

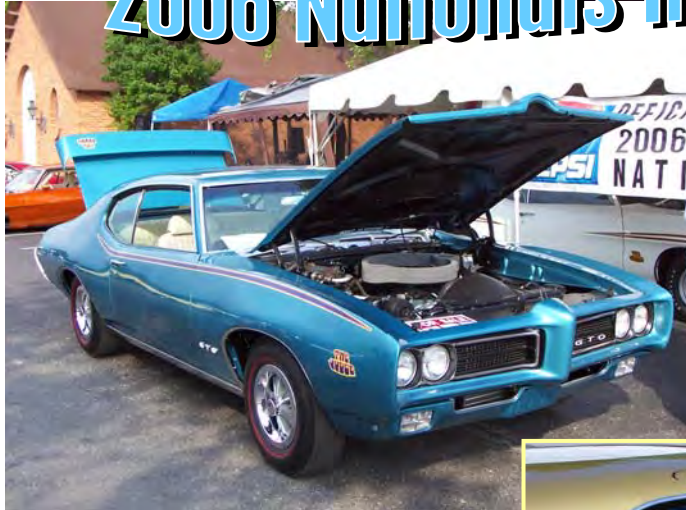
THE LEGEND



Volume 24 #9
September 2006



2006 Nationals In Louisville



GTO Association of America

"A Tradition Of Performance"

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1st Gear



Director & Staff Changes, Part Deux

Last month I mentioned some changes in the GTOAA officer and staff positions. Since we were going to announce those changes at the Meet in Louisville, I thought that the August issue of the magazine should reflect the updates.

Ooops! Between the time the August issue went to press (before the Nationals) and the time you received it, things got changed around. So just forget whatever I said last month.

Here's more accurate info: Bill Markowski replaces Mike Radke on the Board of Directors. That much I had right last month. However, Jon Wacholtz is staying on as Concours Chairman, so Mr. Markowski will not be filling that job. We're glad to have both of these fine gentlemen on staff.

Steve Hedrick will take on the Meet Coordinator job vacated by Mike Radke. We welcome Steve and wish him all the best in that position. So Mike Radke's responsibilities will be split between Bill Markowski and Steve Hedrick.

Last but not least, Jon Schwenn from the LS1GTO website has signed on as our 2004-2006 tech advisor. Jon's presentation at this year's Meet was very well attended, so we know there is a lot of interest in the contemporary GTOs.

Cover Feature Update

As I mentioned a few months back, we always like to give credit for articles or pictures that we run in *The Legend*. In the July cover feature article about John Calkins' two GTOs, we need to give photo credits to Critsey Rowe from Indigo Photography who took the home pictures, and John Flanagan who took the Charlotte skyline pictures. Thanks to John Calkins for that info.

National Meet Coverage

This issue is devoted to reports, results, and photos from the GTOAA Nationals in Louisville. We have added some extra color pages this month to provide as much color photography as our printing budget will allow. Black and white pages of text and charts are interspersed to fill those pages that can't be color. So the format may be different from our normal one, but I figure that more color is always a good thing.

My thanks go out to all our contributing photographers for this special issue: John DeLore, Nick Sickle, Rich & Sylvia Heidlauf, Marge Sawruk, Glenn Zibart, Pam Greenwell, and John Johnson. I even took some photos myself.

While I'm on the subject of photos, let me mention, for the benefit of those who weren't there, that the shots we all took inside the ballroom of the Concours cars cannot do justice to how great it looked in person. None of us are professional photographers, and we were not able to adjust for the indoor lighting. But trust me, the setting was like a classic car museum and those cars looked absolutely amazing. If you missed it, you really missed something special.

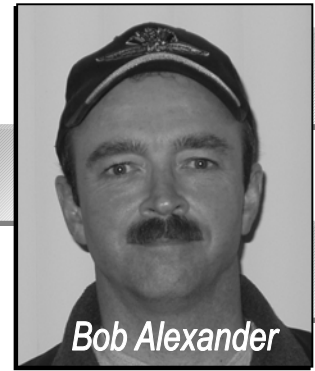
Finally, a huge thanks to the Louisville GTO club for their hospitality and hard work in staging the best-attended Meet ever. Rain or shine, the Louisville folks always had a smile on. That goes a long way to creating a successful event.

Tell Us About Your Meet Experience

Your thoughts, suggestions, complaints, comments, letters, and ideas are always welcome. My phone number is (856) 439-0314 and my e-mail address is LegendEditor@gtoaa.org. Feel free to call anytime up to midnight Eastern Time. Operators are standing by.

From The Prez's Pen

The 2006 GTOAA International Meet: Kentucky Style Hospitality At Its Finest



This month, I am writing my column barely 24 hours after returning from the Meet in Kentucky. Believe me, with nearly 1,200 miles to drive, you have a lot of time to reflect on the events of the preceding days! In the end, I kept thinking of one word to sum up the whole experience, "Wow!" Folks, this Meet will go down in the record books as the largest ever! There were 455 registrations, over 80 cars in Concours and almost 180 in Popular Vote including 40 LS1 and LS2 GTOs.

At least one national magazine covered the event. If you have never been to a GTOAA Meet or haven't gone lately, I encourage you to start planning now for next year. There is absolutely nothing like this experience because it's not only the cars you enjoy, but there's speakers, the fellowship with friends, the events, the parking lot parties and so much more.

Yes, just like last year, five days came and went in a flash. Obviously, I had a blast. On behalf of the GTOAA, I send a special "thanks" to Bernard Watts and all of the Louisville staff for planning and executing a record breaking Meet! Also, on behalf of everyone that attended, another special "thanks" to all of the vendors, VIPs, and the sponsors for their support. I hope to see all of you next year in Columbus.

What happened between July 11th and 15th? Meet participants were treated to seminars, a display of special vehicles from Pontiac, VIP visits, drag racing sponsored by Jim

Wangers and featuring a "Beat the Tiger" competition as well as a *High Performance Pontiac* magazine "Pavement Pounder Shootout," a cruise to the Woodford Reserve Distillery, a tour of the Louisville Slugger Museum where one could order a personalized baseball bat, a tour of Churchill Downs, valve cover racing, an indoor Concours car display that reminded me of the inside of an auto museum, a Popular Vote show, and a terrific awards banquet. What a great line-up! Would you like to hear more?

As with all Meets, this one featured several very interesting speakers and seminars. Jim Wangers, Paul Zazarine, John Sawruk, and Arnie Beswick hosted informative and detailed discussions. Jon Schwenn provided a special presentation on the 2004-2006 GTOs.

By the way, as many of you know, Jim Wangers recently celebrated his 80th birthday. At this year's convention, he received a surprise birthday party and then convened a short discussion and question and answer session following the party. As always, Jim and the other special guests were happy to answer questions and sign autographs.

