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NEWSLETTER

GTO Association of Maine May 2013

President's Message

Hope all of you had an enjoyable winter and spring. It was a good year for snowmobiling and skiing. I hope that you got out to enjoy some of the Maine adventures, I know I did.



The picture above was taken of The Trains at Chesuncook Lake. It is a great snowmobiling destination (hiking in the summer) up in the middle of nowhere. For more info: look it up on the internet or ask me about it sometime.

It has been a hectic and busy past 6 months for me and that is why you are getting this newsletter maybe a little bit later than you would have expected. I haven't received a lot of GTO stuff to share with you so this issue of the GTOAM Newsletter will be the PJ's newsletter.

So sit back and prepare yourself for my life story (no it won't be that bad). I'm going to fill you

in on: 1)The status of my GTO; 2)The status of my life; 3)An old article that I wrote (and experienced) that was published in the GTOAA magazine "The Legend".

But first of all, Mark your calendars for the following date for our "GTOAM Annual Meeting: Sunday, June 2nd 2013

Prez PJ

NEXT EVENT

June 2th, 2013

GTOAM 2013 Annual Meeting



Last Year's Meeting at Fast Eddie's Drive In

GTOAM 2013 Annual Meeting

When: Sunday June 2nd 2013

Where: Fast Eddies Drive In, Rte 202, Winthrop

Time: We'll eat around noon. Plan to arrive 11am

Our Annual Meeting is once again at Fast Eddies Drive In. We have had it here in the past. It is a nice central location for our members. It will be a nice opportunity to go for a little cruise. There is a great spot to display our cars and there is now a separate room for us to eat and hold our meeting. Just "keyword" search "Fast Eddies, Winthrop" to get directions. Plan to get there at 1100 to talk with old friends. It should be a fun "kick off" to our season. Hope you can make it.

Meeting Agenda Items:

- 1) Plan our summer events. Do you think that our events are too far away for you to attend? How about hosting a GTOAM event this summer. We'd love to see what you're up to.
- 2) Any new ideas?
- 3) Election of officers. Wouldn't you love to be President? Vice President?
- 4) Open forum.

See you there!!

Paul and Julie's 1970 GTO



It was 6am on Sunday, October 7th 2012. I had a full tank of gas and I was heading North for the GTOAM and Penquis Cruizers Fall Foliage Cruise to Sugarloaf Mountain and the Stanley Brothers Museum. The Fall Foliage Cruise is an annual event that is a lot of fun. I was glad to be going.

I had been having a bunch of carburetor issues this past summer. Running way too rich and flooding out. I tried to solve it and failed. I got my "carburetor expert buddy" to help and we seemed to have solved it!?

So this trip was a good test to see if we actually fixed it. I had my eyes and ears open. The car was running just OK. As I slowed-up and cruised through the York Toll Booth the car coughed and sputtered. Rats! I look back and see black exhaust. Then I look down and I see that my fuel gauge shows $\frac{3}{4}$ full. You have to understand that this Toll booth is only 11 miles from my house.

Now I'm doing the quick math....the next exit (Wells) is like 10-12 miles away....can I get there, turn around and make it home on this single tank of gas??? Sure enough, I get to the Wells exit, swing a Ueeee and the gas gauge is down to a $\frac{1}{2}$ tank. I did make it home with some gas to spare. I figure I was getting about 2 miles per gallon. A pretty expensive trip to nowhere.

Over the winter, I ended up buying a new carburetor and hopefully that will fix it. I installed it early April and still had some issues. Also decided I would replace the fuel pump and put in new fuel lines and spruce up some of the engine compartment.

Just then my wife, Julie decides that we need to renovate the downstairs bathroom. Great! So there the GTO sits, waiting for me to finish up the bathroom.

I got to have it ready for our Annual Meeting. Hope to see you there!

PJ Just Retired

Since this newsletter is "all about me", now I will tell you why I've been so busy...On March 31st I retired from the Portsmouth Naval Shipyard after 33+ years of Government Service. At the time I retired I was the Head of the SUBMEPP Combat Systems Mechanical Division. Which basically means that I was responsible for all of the Maintenance Requirements and Testing of the Torpedo Tubes etc on all of our Navy's submarines. It was a very fulfilling job but now it is time for something different...

My new job sort of fell into my lap...I am now the Superintendent of the 17 acre Cemetery that is across the street from my home in Eliot. Pretty Cool huh?

Julie was on the Board of Trustees for this cemetery and when she heard the present Superintendent was finishing up after 24 years, she told me about it and I got the job.

Now you may think that "Things are pretty dead over at the cemetery!" and that I "Don't get too many complaints from the customers!"

