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NEWSLETTER

GTO Association of Maine June 2018

President's Message

Happy Summer!

Our Annual Meeting was a great time as usual
There was a good turnout of members and some great
Fast Eddie's Food and Ice Cream.

We've come up with some fun activities for the
summer. Please try to attend at least one of our events.
We'd love to see you and find out what you're up to.
Have great summer.

Prez
PJ



GTOAM Annual Meeting at Fast Eddie's in
Winthrop



Great turnout at the Annual Meeting

NEXT EVENT

July 1st, 2018

GTOAM Day at Winterport Dragway

When: Sunday July 1st, 2018
Where: Winterport Dragway, Route 139,
Winterport, Me
Time: Gates and Tech open at 8am
Time Trials start at 9am
Eliminations start at 12:30pm

Mark your calendar for July 1st!

We're making it GTOAM Day at Winterport Dragway. The race track will have special parking for us.

So plan to attend and locate other GTOAM members attending. If you are coming from the South and you want to caravan: We plan to meet in Augusta at the old Sears Store in the Turnpike Mall just off I95. The caravan will depart Augusta for Winterport at 10am. Call Charlie at 207-563-5824 if interested.

LAST EVENT

GTOAM 2017 Fall Cruise

“Meet us at Elmer’s!” – GTOAM’s FALL CRUISE

by Susan Worcester

“Meet us at Elmer’s!” the newsletter said. So we moseyed on down the road with some of our local car club friends to parts unknown (at least to most of them). We couldn't have asked for a more beautiful day for our FALL CRUISE! Who would have thought that October 1st would be a bright, sunny day in the mid 60s when you hardly needed a jacket? But...it was!

We were running a few minutes (OK...maybe 15-20 minutes late) but when we arrived Paul, Mike & Vicki and Charlie & Rose were deep in to the search for “good stuff to buy.” Elmer’s Junk Barn in Coopers Mills had lots of amazing old things for us to wander through and remember the good old days. Heck, some of the guys even found some GTO signs to buy (not antiques, but if it says “GTO” who cares?) Between the GTO members and the Penquis Cruiser members we dropped quite a few bucks there and had a good time rummaging around to see what treasures could be uncovered.

Charlie had things well planned and when the shopping was done we were headed off to...LUNCH! We drove on to the Red Barn in Augusta. Jeff & Cathy Jacobs met us there. Great food! A HUGE crowd but those people know how to move a crowd! We didn't have to wait very long for dinner and it was an absolutely beautiful day to eat out! Wouldn't you know that “techie” Paul Johnson had done his homework and had pre-ordered his lunch ON HIS PHONE!

Once we were all stuffed, we mounted up and headed off for Dresden to the home of Jim Peacock and his wife. Jim is a collector of automotive memorabilia and.....oil cans! You've never seen so

many oil cans! Jim told us that no two are the same! Here are a couple pics from his place.



Jim Peacock's Place



Unbelievable Display



Very Impressive Memorabilia

Now that we'd been “awed” by this collection, we hopped in our cars and headed off to Newcastle to Charlie & Rose Huntington's home. It was a beautiful ride for the passenger but, WOW!, how many twists and turns can they put in one stretch of road? Fortunately, they knew we were coming and many spots had been recently repaved.

Charlie is also a collector of cars and trucks and old automotive stuff. Here's a sampling of what we saw at his place. Of course, these pictures only show a glimpse of the multitude of vehicles – from small to VERY large – that Charlie has amassed.

Charlie and Rose's Compound



88 Chevy Caprice with winter running gear



Inside Charlie's Garage Mahal



Great Cars and Signs

For those of us from "northern Maine" it was a long day and we didn't get back home until nearly dark but we saw some very interesting things that you have to "know people" to get in to! So if you didn't join us for our fall cruise this year, you should put it on your calendar for next year because you never know where you might end up and what you might see if you tag along with the GTOAM bunch.

GTOAM EVENTS FOR 2018

July 1st (Sunday): GTOAM Day at Winterport Dragway in Winterport, ME

August 25th (Sunday): Tour/Cruise in greater Liberty. Mark your calendar as this will be fun. More details later.

October 7th-(Sunday): Cruise to Detroit and visit a private collection of Gas Pumps and other great stuff. Again, more details later.

NEW MEMBERS

Past the word! We always like new members.

DUES

Are you up-to-date?

Please, if you haven't paid your 2018 dues yet send your check of \$10.00 (or \$20.00) for two years. If you are unsure if your membership is current, just check the GTOAM roster at the end of this newsletter to see if you have "2018" under "Status". Remember this is our only source of income other than the sale of tee shirts and hats. In saying that lets try to gain new members. Remember we accept any and all Pontiacs not only GTOs. And we welcome any and all new members that have an interest in Pontiacs. You don't even have to own a car to join.

FEATURE ARTICLE

This month's article is submitted by GTOAM member, Jeff Jacobs. Thanks Jeff.