Speaking of GTOs, Milt Schornack displayed his recreation of one of the Royal Pontiac race cars. This was a beautiful "Bobcatted" 1966 gold GTO. Imagine going back in time 40 years and seeing this car on display at Royal Pontiac!

For those that enjoy the thrill of a drag race but don't have the time,

expertise, or money to prepare a car, there is valve cover racing. It's a great way for young and old racers to get involved and you don't have to worry about blowing an engine or trashing your transmission or rear end. The Louisville guys used the amazing system built last year by Vic Nettle and the Gateway GTO Club. This set-up is complete with sound effects and featured a Christmas tree and a sensor system that could actually determine if someone was too quick on the draw and "red lighted." An amazing piece of equipment.

The Meet concluded Saturday, July 15, with the Popular Vote show and a light-hearted, fun awards banquet. As mentioned earlier, nearly 180 old and new GTOs and vintage "A" bodies lined the parking lot. Have you ever seen or even heard of a car with two blowers on top of the engine, with the top supercharger running off of the bottom one? This year, those enjoying the Popular Vote show saw a 1970 GTO with exactly that configuration.

After reading the above, I bet you're already chomping at the bit to go to Ohio next year! Next week, I know that I'm going to request the last week of June for my for 2007 vacation time.

Next month, I will provide highlights from the 2006 GTOAA Board of Directors meeting including detailed information on new initiatives and a review of the previous year's accomplishments. 'Til then, keep on cruisin' and please send me your ideas and feedback!

Tom Foster Memorial Award

by John Johnson, Board of Directors, GTOAA

About 13 years ago, a dedicated GTO-er named Tom Foster co-founded the Goat Herd GTO Club of Oregon. Obviously he was a mover and a shaker – a very active GTO-er to say the least. Tom was also very dedicated to the GTOAA, which was proven by his efforts to form and become a leader of that chapter, making sure it became affiliated with the GTOAA, and helped begin the Tiger Run Northwest GTOAA Regional Meet. His level of commitment to the GTOAA, and his influence on the chapter is evident as The Goat Herd is a 100% GTOAA Membership chapter, which is very impressive for a chapter of over 100 members.

Outside of the car hobby, I have also heard him described as the kind of person you'd want to have for your neighbor; honest, a good husband, a decent person, always willing to offer his assistance to help you out.

Tragically, an accident took Tom's life a few years ago. To honor his memory, the GTOAA created the Tom Foster Memorial Award. This award is dedicated to his love for the GTO, the commitment he made to his chapter, his volunteer spirit, and his support of the GTOAA.

On behalf of the President and the Board of Directors of the GTO Association of America, it is my privilege to present the 2006 Tom Foster Memorial

Award to another person with these same qualities:

- ❑ An honest person
- ❑ A mover and a shaker
- ❑ Someone that would give you the shirt off his back
- ❑ A person that his chapter can depend on to do the things that need to be done, and also to lead them to do other, even greater things than they might have thought possible
- ❑ A person with a volunteer spirit, and a staunch supporter of the GTOAA

This year's recipient of the GTOAA's Tom Foster Award is the President of the Gateway GTO Association of St. Louis, Steve Hedrick.



Steve Hedrick

Our New Convention Coordinator

At the recent Meet in Louisville, I was honored and humbled by being presented with the Tom Foster award. I knew Tom from the many conventions he attended. He was a great person, a true leader and inspiration to everyone he came in contact with. In meeting Tom, you couldn't help but become excited about GTO's. I hope I can inspire people and help keep the GTO excitement Tom was so passionate about going for many years to come.

I have been in love with Pontiacs for as long as I remember. My first GTO sight-

ing was a 1969 Verdoro Green on green with hideaways. I fell in love with this car on first sight – I had to have one. So at the age of 14, almost 15, I found a 1968 in the paper. After persuading my sister to take me to look at it and after a stern warning that my mother would kill me if I brought that piece of junk home, I bought it for \$100 and drove it home. With my mother yelling behind my father who was smiling and chuckling, the work began.

I had many GTOs as a teenager until I joined the

Marines. I joined GTOAA in 1984/1985. When I got out of the Marines in 1985, I joined my local GTOAA chapter, Gateway GTO Association. I married Tammy in May 1985, started college, and somehow talked my wife into buying a 1970 GTO, even though I had no job or money. During the past 21 years that we have been married, we have had many GTOs and have only missed a couple of GTOAA Nationals. Over the many years that I have belonged to the Gateway GTO Association, I have published the newsletter, started

our website, held a Vice President position for two years, and have been club President for the past three years. Our club has grown and become a great place to meet new friends and enjoy the GTOs we love so much.

I have been asked by the GTOAA Board of Directors to take over for Mike Radke as Convention Coordinator. Mike has done a great job and will be surely missed. I am excited and thrilled to take this challenge and help every club interested in hosting a national convention.

Jon Schwenn

GTOAA's New 2004-2006 Tech Advisor



If you attended the 2006 GTOAA Nationals this past July in Louisville, Kentucky, you may have heard my name mentioned. I am Jonathan Schwenn, the new 2004-2006 GTO Tech Advisor for the GTOAA. I would like to share a little about myself for those who do not know me.

In 2003 I ordered my 2004 GTO and created LS1GTO.com. The site was the first source of reliable information on the net providing a place for the people who pre-ordered their cars to track the production and shipping of their specific car via the VIN number. The website has since grown into the largest new GTO specific website on the Internet. Through the site and the efforts of its members and myself, I have had the opportunity to meet and communicate with the engineers who worked on the development of GMX281, the code name given to the project of building the 2004-2006 GTO from the Holden Monaro. LS1GTO.com has information on practically everything you can imagine for the GMX281 project.

My experience with the technology found in the new generation of GTO goes back further than the introduction

of the current model. I have been in the late model performance aftermarket industry since 2002 in a professional manner, mainly focusing on the LS1 motors that power our new GTOs.

For a brief time I laid claim to the highest dyno numbers for a 2004 GTO. Currently sporting an aftermarket camshaft and hand ported LS6 (243 cast) heads, my manual transmission 2004 GTO puts down 415 horsepower to the rear wheels. A nice update to the factory stock dyno numbers of 301 rear wheel horsepower. My horsepower may not compare to some of the monster LS1 and LS2 GTOs currently out there, but my GTO was engineered to keep the fun in driving the car while still having enough horsepower for an occasional 12-second run at the track.

I have been around modified cars, have many friends in the industry, and know Gen 3 (LS1) and Gen 4 (LS2) motors well. However, my history with the performance-related aftermarket and experience modifying cars are not the only things that enabled me to accept the post of 2004-2006 Tech Advisor for the GTOAA. Those who know me or who have seen my car in person at this past

GTOAA National Meet can vouch for my next point. I'm a detail nut. I spent months disassembling and detailing the *underside* of my car in preparation for the Nationals.

