



President: Charlie Huntington 633-2904  
214 Atlantic Ave.  
Boothbay Harbor, ME 04538  
badgoat@gwi.net

Treasurer: Joanna Monroe 594-7819  
422 Spruce Head Rd  
South Thomaston, ME 04858  
mjmonroe@mint.net

**GTOAM web page:**  
<http://barney.wcupa.edu/~badgoat>

## **GTO Association of Maine March 2000**

### **OPENING REMARKS**

As I sit here writing this newsletter (Feb 29), I feel like the cruising season is right around the corner. I don't know if it's because I've been in touch with some of my car buddies via e-mail or the above freezing temperatures. I should feel more like winter as I just finished getting the furnace going (again!). Well anyway this issue jump starts the car season so lets go.

### **ANNUAL MEETING** (SPRING MESSAGE #1)

As always, we'll do it the Sunday after Easter, this year that'll be April 30. We'll meet at 12:30 eat at 1:00. I'm open to a new location if someone would like to set it up. Give me a call or drop an e-mail.

Officer positions are always up for grabs. We currently have a Pres., VP, Treasurer, and a Newsletter Editor. The only restriction that I'm going to impose is that all officers must be GTOAA members. Since GTOAA pays 1/2 the officer's dues this is more than fair. If there are other positions that could benefit the club, let us know your ideas.

### **DUES** (SPRING MESSAGE #2)

Dues are officially due. Thanks to everyone that's already paid. I'll put a roster in this issue, if your status is "2000" then your all set. If not please send \$10 to Joanna today. Thanks!

### **T SHIRTS/SWEAT SHIRTS**

We are again well stocked!  
Sweats - \$20  
Shirts \$10  
Hats \$5  
Add \$3 shipping per order

Send \$\$ to Joanna's address above

### **GTOAA**

Are you a member? If you aren't, consider (strongly) joining today. Dues are a mere \$30 send to:

GTO Association of America  
5829 Stroebel Rd  
Saginaw, MI 48609

## **NEW MEMBERS**

None, but hey it is winter!

## **NEWSLETTER ARTICLES**

Looking for input. "Auto"biographies of you, the family or the car. Tech tips – large or small. Any item of interest to the GTO community will be greatly appreciated.

I'm excited this month as I have a submission. Dick Braunfels' "Auto"biography is below. We're on a roll! Someone give me another for next issue!

### **"AUTO" BIOGRAPHY** (Dick Braunfels)

My story begins in a small farming community in upstate New York. The year is 1962; I am a 13-year-old teenager with nothing special on my mind. Cars haven't caught my eye yet, must have been a glandular thing. Then I saw it and it more than caught my eye, it turned my head. A friend of the family was driving it into his yard up the street from our house. What was it? I didn't know, but I knew I had to find out.

It was a convertible, the prettiest shade of light blue, with a white top, and it was VERY WIDE. As I walked into his yard and approached the car, I feel in love for the first time in my life (remember my glands hadn't kicked in yet). Upon further investigation, I was informed that "it" was a 1962 Pontiac Bonneville. I was given a peek under the hood and saw a big round chrome air cleaner sitting on top of three two-barrel carburetors. I don't remember how many cubes it was; I just remember that

big air cleaner. I was then invited to sit in the front seat passenger side. WOW, it's a four speed. After much oohing and aahing, the proud new owner asked me if I'd like to take a ride with him, WOULD I!!!! I was beaming like a peacock and was praying we'd see some of my friends as we cruised through town. No such luck, but I didn't care because this was the best day of my life (up to that point). To this day, I still think that Bonneville is the prettiest car I have ever seen...

### **Now fast forward to 1969.**

I am now 20 years old and in the U.S. Navy, stationed at NAS Brunswick Maine (Ayuh, I'm a transplant, Uncle Sam brought me to Maine), and a guy in my squadron is selling his car. He's buying a new Roadrunner 440 six pack and wants to know if I am interested in buying his car? I wasn't sure what he had but I thought what the heck, I was afoot as I had totaled my high school car (a 1962 Sunbeam Alpine) while home on leave that summer. We went outside the aircraft hanger, and proceeded to walk through the parking lot. "There it is," he said. Low and behold, he had led me to a very nice '66 Pontiac Tempest Custom (I'll bet you thought it was going to be that Bonneville). It was a two-door hardtop, dark blue, very clean car. Further investigation revealed a 2-barrel, 326 cu.in. 3 speed standard (three on the tree) with @30K on it. He started it up so I could hear it run, very smooth and quiet. He then asked if I wanted to "try it out". We headed for a secluded area of the base and ran her through the gears. For a stock 326, this little car really hauled. Lots of 2<sup>nd</sup> gear rubber, and I didn't even speed shift. The car seemed really tight as we headed back to the hanger. On the way I asked a couple more questions about the car and as we

re-entered the parking lot, I asked the big question, HOW MUCH? To make a very long story shorter, we agreed on \$1,000 and I bought the car.

I really liked the car, but felt a couple of modifications were in order. So out came the three on the tree and in went a Hurst syncro-lock floor shifter. Then a Sun Super Tach. was installed on the steering column and a perfectly good single exhaust system was removed and replaced with a set of dual exhausts. Now the car was much more to my liking. I received a lot of comments on how nice the car looked, and many comments on how much it looked like a GTO (I'm finally getting to the GTO part of my story). You know they were right, it did look like a Goat (minus the hood scoop and some other amenities). These comments made me start to think about GTO's, but I had just purchased the Tempest, so I let them slide. I then got married, start having kids and after a couple of years, the Tempest is no longer cutting the muster as a family car. I really didn't want to get rid of it, but the miles had really piled up and the body was starting to show the signs of running through many Maine winters, so off she went. I always think of that Tempest as my first real car. Over the years, I owned many other cars, but my mind always returned to that '66 Tempest/GTO look-alike.

### **Fast forward to 1998**

By now the kids are grown up and out of college, and the wife and I are all alone in the house. Since 1996 I had been telling my wife that I always wanted to "upgrade" from that '66 Tempest to a real GTO, but she never took me seriously.

A friend at work is a co-founder of the Knuckle-Busters and is always talking cars so I told him my story and

he said he would keep his eyes open for me. Low and behold, in April he approached me and said he knows of a 1967 GTO for sale. Could it be true, is it a real GTO or another Tempest look-alike? He assures me it's a real Goat and tells me the asking price. Holy cow, that's within reach!!! I got the address from him and stopped to look at the car on the way home from work that night. It looked like a GTO, smelled like a GTO, by George it was a real GTO. A 400 cu.in. 4 speed car, needs paint but the rest of the car is pretty straight. After a little dickering, the deal was made and I brought my GTO home. The rest is history (as they say). I got a sticker the next day and have been driving it ever since.

### **MAAC CALENDAR** (SPRING MESSAGE #3)

The MAAC Calendar is still around. The dates are filling in nicely a copy is submitted for you consideration. If you have any info to add, contact Fred using the contact info on the calendar.

### **CLOSING REMARKS**

This has been the easiest newsletter to write in a long time (thanks Dick!). I'll close it out here with the same idea I started with – spring is just around the corner!!!