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GTO Association of Maine March 2001

OPENING REMARKS

It's officially Spring now and it's beginning to actually feel that way. I don't mind the snow. I'd rather see it in the middle of the winter then when you know it's only a couple of days from becoming mud. By the time you get this newsletter the clocks will be jumping ahead. I'll actually have a shot at doing something after work. Stafford Springs swap meet will kick off the season on April 8.

Starting to think a lot about the POCI and GTOAM nationals in Red Wing, MN. This is the first time the clubs have had their nationals together and promises to be a great time. Any interest in caravanning out with us?

Since things are starting to happen this newsletter will have the MAAC calendar. I'm also including some of the legislative items of interest from MAAC as well. I'm really happy (for a change) to be writing this one as I have an "auto"biography to share with you as well!

Hope your season gets off to a great start. I already have 3 conflicting events for the start of mine so I know it's going to be another busy and fun season!

"AUTO" BIOGRAPHY

By Wayne Jones Jr.

It was 1967 when my Dad bought his blue 66 GTO, with a 389 4 BBL. The car had power steering and an automatic transmission. He bought it from King Motors in Willimantiac, Ct.

I remember as a child going for ice cream, sitting on that hump on the floor and using that shiny chrome console for a table.

I went lots of places in that 66 GTO as a child. And even remember going to Maine to see my Grandmother. Traveling at night I would get on the floor, using that hump for my pillow. I would fall asleep listening to the purr of the dual exhaust.

At the age of fourteen, my father gave me his 66 GTO. It needed a little work, and with the help of Dad, we replaced the motor, put on some new paint and a new vinyl top. Now MY 66 GTO was ready for the punishment of a fifteen-year-old who just got his license, and now had the coolest car in town.

I had lots of fun in high school with that 66. Had to change the motor a few times along with the transmission,

and I went through a lot of tires from putting on smoke shows. At my high school I lit up the tires for my classmates, who couldn't believe their eyes when the GTO disappeared in that thick cloud of smoke.

But in the fall of 1984 my worst nightmare came true. I hit a patch of ice and smashed my GTO into the guardrails, and did major damage to the body and frame.

I'll never forget that awful day, when my heart was broken and my eyes filled with water, knowing that my GTO was dead. And worst yet I had to call my father to come and try and tow it home. Needless to say he was not impressed with the condition of GTO, knowing it had been in our family for seventeen years.

I always wanted another 66 GTO, and in 1999 I found one on the Internet. With a little help from my brother, Channon, we went to Atlanta, GA. And purchased a 66 GTO convertible, automatic, power steering, and best of all it had 3-DUECES!

It had been restored and has won two GTOAA nationals. The car was in showroom condition. So we took it home to show ma and dad.

We put the top down, took it to our parent's house and let them take the maiden voyage. Our dad was reluctant to take the keys, so I put them on the table and we left.

Ma told us later that as soon as we were out of sight he was out the door with keys in hand to inspect that red beauty and take it for a drive.

I can only imagine the feeling, as he opened the door to examine the interior, the way he did when he was looking at the first one in 67. And with my mother by his side, how time must have stopped for a moment, as yesterday

came alive. To hear the rumble of the engine and the purr of the exhaust as he drove this 66 convertible on that bright and sunny day.

New memories, friends and good times will follow us in our new 66 GTO, and we hope all of you can come along for the ride.....

NEXT EVENT – ANNUAL MEETING

It happens on Sunday May 6. I moved it out a week to make sure that I didn't schedule it for the same day as the first Amhurst like I've done for the last couple of years. Now we need to decide the place. We've had our best turnout in Augusta but probably had a better meal at Governor's in Waterville. What do you guys have for suggestions? Call or e-mail - soon

NEW MEMBERS

Welcome to Bill and Sandy Albair from Hampden. 2 '67's one is a convertible. John and Lori Bridges from Glen Cove with a '71 Lemans Post - 1 of 2274

T SHIRTS/SWEAT SHIRTS

We are again well stocked! – not!!!

Joanna is getting ready to place another order. If you have any special size requests let her know and we'll get it in the order.

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

Also attached is a POCI membership card - another great organization.

CAR SCRAPPAGE LAW

By Charlie Huntington

We've seen the enemy and it is us. I'm saddened to report that the automobile hobby community is busy fighting with itself. Remember we need to work to hold off the other side. We do not need to alienate those that have similar but maybe not exact beliefs as us. Although we all seem to agree that we don't want a scrappage program, there's been some infighting as to how to approach it. This only helps those that are clearly on the pro-scrappage side.

Following are two articles with a couple of different views on the program. No matter what your exact views of the program are the most important thing is:

1. Get the word out to your clubs to look into this issue.
2. Educate yourselves to decide as an individual on where you stand on the issue.
3. Contact your legislators and let them know your opinion. To find out who your legislators are go to <http://janus.state.me.us/legis/> Or give me a call and I'll get the info for you. We need to work together!!!