I was the only new GTO to arrive at the Meet in an enclosed trailer. While I am the first to admit that I am a little crazy, just one look under and around my car will reveal how particular I am about detail and substance. Everything appears to be OEM, just much cleaner, with a bit more shine and maybe just slightly larger, stronger, or louder than it was the day it rolled out of the factory in Elizabeth, South Australia. My attention to detail paid off when I received the 2nd place award at this year's GTOAA National event for the 2004 Modified class.

I personally think my experience is unique and well rounded. I believe that my attention to detail, my performance background, and my experience with the GMX281 project and engineers will allow me to help out GTOAA members with their new GTOs. I am proud to be a member of this community and I hope our acquaintance will be a long and productive one.

New Product Intro

Pacific Performance Racing announces the release of another NEW Tomahawk Performance product...the new **Tomahawk Windage Tray**. Constructed of 17-gauge hardened steel...thicker than the stock trays, the Tomahawk Windage Tray mirrors the design of the stock 5/8 windage tray with a factory scraper, bolts to your stock main caps, and utilizes the stock dip stick tube. The Tomahawk Windage Tray is cad plated and ventilated for quick oil return with the holes strategically placed to maintain tray rigidity. Pacific Performance Racing, 264 East 22nd Street, San Pedro, CA 90731; 310-832-4596 or www.pacificperformanceracing.com.

courtesy of Dave Anderson



2006 National Meet Wrap Up

by Bernard Watts, 2006 Convention Chairman

Hello again from Louisville, Kentucky. It is with great sadness (because this will be my last article on hosting the 2006 Nationals) and with great relief (because this will be my last article on hosting the 2006 Nationals) that I write about this year's GTOAA Meet.

We have all heard the saying, "build it and they will come." Well, I would like to take that and make a change to "plan it and they will come, and come, and come, and come." We did plan and you, the loyal and faithful Goataholics (if you remember I invented that word a few issues back) did come to Louisville.

In the months leading up to the event, the hotel registrations continued to grow and we had to increase our room block four times, and you still ran over, and registrations continued to be mailed in, and we had walk-ins up until Saturday morning at 10:00 AM when we had to close registration. All together, over 450 registrants made this year's GTOAA Nationals the largest attended Meet in the 27-year history of the event.

For the sake of those who did not attend, let me briefly give you an overview of the happening. Before the "official" opening of the show on Tuesday morning, the hotel was filling up. The Pontiac Historical cars arrived (the first production 2004 GTO, a 1969 GTO Judge, a Grand Prix convertible Pace Car, a concept Solstice hardtop racecar, a '66 Catalina 2+2, and a '63 Tempest). Vendors in the auxiliary paved parking lot began to arrive and set up, a 110-foot tractor trailer from Pontiac arrived filled with more concept cars (like the fabulous "Woodward" GTO) and the latest in Pontiac development ideas for display, complete with a mega watt sound system that played throughout the event.

And then the major personalities appeared. Arnie "the Farmer" Beswick came with his famed racecar and Milt Schornack arrived with his just completed "Royal GTO" reproduction for display. The sight of these two legends parked next to each other along with their racing machines was something not

to be missed and something that many of us may not see again.

Arguably one of the most knowledgeable personalities covering many areas of Pontiac history, John Sawruk (along with his lovely wife Marge) showed up and was a major attraction throughout the event. Whether it was at his own seminar, or at any other time, John is more than willing to stop and talk and answer questions. He seemed to be the GTO "energizer bunny" because he kept going, and going, and going. Because of his great knowledge you know you are going to learn something new whenever he talks. (John, please consider writing a book or two for us so we will have your knowledge as a resource for all future Goataholics.)

Another Pontiac celebrity in attendance was Art Fitzpatrick, the famed commercial artist whose work promoted the Pontiac "Widetrack" image in such a unique way that to this day it is still a benchmark for automobile advertising. This man was so far ahead of his time that the automotive advertising world has really not caught up to him yet. His visual presentation was a testament to a man and his passion for art and advertising, the likes of which we will probably never see again.

Local gearhead-mechanic-restorer-enthusiast Patrick Knight gave a detailed seminar on engine bay restoration. After all, what is one of the most important areas of any automobile restoration, if not the most important, other than the engine? What is one of the first things we do when we go to a car show or cruise? We open the hood to show the engine. Patrick's detailed knowledge and information was of great interest to those in attendance and many stayed around asking specific questions.

On Friday afternoon, the "piece de resistance" came with a first-ever joint seminar with Jim Wangers and Paul Zazarine. To say this was history in the making would still be an understatement. For the first time ever, these two famed and knowledgeable guys presented a

seminar centered on the 1968 GTO. The story of how this radical change from the prior design, the entirely new bodywork, the development of the Endura bumper, the initial slow sales, and the marketing ideas used to promote the GTO leading to its second best sales year was of great interest to all in attendance.

And just like you would expect at such a unique event, Jim and Paul brought something special for all to see. They had a tape of what was supposed to be the opening to the Super Bowl, but as Jim explained, it was never seen on TV. Those in attendance did see it, but the TV audience did not. But for us, we got to see the special production. After Jim explained its existence and how it came to be, it was played again so all in attendance could better appreciate the remarkable work that was never to be seen on TV.

Just like Louisville had promised for months, there were a few surprises. The schedule showed a Q & A session with Jim Wangers and guest on Thursday evening. But no, that was not to be. It was really a surprise 80th birthday party for Jim, complete with a sheet cake and the wording "Happy Birthday, Jim Wangers, Godfather of the GTO." He was truly surprised when he walked into the room and found it packed and everyone singing "Happy Birthday."

Other surprises included a free GTO keychain on everyone's dinner plate at the banquet. The GTO Tiger was in attendance for photo shoots and play. CarQuest, the sponsor of the car wash gave free polishing one day of the show. Pontiac brought three X-Box games for the children (of all ages). In fact one of the best scores was by a person well beyond his teenage years. Ames Performance had a reception on Wednesday that was so well received that the food order was increased to meet the size of the crowd. And those that went on the cruise to the Woodford Reserve Distillery found their lunch was complementary.

But on to the GOATS!!! The display of concours cars was impressive. With such a large turnout we could only fit the first 55 in the hotel ballroom, and what an impression it made. Concours entered the hotel ballroom on Thursday morning and by that afternoon it had been transformed into the world's largest GTO showroom complete with carpeting and lighting that showcased what can only be described as the most beautiful display of GTOs ever. The remaining 23 concours cars (yes, we went up to 88 concours registered cars) were in tents just outside the ballroom.

The Popular Vote show field stretched completely across the north side of the hotel in several rows arranged by class and years. Beginning with the 1964 to the 1974, and then picking back up with the 2004 to the latest 2006, the Popular Vote show had 163 cars and the quality and spectacular display was beyond description. I had the unique pleasure to take Jim Wangers around the Popular Vote field in a golf cart and he was so impressed that a smile never left his face.

