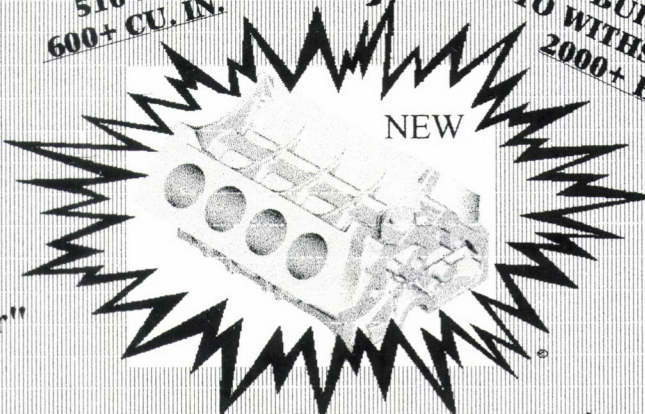
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CD Vol 1 & 2 has "GeeTO Tiger" and "Go Go GTO" - \$28 volume. "Hot Rod City" CD - Various car songs - \$28. GTO songs cassette - \$20. Robert McKenzie, 114 Prince George Drive, Hampton Virginia 23669 (757)838-2059. #0191 (Dec)

'67 Firebird 326 engine XJ, block, 140 heads, date code F237 \$150. '69 Firebird front bumper center w/grills \$40. Evenings best (352) 344-5660 #9642 (Dec)

**RECORDS:** "GTO" LP by Ronny and the Daytonas \$100; "GTO" 45 rpm by Ronny and the Daytonas \$25; "GeeTO Tiger" 45 rpm by The Tigers with color picture jacket (Hurt contest record) \$85; "GeeTOTiger" 45 rpm by The Tigers without color picture jacket (stock copy) \$35; "GeeTO Tiger" 45 rpm by The Tigers (white promo label) \$50; "GO GO GTO" 45 rpm record by Carol and Cheryl (white label) \$65; "My Mighty GTO" 45 rpm by Jan and Dean \$20;

**MODEL KITS:** MPC '69 GTO H.T. \$175; MPC '70 GTO H.T. \$115; MPC '71 Pontiac GTO H.T. \$150; **DIE CAST:** ERTL 1/18 American Muscle '69 Royal Bobcat GTO \$60; Matchbox '70 GTO Judge \$5.00; Johnny Lightning '65 GTO Conv. \$10; Johnny Lightning '69 Judge H.T. \$10; "Hurst" Performance Pioneer Series #6 ('32 Ford panel truck) \$30; **PROMOS:** '67 GTO H.T. in orig. box \$400.00; **PAPER:** '67-68 I.C.A.S. Souvenir Program featuring the Monkeymobile (very rare) \$30; The Monkeys "I'm a believer" sheet music \$15; Post card of '71 GTO \$8; Post card of '74 GTO \$8; **MISCL:** Slot car by Aurora- Pontiac Firebird \$35. Joe Camp (908) 229-3324, #26 Peachtree Rd., Oakhurst, NJ 07755 #2180 (Dec)

**Pontiac Models for Sale:** MPC 1706 Pearson Clear Body GTO; MPC 1753 Screamin' Eagle GTO; MPC 7211 '72 GTO; MPC 2750 '70 GTO Super Stocker; MPC 0757 Bossbird; MPC 0622 Raiders Coach; AMT 6058 Monkeymobile; MPC 4070 '70 GTO Fast Pack; **RECORDS:** 'Lil GTO by Ronnie and the Burnettes- NOS; Mighty GTO by Jan and Dean; Also '64-70 reissue GTO Models. Mike Swerbinsky, 387 E 324 St.; Willowick, Ohio 44095 (216) 585-1590 #6985 (Dec)

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**Pontiac Model Kits For Sale:** '68 GTO #1076 \$10; '69 Judge #2443 \$15; '64 GTO #2714 \$15; '72 GTO 1-0748 \$50; '70 T/A #2794 \$15; '69 Firebird #6324 \$20; Other kits available, most kits sealed but have partially build kits for sale also. Original magazine ads available. Call with needs. Some promotional models and metal cars available. If you need real GTO and Pontiac parts, I have them also. Write or call: Preston Grant IV, 510 East Street South, Talladega, AL 35160 (205) 362-6674 evenings #9752 (Dec)

**MISC. WANTED**

**WANTED: Pontiac Models Wanted:** MPC 0737 '70 GTO Billygoat; Mono 1029 '68 GTO; AMT (?)FU61 '63 Tempest Farmer; AMT 788(M) '68 Firebird mini; AMT-T380 '68 Firebird w/drag boat; AMT 6RK '58 Bonney CV; MPC 7215 '72 Firebird. Mike Swerbinsky, 387 E 324 St.; Willowick, Ohio 44095 (216) 585-1590 #6985 (Dec)

**NEW GTOAA CHAPTERS FORMING IN:**

**- Lil GTO Club of the Ozarks:** Those Ozark region members should contact: Mr. Harold Krantz, 40 Bradford Drive, Belle Vista, Arkansas 72714 (501) 855-2893 (Jan 98)

**- Huntsville, Alabama.** Those northern Alabama members should contact: Mr. William Ondocsin, 133 South View Drive, Huntsville, AL 35806 (205) 837-2426 #9936 (Jan 98)

**-New Orleans, Louisiana area.** Those Louisiana members should contact: Robert B. Fisher, Jr., 2316 Camp St., New Orleans, LA 70130 (504) 524-2316 #7534 (Jan 98)