FROM THE KNUCKLEBUSTERS

- by Dan Kagan

I read the SEMA articles in your last newsletter, and had been following Maine's "clunker" law before that. This legislation is much ado about nothing. The current law is a "paper tiger" for several reasons. First and foremost, there is no money to pay for it. It is unlikely there ever will be. Second, the legislation is limited to 300 cars (meaning, at \$1000 per car, the legislature would have to earmark \$300,000 for the project fat chance!). Finally, you don't get \$1000 cash you get \$1000 credit toward purchase of a much newer car, which means you're not going to see junkyards being emptied to collect the money.

Instead of being concerned about the legislation, I'm concerned about SEMA. Its frenzied overreaction to Maine's toothless legislation is worrisome. Every environmental law, whether it actually constitutes a real threat or not, gets SEMA's full fury. Having SEMA as an "old car hobby" watchdog can be helpful, but in my view, they go too far sometimes.

I think that's a mistake. Why? Well, ever hear of the "boy who cried wolf?" It is hard to tell what is a serious threat and what is not. If you hear SEMA make dire threats too many times, you tend to tune them out. Eventually, how will we know which threats are serious and which are not? For example, SEMA warns us constantly about how bad things are in New Jersey. But at last check, people in New Jersey still collect, restore, maintain and enjoy old cars. So when is the threat real, and when is SEMA just crying "wolf"? It's just too

hard to tell.

So when you see SEMA's bulletins, be skeptical. Read and decide for yourself. SEMA does some very good things, but they aren't automatically right. I personally like a clean environment, and I choose not to believe that every pro-environmental law is a threat to the old car hobby.

MAINE'S SCRAPPAGE PROGRAM: SRUSHING THE PAST?

By Norm Noble

As I ride home in a sea of SUV's and 4X4 Pickups, I realize it's time to sound off with my opinion on the Maine's Scrapage bill. I have to disagree with the "it's nothing to worry about", "it's a toothless law" and the "they'll never take my car" groups. This law only needs funding to start scrapping cars. This law is the first step towards destroying the future our hobby. It is indeed something to be concerned about.

Had a similar law been passed and funded during the fuel crisis of the early 1970's, where would we be today? No Novas, Chevilles, GTO's, Camaros, Mustangs, Chargers ... etc. Nobody cares when newer cars are scrapped. In the seventies, people considered the then new cars "plastic junk" when comparing them to the classics of the time. Are we as shortsighted? What will future generations have? What is the future of our hobby if this continues? What impact will this program have on the price and availability of used vehicles?

Junkyards are busy scrapping cars as it is, therefore why should we use our tax dollars to scrap cars? The majority of cars that are in junkyards

provide the parts to keep most of our classic cars running. Speeding up the process with this law will make it even harder to find these parts. How I would love to find an unknown abandoned sixties junkyard to scrounge through.

What are the cars this law is looking to scrap? What one person considers a polluting junker is another person's sole source of income/transportation. One of the largest groups of polluters consists of poorly maintained vehicles, both old and new, but mostly newer, high-mileage and/or abused vehicles that owners consistently ignore and run into the ground. Most owners of historic vehicles drive them less than 2,000 miles per year, are well maintained and contribute a minuscule percent of the total vehicular pollution.

What good does it do to scrap "old polluting junkers" when we are repopulating with Blazers, Broncos, Expeditions, Navigators, Escalades, Yukons, Jeeps, Durangos ... etc? Light trucks/ SUVs, large and fuel hungry vehicles make up 50% of new vehicle sales. When we look to recycling for the good of our planet -- repairing, maintaining and recycling the older vehicle would make more sense instead of scrapping them just to produce more new cars. It takes fewer natural resources to "fix", "rebuild", or "repair" a vehicle than it takes to produce a new one.

Hobbyists in other states have their laws to deal with. The scrapage law in Maine is very different from the clunker laws in other states. Populations, driving needs and various other factors are also very different for Maine. Comparing this law to other states' laws is not an equal or fair comparison.

It starts as an innocuous Scrappage program with little funding, but it is a start and a foothold. And legislation can then add more teeth to this program incrementally until we can no longer restore, enjoy and even drive our classic vehicle. What can we do? Call or write your legislator. Talk to other classic vehicle hobbyists, both locally and nationwide. Get involved. Together we can make a difference for the future of our hobby.

MORE LEGISLATIVE

ACTION From Dave Rawley

ATTENTION !! Auto Enthusiast

Help Support the Modified Vehicle Registration Bill

This bill will provide a separate registration plate and inspection similar to the Streetrods we currently have. The bill will include all 2 wheel drive vehicles from 1949 to the present year. Vehicle inspection to follow Streetrod requirements.

The Bill before the Legislature reads as follows:

Sec.1.29-A MRSA 101, sub- 35-A is enacted to read:

35-A. Modified show vehicle; “Modified show vehicle” means a factory-produced 2-wheel drive motor vehicle manufactured after 1949 that is equipped with modified components and that complies with standards adopted by the Chief of the State Police.

Summary

This bill defines “modified show vehicle” allows the Secretary of State to provide a specialty plate for a modified show vehicle and specifies that the inspection standards for the street rod apply to a modified show vehicle.

Show Your Support of the Bill!!!!

Come to Augusta on April 2nd, 2001
Capital Building -- 1:30 PM -- Public Hearing



Fred's Jewel - Fits Modified Plate Criteria??