Just next door to Popular Vote was a paved lot full of vendors selling just about anything you could want. Whether it was a special chrome piece, unique wheels, body parts, decals, engine parts, hoses, seats, bumpers, or even a pair of Pontiac socks (I have several pairs and wore them throughout the show) it was there. Even whole cars were for sale. Inside the hotel hallway many vendors set up selling prints, mirrors, artwork, and memorabilia.

Down the hotel hallway there was the model car display and a room just for chapter displays and club apparel. Just about everywhere you went there was something for the GTO lover and it seemed the show field areas, popular vote area, and inside spaces were always filled with people enjoying all things related to our beloved GTOs.

A special event took place on Saturday that the Louisville Pontiac/GTO Club was very proud to present. It was a gift back to the community, to a special organization. The Louisville GTO Club realizes how very fortunate we are to be able to have not only the time and money to enjoy the hobby, but also to have the health to appreciate it. Many people have illnesses that prevent them from enjoying something many of us take for granted, the coming together in the car

hobby to celebrate our common interest no matter what kind of car you like or have. So we decided that we would donate all the proceeds from the silent auction to a cause or charity.

This year, the Louisville Pontiac GTO Club chose the cause of breast cancer research to donate the funds from the silent auction. Our club members, and probably yours too, have been touched either directly or indirectly by this disease in some way. So, as a way of expressing our concern, our interest, and our commitment to a cure, the Louisville Pontiac GTO Club decided to donate the proceeds from the silent auction to the Susan G. Komen Breast Cancer Foundation.

And those in attendance responded. With so many nice gifts donated by sponsors and guests, we raised over \$2,000 to be donated to the prevention of breast cancer. On behalf of the entire membership of The Louisville Pontiac GTO Club I want to express a sincere thanks to all of you for the generous bidding and donations you gave to make this event such a success.

Well, that is about it folks. I am out of a job of writing a monthly letter for *The Legend*, and another GTOAA Nationals is now history. Next year we will all gather in Columbus, Ohio. I look forward to seeing everyone I met this year, and friends from past years, and I hope you will remember Louisville as the city that "planned it and you came and came, in the greatest numbers ever."

Until next year, keep the faith and may the "disease" that affects all of us, which I now call "Goataholism," continue to grow and may the hobby we all love continue to bring in new people dedicated to the ideals of the GTOAA organization.

With both sadness and relief, I wish everyone continued good health and continued interest in our beloved "Goats."

Your friend and fellow GTO enthusiast,
Bernard Watts
Chairman, 2006 GTOAA Nationals
Louisville, KY

THE LOUISVILLE PONTIAC GTO CLUB

C/O MR. BERNARD WATTS
5021 POPLAR LEVEL ROAD
LOUISVILLE, KENTUCKY 40219

August 1, 2006

Susan G. Komen Breast Cancer Foundation
Louisville Affiliate
1939 Goldsmith Lane Suite 153
Louisville, Kentucky 40218

Attn: Margaret Deegen

Enclosed please find check from David Anderson for \$450 which makes up the balance remaining on the announced gift proceeds from the silent auction sponsored by The Louisville Pontiac GTO Club at the 2006 GTO Nationals held at the Executive West Hotel on July 15, 2006. As we shared with Diane Krall at the banquet, this particular gentleman requested that he be allowed to send in his check made directly to the foundation.

The entire membership of the Louisville Pontiac GTO Club is certainly pleased to have been able to make the total gift of \$2,370 to The Susan G. Komen Breast Cancer Foundation.

God bless you and the wonderful work that is done by your organization.

Very truly yours,
William J. Receveur
William J. Receveur, III, Vice President

Concours Award Winners

Best Of Show Awards		
Best Factory Original	Mark Holniker	Starlight Black 1970 Judge Hardtop
Best Modified	Lacey & Mary Lou O'Quinn	Mayfair Maize 1965 Convertible
Best Restored	Gary Riley	Starlight Black 1970 Convertible
Best Of Show	Brandon Goodwin	Montero Red 1966 Hardtop

Bronze				
John Calkins	1965 Restored Hardtop		Kevin Landis	1969 Restored Hardtop
Roger Smith	1965 Restored Convertible		Howard Clay	1969 Restored Hardtop
Bill Rouch	1966 Restored Convertible		Scott Hudler	1969 Restored Judge Conv
John Fahy	1967 Modified Coupe		Mark Tilson	1970 Restored Convertible
Mark Icenogle	1967 Restored Coupe			
Silver				
John Dellinger	1964 Modified Convertible		Mark Komorsky	1968 Hardtop
Ilan Vilensky	1964 Restored Hardtop		Craig Lewin	1967 Modified Convertible
William Kraeling	1965 Modified Convertible		John & Sherry Becker	1968 Modified Hardtop
Randy Ray	1965 Modified Hardtop		Tom Cooper	1968 Modified Hardtop
Doug Reni	1965 Restored Hardtop		Sheldon & Alice Hamilton	1968 Restored Hardtop
Wayne & Jana Gay	1967 Restored Hardtop		Tim Smith	1968 Restored Hardtop
Mike Higgins	1965 Restored Hardtop		Stan Ubben	1968 Restored Hardtop
Bob Thompson	1965 Restored Convertible		Ron Hambrecht	1969 Restored Judge Hardtop
Charles Gross	1966 Restored Hardtop		John Kryta	1969 Fact. Orig. Convertible
Charles Tull	1966 Modified Hardtop		Bill Bruner	1970 Restored Hardtop
Bruce & Barb Nielsen	1966 Modified Convertible		Albert Kube	1970 Modified Hardtop
Jim & Sina Carroll	1967 Restored Hardtop		John & Mary Langkau	1970 Restored Hardtop
Bill Kirk	1967 Modified Convertible		John Maldari	1970 Restored Judge Hardtop