**-Beckley, West Virginia area.** Those Virginians should contact: Ms. Jean Gieseking, 112 Riverview Lane, Beckley, WV 25801 (304) 252-1007 #7896 (Jan 98)

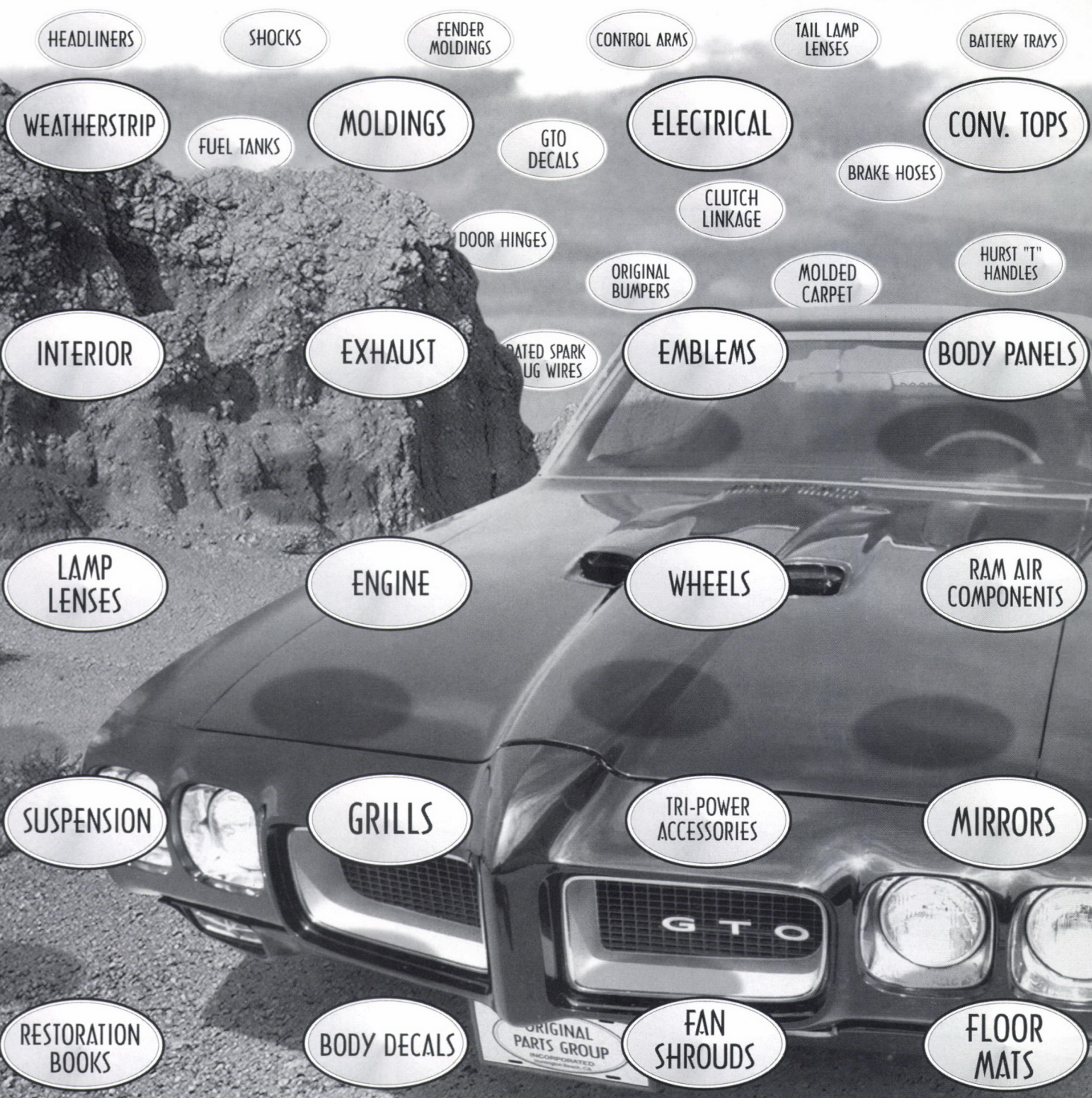
**UPCOMING EVENTS**

**1998 GTOAA International Meet, June 30th - July 4th, 1998.** Hosted by the GR-RRR8'R Wichita GTO Club, at the Century II Exhibition Hall, next to the brand new Hyatt Regency Hotel, Wichita, Kansas. Hotel Reservations: **You Must be registered for the National Meet to be eligible for the special GTOAA rate.** The hotel will audit our registration list and make cancellations 30 days prior to the meet. Make your reservations now! Call 1-800-233-1234. For Meet Info: Gary Gibbs (316) 291-4170, or Mike cooper (316) 322-8818. (July 98)

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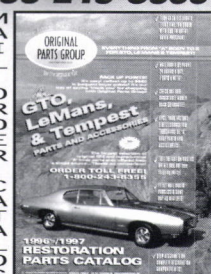
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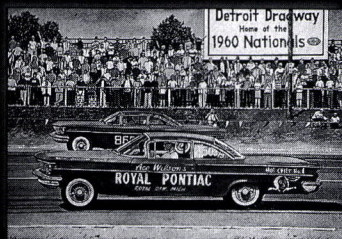
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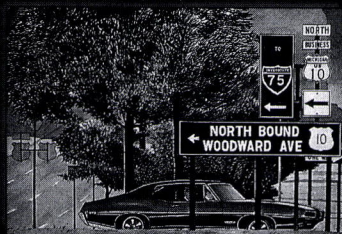
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