This is a story about how something which starts as a small repair can grow into much more. It began as we noticed a wet spot on the floor mat beneath the passenger's feet. The liquid was removed but in a few days it was back. Further examination showed it was a sticky green fluid dripping from in back of the glove box. On a '67 GTO, there is only one source for such foreign material - the heater core located in a box plenum on the passenger's side beneath the dash.

A quick look at the records given to us by the former owner showed that the heater core had been replaced before. But a thorough check showed the hose connections to the heater were not dripping so that only left the core itself to leak.

A replacement was ordered from Ames and some reading on the subject followed. It seemed that removal of the core would involve some nuts which were tightly tucked behind the passenger side front fender, impossible to see and harder to get a wrench on. One source suggested cutting a hole through the inner fender liner to accept a socket wrench, but no directions were given on how to locate the cut.



Hard to reach bolt locations under the front fender

A decision was made to remove the fender liner and this was the point where the whole project started its inevitable growth process!

The fender liner can be removed without taking off the fender but...a sheet metal brace at the front of it has to come off too.

To get the brace off, the bolts holding it can only be removed by taking off the bumper. Can you see where this was headed? Of course the wheel, several hoses, a radiator bolt and the coolant reservoir had been removed by now too. To remove the fender liner considerable twisting and flexing were needed along with some choice vocabulary. While it seemed loose enough, to get it out of the engine bay took about 2 hours. Now the 2 hidden nuts could be accessed and the engine side of the heater enclosure (fan motor box) came off. Diagrams in my '67 Pontiac shop manual were useful to at least give this novice some idea of how things were arranged.

Inside the cabin, the glove box had to come out and since the old heater control cables were worn and patched, well, you guessed it, more project growth. To replace the 3 control cables, the heater control panel had to come out and, oh well, there was a new radio to go in eventually and a new front speaker assembly, so the disassembly continued! At this time the heater box above the passenger's feet could finally come out and the offending core was removed.

With everything apart, it only made sense to clean up the old gasket material on the firewall and repaint that area. The heater box halves were similarly prepped and at long last the new core could be installed.



Reassembly of the control cables was not too bad but I had to be very careful to route these such that they would not be kinked and would operate smoothly. A color code system makes sure that the 3 similar looking cables go to the right levers. The rebuilt heater assembly and the control panel with cables were all inched back into place slowly as a set.

The new speakers had been bolted to the dash prior to this and the radio went in towards the end of the process. (Did I mention that the aftermarket 3 gauge set under the dash was also removed to gain access? The project growth was wearing on my nerves by now. Back in the engine bay, the heater motor box was caulked and went in uneventfully. The hoses could then be connected and a leak test made before finally

assembly of the body parts. All of that went well, thank goodness.

Alas, where the fender liner lands on the front ‘horn’ of the frame, I noticed something was amiss. During my trip to Ames in NH, I had photographed a built-up GTO frame on display in their show room. Let’s just say mine wasn’t as pretty. There was not a lot of damage but at some point, the car had experienced a crunch with the passenger side front bumper which in turn had put ripples in the forward part of the frame horn. A trip to Harbor Freight produced a new Porta Pak kit which enabled me to tweak the frame so it resembled what I had photographed at Ames. A little painting was in order here too.



Display at Ames Performance



Our frame after some clean-up

After an inspection of the fender liner, it was found to be solid but it too had numerous dents from some earlier “event” so a new one of these was bought on the Ames trip and would go in next. Well, it didn’t take as long as removing the old liner, but it didn’t “slip right in” either ! The special body fasteners that attach the fender liner were not all useable and to fix that a trip to NAPA saved the day. They have a big binder at the counter where you can search through

examples of special fasteners until you come across the sample needed. Then a reference number gets you to their display rack where a bag of the elusive pieces can be bought.

The rest of the parts and bumper went back on with some prying and encouraging. The good news was, that I didn’t find any rot or rust to deal with.

The heater worked better than ever and the controls operated smoothly. To look things over today, you can’t tell that any work was done, but thanks to “Murphy” and project growth it took ‘just a smidge’ longer than predicted.

Concluding thought, always allow plenty of extra time when digging into these older cars because it will likely be a longer journey than planned. Also, if you know anyone that’s “been there, done that”, save some time and get their help/advice.

REQUEST FOR MORE FEATURE **ARTICLES**

Come on! Tell us something interesting about your car.

\$70 Million GTO

That's right a GTO recently sold for \$70 million. Unfortunately for us Pontiac GTO guys it was a Ferrari 250 GTO. This picture is of a similar car currently on display at the Boston Museum of Fine Arts. How much will yours be worth someday?



Upcoming National Events

2018 GTOAA International Convention - June 26 –
June 30 – Valley Forge, PA

2018 POCI Annual Convention - June 24-28, 2018 -
Wisc. Dells, WI

T SHIRTS/SWEAT SHIRTS

Silk Screened:

Sweats - \$20

T Shirts \$10

Hats \$5

Embroidered Shirts and Hats!!!!!!

Shirts are \$25

Hats are \$15

Add \$3 per order for shipping.

Lots of colors in stock

Rose is the contact for these. 563-5824 or
rose@tidewater.net

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