Concours Award Winners

		Gold		
Terry & Kathryn Becker	1965 Modified Hardtop		Fred Mazzoni	1967 Modified Hardtop
Vernon Bennett	1965 Modified Coupe		Bob Williford	1967 Restored Coupe
Ken & Gail Braum	1965 Modified Hardtop		James Powell	1967 Restored Hardtop
Keith Carter	1965 Modified Hardtop		Dan O'Rourke	1968 Restored Convertible
Neil Coffel	1965 Restored Convertible		Jeff Teague	1968 Modified Hardtop
William Cole	1965 Modified Hardtop		Greg Teeters	1969 Modified Hardtop
Bruce Hayes	1965 Modified Coupe		Jack Scott	1969 Restored Judge Conv
Dick Lackey	1965 Restored Hardtop		Paul & Pam Bourbeau	1970 Restored Hardtop
Lacey & Mary Lou O'quinn	1965 Modified Convertible		Mark Casstevens	1970 Restored Convertible
Frank Platt	1965 Modified Convertible		William Conn	1970 Restored Judge Hardtop
William Hash	1965 Restored Hardtop		Ray Decrescenzo	1970 Restored Judge Conv
Elwin Sampson	1965 Modified Hardtop		Jerry Eckerle	1970 Restored Convertible
Carl Weaver	1965 Modified Coupe		Mark Holniker	1970 Fact. Orig. Judge Hardtop
Brandon Goodwin	1966 Restored Hardtop		Bill & Janice Stovall	1970 Restored Judge Hardtop
Stephan Locker	1966 Restored Hardtop		Gary Riley	1970 Restored Convertible
Tom Ready	1966 Restored Convertible		Richard Whaley	1970 Fact. Orig. Judge Hardtop
Donald Babb	1967 Fact. Original Hardtop		Bob Zeiger	1970 Modified Hardtop
Ronald Blake	1967 Restored Hardtop		Darryl Davidson	1971 Restored Hardtop
Tom Hamilton	1967 Restored Hardtop		Doug Fiechtner	1971 Modified Hardtop
Steve Hedrick	1967 Modified Coupe		Bill Nawrot	1972 Fact. Orig. Hardtop
Mike Hill	1967 Restored Convertible		Jim Early	1973 Restored Coupe
Rick Last	1967 Modified Convertible			

(Please note: every effort was made to spell names correctly and show accurate vehicle descriptions as provided by the Louisville GTO Club. It is possible that some information might have been entered wrong at registration or was not legible and somebody took a guess at what was written. If you find that your info is shown incorrectly, please contact LegendEditor@gtoaa.org and I will print a correction in an upcoming issue. Thank you – Tom Szymczyk)

Popular Vote Winners

CLASS	1st Place	2nd Place	3rd Place	Honorable Mention
Stock 64-65 Hardtop	David Tobias 1964	Ken Lichtle 1965	Ralph Marsai 1965	Kevin Landis 1964
Stock 66-67 Hardtop	Richard Markowski 1966	Ron Cozzo 1967 (tie) Roger Zeivel 1967 (tie)	Walter Clark 1966	Steve Busalacchi 1967
Stock 68-69 Hardtop	Glen Spangler 1968	Scott Lynch 1969	Nick Parker 1968	
Stock 70-72 Hardtop	Ron Hammer 1972	Keith Moore 1970	Richard Farrell 1971	
Stock 73-74 Coupe	No entries !	What	Is Up	With That?
Stock 2004 Coupe	Robert Hammen	Dan Baer	Brian O'Sullivan	Bill Collup
Stock 2005 Coupe	Joe & Ronnie Bartha	Floyd Hall	Greg Laughlin	Tammy Hedrick
Stock 2006 Coupe	Robert Alexander	Aimee Laughlin	Greg & Renee Dykes	
Stock Judge	Larry Reeb	Frank & Cheryl Chapman	Terry & Mary Ann Smith	Jon Laverty
Stock A-body & X-body	Vincent Lasher 1968	Keith Gebhard 1966	John Link 1969	
Stock 64-65 Convertible	Gene Thompson 1965	Thomas Risk 1965	Keith Gebhard 1964	
Stock 66-67 Convertible	Ken Swint 1966	Tom Losekamp 1967	John Drilling 1966	
Stock 68-71 Convertible	Steve Walke 1971	Dan Penn 1968	Bill Albert 1969	John Campbell 1970
Resto Mod 64-65 HT	Cap Proffitt 1965	Ellen & Allen Slabough '65		Bruce Fane 1964
Resto Mod 66-67 HT	Douglas Hopkins 1967	Frank Thomas 1966	Roger MacZura 1966	Tom Oxler 1966
Resto Mod 68-69 HT	Dan O'Rourke 1969	Eric Stambaugh 1969	Alan Fabritus 1969	Kerry Friedman 1969
Resto Mod 70-74 HT	AG Kelly & Challis Cox '72	Barry & Natalie Phelps '70	Bob Harmon 1970	
Resto Mod Judge	Harry Boyer 1970 Hardtop			
Resto Mod A & X Body	Robert Gresham 1965	Tom Mitchell 1965	Vincent Lasher 1972	
Resto Mod 2004	Tom Tolles	Jon Schwenn	Kirk McFarland (tie) Steven Meder (tie)	Peter Decoste
Resto Mod 2005	Bob Hale	Joe Mayhew	Phillip Barton	
Resto Mod 2006	Wesley Whitaker			
Resto Mod 64-67 Conv	Joe Barber 1967	Will Bowers 1964	JohnNovelli 1967	
Resto Mod 68-71 Conv	Carole Ray 1969	Richard & Sandy Riggs '68		
Heavy Mod 64-06	Bill Bolin 1970	Donald Sherry 2006	Carl Niethammer 1968	

Winners' Circle (2005 Popular Vote First Place Winners)

Jim Fautsch *Tyrell Furman* *Phil Johnson* *Steve Lucas*
Cecil Morton *Brian Ray* *Donald Sherry* *Keygan Spencer*

Drag Racing Winners

<i>BRACKET</i>		<i>DRIVER</i>	<i>VEHICLE</i>	<i>ET / MPH</i>
GTO 8.49 & Faster	1st	Danny Estep	1970 GTO	Info Not Available
GTO 8.49 & Faster	2nd	Jack Gohhard	Info Not Available	Info Not Available
GTO 8.49 & Faster	3rd	Roy Hess, Jr.	Info Not Available	Info Not Available
GTO 8.50 to 9.49	1st	John Johnson	1970 GTO	Info Not Available
GTO 8.50 to 9.49	2nd	Info Not Available	Info Not Available	Info Not Available
GTO 8.50 to 9.49	3rd	Terry Friedman	Info Not Available	Info Not Available
GTO 9.50 & Slower	1st	Rich Heidlauf	1970 GTO	Info Not Available
Other Pontiac 9.99 & Faster	1st	Ken Burmeijer	1966 LeMans	Info Not Available
Other Pontiac 9.99 & Faster	2nd	BJ Bax	Info Not Available	Info Not Available
Other Pontiac 9.99 & Faster	3rd	Vincent Lasher	Info Not Available	Info Not Available
Other Pontiac 10.00 & Slower	1st	Tom Szymczyk	2006 Grand Prix	Info Not Available
Other Pontiac 10.00 & Slower	2nd	Sally Proctor	Info Not Available	Info Not Available
King of the Track Top Eliminator		Tom Szymczyk	2006 Grand Prix	Info Not Available

Other Event Results

MODEL CAR CONTEST		
<i>CLASS</i>	<i>WINNER</i>	<i>MODEL</i>
10 & Under GTO 1st	Jack Scott	Red 1972 GTO
10 & Under GTO 2nd	Angela Bertram	Blue 1966 GTO
11-16 GTO 1st	Eric Ray	Yellow 1968 GTO
11-16 GTO 2nd	Joel Morton	Red 1966 GTO
11-16 GTO 3rd	Paul Bertram	Silver 1967 GTO
17 & Over GTO 1st	A.G. Kelly	1969 Junkyard Judge
17 & Over GTO 2nd	Bill Kirk	1967 GTO Convertible
17 & Over GTO 3rd	Jay Robinson	1969 Judge
11-16 Non-GTO 1st	Eric Ray	1962 Corvette
VALVE COVER RACING		
<i>PLACE</i>	<i>WINNER</i>	<i>ET</i>
Top Eliminator	Joel Morton	3.070
Second	Lucas Hedrick	3.311
Third	Andy Friedman	3.428
LONGEST JOURNEY TO MEET		
Most Distance Traveled	Cave Creek, AZ 1,767 miles	Scott Lynch
Most Distance Driven	Fort Collins, CO 1,172 miles	Robert Alexander
CHAPTER AWARDS		
Best Chapter Display	Gateway GTO Association	St. Louis, MO
Best Chapter Apparel	GTO Association of Central Ohio	Columbus, OH



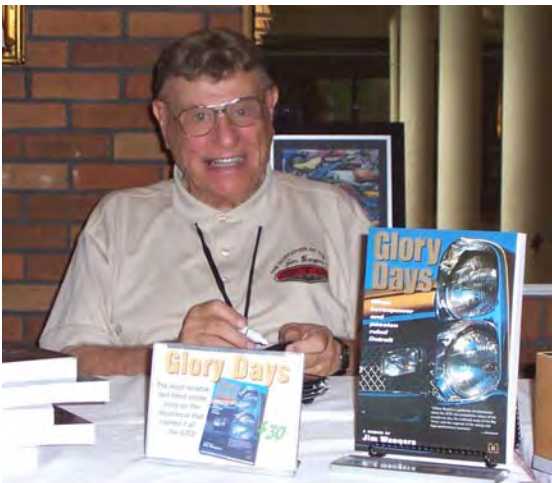
GTOAA prez Bob Alexander poses with the Mystery Tiger. Some people surmised that the tiger might be Meet Chairman Bernard Watts, but after seeing his outfit at the award ceremony, most agreed that the tiger costume was too tame for Bernard.



Everyone's favorite racer
Arnie Beswick



Famed Pontiac ad illustrator Art Fitzpatrick



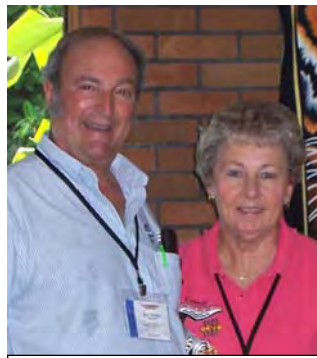
Enjoying his year-long 80th birthday celebration, Jim Wangers was on hand to autograph his book and anything else you might ask him to sign. Jim has more energy and Pontiac excitement than people half his age!



John Sawruk, a walking
Pontiac encyclopedia



Author Paul Zazarine with his fiancé Alexis Richardson. October wedding is planned.



Club Store managers
Bob & Connie Maher
sold out of Meet T-shirts



Norm Waring, Steve Lucas, Bob Alexander,
John Sawruk, and Rick Last in search of Con-
cours Best of Show contenders



The only non-Pontiac at the drags was the only car to have a mishap. Pro Mod Chevy got crossed up doing a burnout.



Kentucky Fried Rain: Mother Nature power-washed the parking lot for us a few times during the convention, but show days were sunny



Valve Cover Racing becomes more advanced and more popular each year



In the "King of the Track" finals, your Legend editor, driving the Flying Flame Grand Prix, won by .0028 seconds over Danny Estep's '70 GTO in an exciting double-breakout finish. Note to Danny: the guy from "Pinks" says you can send me the keys to that nice silver Goat any time now . . .



The driver was OK after hitting the guardrail. The front clip got the worst of it and the frame sustained some damage.



Photos just don't do justice to great looking display of Concours cars in the hotel ballroom. Chandeliers and carpet provided a museum-like atmosphere.



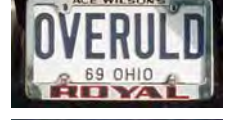
Up periscope! Subtle modifications to Bill Bolin's '70 GTO include 8-71 blower mounted atop 6-71 blower, full custom interior, and eye-catching orange paint.



It was literally impossible to get all the 2004-2006 GTOs in one photograph. It seemed like they filled half the parking lot.



Second most photographed car at the Meet was Vic Nettle's amazing '78 Phoenix, with complete 2004 GTO drivetrain, 2005 GTO independent rear suspension and late model wheels.





Timothy Sickle

gtoguy@verizon.net

GTOAA #9015



LIVE FROM LOUISVILLE

Those of you that missed the GTOAA Nats in Louisville, Kentucky in July missed a good show (*you also missed the accompanying showers, too, but we didn't let them dampen our enthusiasm!*). Yours truly made the trek, along with "Number One Son" and ace photographer Nick in tow. After checking in and stowing our gear in room 442 (*now, what self-respecting GTO owner would be caught dead in such an oddly-numbered room?!*), we headed down to register with the Louisville GTO club, scope out some of the exhibits, and place a few club apparel items and model cars on display.

After a slow start (*possibly due to some uncertainty as to the location of the display room*), the model car entries started trickling in.

Drum roll, please...the lucky winners in the GTO class were as follows:

10 years and younger:

First – Jack Scott, 1972 GTO

Second – Angela Bertram, 1966 GTO

11 to 16:

First – Eric Ray, 1968 GTO

Second – Joel Morton, 1966 GTO

Third – Paul Bertram, 1967 GTO

17 and Older:

First – A.G. Kelly, 1969 Junkyard Judge

Second – Bill Kirk, 1967 GTO convertible (*a nicely done 30-year-old kit!*)

Third – Jay Robinson, 1969 Judge

There was only one solitary entry in the "Other" category – a First place award went to 13-year-old Eric Ray for his 1962 Corvette, complete with laptop on the seat. If he keeps up like this, he's gonna be building real killer models before you know it. Congrats to all the lucky winners.

After discussions with several GTOAA officers, the decision was made to ramp up the model car portion of the Nationals for next year.

One of the changes under consideration is a change to the "Other" class. In the past, this class was taken to mean anything other than GTOs. For 2007, I believe we may redesignate this class "Other Pontiacs." There are more than enough kits to stock this class. After all, this is a *Pontiac* Meet, right?!

Examples of currently available Pontiac kits include but are not limited to (*and in no particular order*): 1963 altered wheelbase Tempest, 1965 2+2, Bonneville and Grand Prix, 1970 Bonneville convertible, 1977/78 Trans Am, (*AMT/ERTL kits*), 1998 WS6 T/A, 1968 Firebird 400 (*Revell kits*), just to name a few. And we haven't even scratched the surface regarding racing Pontiacs (*Firebirds and Grand Prixes*). So, come on, start thinking about next year, and watch this column for updates. I think it'll be interesting!

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



Joel Morton



Eric Ray



A.G. Kelly



Angela Bertram



Jay Robinson



Jack Scott



Bill Kirk



Paul Bertram

Chapter Newsletter Awards

by John Johnson, GTOAA Chapter Coordinator

Just as *The Legend* magazine is the primary communication tool that keeps every GTOAA member informed as to the club's activities and news, the chapter newsletter serves the same purpose on a much more personal level. For those of you who have done the editor's job, you know how many hours of work are put into each issue. Therefore it is only proper that we step back a minute and recognize the chapters that have a newsletter that is above average.

One obvious thing to note is that I reviewed only chapter newsletters for which the chapter was in compliance with the GTOAA guidelines. Also, GTOAA chapters were divided into three categories by membership size: under 50, 51 to 100, and over 100 members. This was done so that smaller chapters would not be in competition with larger ones that have greater financial resources and more available talent. Obviously, a chapter with 22 members does not have the same amount of money and personnel that a chapter with 150 members has.

Also as from last year's awards, I tried to use the same objective standards for selecting the winners, much as a car show judge evaluates various areas of a vehicle at a show. The Newsletter

Excellence award recipients were selected based on the following criteria:

Consistency of publication

Only chapter publications that I received on a regular basis were considered. I am sure there are other fine newsletters being produced that I am not aware of, as I do not receive one from every chapter in the Association (but I should!). Obviously, if I didn't have it, I didn't evaluate it. Case closed.

Service to the organization

Consideration was given for how well a publication reported on club functions, promoted club events, provided information on things of interest to members, and generally advocated participation and involvement. Promotion of the GTOAA was also evaluated.

Quality of writing

Spelling and grammar count. Much like a car show judge evaluating a vehicle, we look for "correctness," and "numbers matching." So, knowing the difference between "there" and "their" or recognizing that Verdoro is not spelled "Verdauro" or "Venturo" counted for something. Most word-processing programs have a spelling and grammar-checking feature, and by now everyone

should have stopped saying "Irish Mist." Having minimal errors per issue separated the carefully edited publications from the, let's say, not-so-carefully edited ones.

Contribution by chapter members

Members' articles submitted to the chapter newsletter make for a more diversified and interesting publication. The best ones exhibit a variety of technical articles, stories about peoples' cars, reports on club activities, and original material submitted by club members.

Overall production values

Whether it may be attractive page layouts, a variety of typefaces, use of columns, sidebars, graphics, and even color, turning out a professional-looking newsletter takes time and effort. Quality photo reproduction is a key area, and the really attractive newsletters in our group approach magazine quality in that regard. Desktop publishing makes great strides every year, and many of our chapter newsletter editors really do an amazing job. And that's how we ended up with the list you see below. This year's recipients of the "Certificate of Chapter Newsletter Excellence" are, in alphabetical order:

Carolina Classic Pontiac Club
Classic GTO Association of Denver
Cruisin' Tigers GTO Club
Delaware Valley Old Goat Club
Gateway GTO Association
Goat Herd GTO Club of Oregon
GTO Association of Pennsylvania
Land of Lakes GTO Club
Northeast Indiana GTO Club

Northern Colorado GTO Association
Performance Pontiacs of the Carolinas
Pioneer Valley GTO Association
Royal GTOs
Sunshine State GTO Association
Susquehanna Valley GTO Tigers
Tarheel Tigers Pontiac Club
Tri-Valley GTO Club
Woodward GTO Tigers

Chapter Of The Year

by John Johnson, Chapter Coordinator

This year's Chapter of the Year (COTY) is a very social car club. Their members enjoy doing things together whether it is work or play, which is obvious from their club motto "...to have fun, and if it isn't fun we won't do it." Every December they have a huge Christmas party with over 150 people in attendance. Members cook turkeys and potluck dishes and have a huge free raffle. (Did I tell you that the members of this chapter like to eat?!)

Their chapter meetings are so well attended that there is usually standing room only, and they meet in a banquet room that usually overflows into the restaurant. I hear other clubs complain about lack of attendance, but that has not been a problem for them.

They are very generous with their time and in many cases, money. Every year they donate to at least three charities in their area: in 2005 money was donated to the Raphael House, which is a shelter for battered women, Bob Miller's kids, which is an organization that gets glasses for children, and Sloan-Kettering Cancer Center. They also donated monies and toiletries to the Christie House, a home for troubled kids. Perhaps it is the personal help that their members give that makes them special.

When a local church needed help putting on a cruise-in at a fund-raiser event, including a raffle to help someone with an autoimmune disease, this chapter stepped up to the plate. They provided the help that was needed, and wound up raising more money in 2005 than they had ever raised before. The church had been doing this fundraiser for several years and was surprised that car people made so much difference.

This chapter was also approached to take over and run an established car show in their general area. The club could keep the proceeds, so they took it on as a fundraiser for the club. It was successful and the Summer Dream Cruise was born. It is one of the ways they can get the GTOs in the public eye and raise the money to do other club activities.

This chapter's members open up their garages and help other members work on their cars. Everyone gets together at one house and the work begins. Sometimes they will have 20 guys show up. This happens at least once a week in the evening, especially in those months leading up to the car show season. They are very unselfish in the giving of their time, knowledge, and car parts. These people are not giving an hour here or there, they are giving hundreds of hours. They make their club what it is and they have fun while they are doing it.

Have you guessed who the GTOAA's Chapter of the Year is yet? If not, this next paragraph will give it away. This chapter is a 100% GTOAA membership chapter, with over 100 members. Figure it out yet? If not, this chapter annually hosts "Tiger Run," the only GTOAA sanctioned event in the Northwest. This is a three-day event held every Memorial weekend, and is a very successful show. GTOs and other Pontiacs show up from several states and provinces in Canada. The reason this is so good is that they have a lot of members who volunteer to work hard to make it so good, with about 60 members working this year's event.

It is my pleasure to announce that The Goat Herd GTO Club of Oregon is the 2006 GTOAA Chapter of the Year.

2006 GTOAA Chapter Membership Awards

by John Johnson, Chapter Coordinator

At the 27th Annual GTOAA International Meet in Louisville, KY, the following chapters were recognized as meeting certain levels of GTOAA membership within their respective clubs. For those that happen to count such things, I would note that almost 85% (39 of 46) are receiving awards.

GOLD LEVEL 80%-100%

Connecticut GTO Club
Land of Enchantment GTOs
Oklahoma GTO Ram Air Warriors
Goat Herd GTO Club
God's County Pontiac Club
Wild Wonderful West VA GTOs
Long Island GTO Club

SILVER LEVEL 60%-79%

Southern California Gathering of Goats
Western Michigan Classic Pontiacs
Tarheel Tigers Pontiac Club
Greater Pittsburgh GTO Club
Susquehanna Valley GTO Tigers
Gulf Coast GTOs

BRONZE LEVEL 40%-59%

Cactus GTOs
Inland Empire GTO Club
Classic GTO Association of Denver
Northern Colorado GTO Association
GTO Club of Delaware
Sunshine State GTO Association
Classic Pontiacs of Central Florida
Southeast GTO Association
Cruisin Tigers GTO Club
Heart of Illinois GTOs
Northeast Indiana GTOs
Louisville GTO Club
Pioneer Valley GTO Association
Royal GTOs
Woodward GTO Tigers
Gateway GTO Association
Performance Pontiacs of the Carolinas
Delaware Valley Old Goat Club
Garden State GTOs
Electric City GTOs
Western NY GTO Club
GTO Association of Central Ohio
Ohio Valley GTO Club
GTO Association of Pennsylvania
GTO Association of Northern Texas
Northwest GTO Legends

GTOAA Chapter Directory by State

Includes all chapters that met GTOAA charter requirements by July 15, 2006

Questions please contact John Johnson, Chapter Coordinator (573) 581-8013, e-mail chapters@gtoaa.org

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CA Inland Empire GTO Club
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www.iegtoclub.com

CA Southern Cal Gathering of Goats
1566 North Perry Drive
Placentia, CA 92870
Debbie Tharp 714-524-3789
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www.scgg.com

CA Tri-Valley GTO Club
20116 Archwood Street
Winnetka, CA 91306
Herb Silvers 818-888-7421
fabfan@earthlink.net
www.trivalleygto.org

CO Classic GTO Ass'n of Denver
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Arvada, CO 80006-5092
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brucegarvais@aol.com
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CO Northern Colorado GTO Ass'n
655 Zuni Circle
Fort Collins, CO 80526
Jay Robinson 970-226-1974
president@ncgtoa.com
<http://www.ncgtoa.com>

CT Connecticut GTO Club
82 Hockanum Drive
East Hartford, CT 06118
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pres@ctgtoclub.org
www.ctgtoclub.org

DE GTO Club of Delaware
40 Worrall Drive
Newark, DE 19711
Frank Messick 302-737-4657
frank69gto@comcast.net
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FL Sunshine State GTO Association
6763 Turtle Point Drive
Lake Worth, FL 33467
Douglass VanKnowe 561-630-4802
dugtrudy@bellsouth.net
www.ssgtoa.org

GA Southeast GTO Association
2236 Chimney Springs Drive
Marietta, GA 30062
Den Sanford 770-594-8754
denjulsanford@aol.com
www.segtoa.org

IA Pontiac Club of Iowa
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Des Moines, IA 50310
Randy Kroneman 515-255-0990
rkroneman@aol.com
www.pontiacclubofiowa.com

IL Cruisin' Tigers GTO Club
PO Box 695
Westmont, IL 60559
Joe Panico 773-775-1788
jpanicofamily@aol.com
www.cruisintigersgto.com

IL Heart of Illinois GTO's
8961 Tamarac Way
Bloomington, IL 61704
Tom Raufer 309-827-2867
president@hoigto.com
www.hoigto.com

IN Indy GTO Association
PO Box 487
Noblesville, IN 46061-0487
Bill Sanders 317-770-6409
Sanders-bill@insightbb.com
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IN Northeast Indiana GTOs
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Fort Wayne, IN 46733
Jay Konkle 260-492-2297
NEIGTO@comcast.net
<http://home.comcast.net/~jaykonkle/NEIGTO3.html>

KS GR-888'R Wichita GTO Club
1422 Briarwood Place
Derby, KS 67037
Art Meadows 316-788-6429
ameadows@cox.net
www.wichitagto.com

KY Louisville Pontiac GTO Club
PO Box 99185
Louisville, KY 40269
Bernard Watts 502-459-0995
yamaha321@aol.com
www.goatraks.com

MA Pioneer Valley GTO Association
258 Lower Hampden Road
Monson, MA 01057
Paul Bourbeau 413-267-5834
hisandhers67gto@aol.com
www.pioneervalleygtoassociation.org

MD Royal GTOs
705 Baylor Road
Glen Burnie, MD 21061
Tom Somerville 410-798-8863
tasom@comcast.net
www.royalgotos.com

ME GTO Association of Maine
PO Box 521
North Waterboro, ME 04061
Robert Farwell 207-247-3233
bojomaine@psouth.net
www.badgoat.net

MI West Michigan Classic Pontiacs
4285 East B Avenue
Plainwell, MI 49080
Gary Trama 269-345-2202
gtoman27@comcast.net
no chapter website

MI Woodward GTO Tigers
38532 Beecher
Sterling Heights, MI 48312
Joseph Kozlowski 586-242-4336
joe@eat-at-joes.net
www.gtotigers.org

MN Land of Lakes GTO Club
PO Box 574
Osseo, MN 55369
Myron Moy 952-955-1138
myron.moy.j06b@statefarm.com
www.LOLGTO.com

MO Gateway GTO Association
3676 Morgan Way
Imperial, MO 63052
Steve Hedrick 636-942-4020
thehoodscoop@aol.com
www.gatewaygto.com

GTOAA Chapter Directory by State

Includes all chapters that met GTOAA charter requirements by July 15, 2006

Questions please contact John Johnson, Chapter Coordinator (573) 581-8013, e-mail chapters@gtoaa.org

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228 Laurel Creek
Bessemer City, NC 28016
David Winfrey 704-923-8083
davwin66@bellsouth.net
<http://clubs.hemmings.com/ccpontiac>

NC Tarheel Tigers Pontiac Club
6513 Hammersmith Drive
Raleigh, NC 27613
Jim Ranieri 919-510-9881
pontiacman@nc.rr.com
www.tarheeltigers.org

NC Performance Pontiacs of Carolinas
5005 Woodmark Drive
Greensboro, NC 27407
Tim Joseph 336-545-9465
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NJ Delaware Valley Old Goat Club
PO Box 295
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Ed Korejko 856-783-1935
ekorejko@yahoo.com
no chapter website

NJ Garden State GTOs
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Harold Murray 201-405-1158
murelec@optonline.net
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NM Land of Enchantment GTOs
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Updates, Changes, Or Corrections

We would all like to have the Chapter Listings as correct and up-to-date as possible. Please send changes or corrections to Chapters@gtoaa.org and LegendEditor@gtoaa.org. This will insure that your info is as up-to-date as possible. Thank you.