But I'm here to tell you that "On the surface, this might look like an easy job. But, it's below the surface where the problems lie".

So anyway, I've been learning a lot about the Cemetery business. I am responsible for: 1)selling graves, 2)identifying the burial sites, 3)maintenance of the grounds and all of cemetery's buildings and equipment. 4)I even have two guys working for me. Spring is a hectic time for the cemetery anyways and I'm still on a "learning curve". So if I'm not working on the bathroom, I'm over at the cemetery.

"FLOODING IT IS THE ANSWER!"

A
TECHNICAL TRICK

passed down
by
Paul Johnson

(Here is the article that I wrote that was published in "*The Legend*" magazine)

There I was that nice summer day.....just sitting in my GTO convertible, looking very sharp indeed. The only problem was that I was out in the boonies, at an empty vegetable stand and the car wouldn't start.

I had been driving in search of fresh corn, the stand looked open. I pulled in, shut off the car and went to the door of the stand. "Closed on Sunday" the sign said. So I went back to the car to resume my search. I got in, turned the key, I heard the starter rotate less than a turn and groan that familiar groan that many of us muscle car owners have heard all too often. **Starter Kickback!!**

This is the term that "*The Legend*" and "*Hi Pro Pontiac*" use to describe the situation when a starter fails to rotate an already hot engine. I guess the theory is this: When you start a cold engine, there is less compression due to looser fit of engine parts. The cold battery cables and starter conduct electrical current more efficiently which will develop more starter torque. It usually takes a revolution or two before the first plug fires. This allows the starter to turn over a few times before ignition occurs. But, a hot engine.....one that you just turned off not 5 minutes ago has more compression and is ready, willing and able to fire that first plug almost instantaneously initiating combustion! These are the ingredients to Starter Kickback. Alas, before your starter can get the crankshaft of that big V-8 rolling, that plug fires,

igniting that gas and literally stifling that starter to a groaning halt (A pitiful sound indeed).

Now the Big Boys will tell you that retarding the timing will help eliminate this problem. But, the Big Boys will also tell you that performance will suffer. Now, we can't have that!! So if you are like me, you set the timing of that GTO for performance and plan to park on a hill or just pray that the "Starter Problem" will just go away.

Well, it didn't and here I sit basically waiting for my engine to cool. I think my blood pressure was rising faster than the engine was cooling. I was just wishing for that miracle..... and low and behold this old yellow Pontiac pulls in. 1957 Starchief, I believe it was; in great shape too, with a nice old gentleman driving it. We exchanged "Nice Car" to each other and he inquired why the vegetable stand wasn't open and why the hood of my GTO was. I then explained to him my sorry situation and asked him if he had any Jumper Cables. Many times, a second battery in parallel will be enough boost to carry your starter through that 'Kickback' spot. He politely said no as he got back in his car. Before he drove off, he stopped by me and said that he used to experience the same problem on some of his own cars. He said he always just flooded the engine first and then it would start. What?? I waited until he was gone, then I tried it and amazingly enough, IT WORKED!! All I did was pump the gas two or three times to flood the engine. I turned the key, when that spark plug tried to fire, the too rich fuel/air mixture wouldn't ignite to cause kickback against the starter. The starter struggled through that first revolution but then it gained some momentum and quickly got all 400 cubes churning. Now, once the engine was turning easily, all that was left to do was to push the accelerator all the way to the floor and hold it there to "unflood" that engine by letting in more air. In no time the ole girl started and I was on my way. I have since needed to do this a few other times and it has worked every time. I just wish I could take credit for this great idea. But that mysterious Pontiac man in the '57 Starchief gets all the credit.

MID WINTER ADVENTURE

By Charlie Huntington

Most years at this time the car season is just starting. This year I've already got a trip under my belt. It all started at the POCI convention in July of 2012. I spotted a 1988 Sunbird Turbo GT convertible on the show field with a For Sale sign in it. It was low mileage, clean, and original. I had been casually looking for one based on the recommendation of the late John Sawruck. If you don't know John he was a long time Pontiac Engineer and manager who eventually got the role as Pontiac's official historian. He made all the conventions and could always tell you something about your car that you didn't know before. He had worked the Sunbird Turbo program, owned one of the cars, and maintained that it would be a one day collectable. That put the idea in my head and I wanted one in blue. Unfortunately my better half wasn't that taken with the car so I took the owners number but put the idea on hold.

Fast forward to mid Dec 2012. I was driving across the Bath bridge and the idea to call the owner of the Sunbird popped in my head. I didn't follow through but within a couple of days the car showed up on eBay. I failed to meet the reserve but soon hammered out a deal with Brian Borger to buy the car. He was excellent about the timing and agreed to store the car until I was ready to pick it up. I needed to go to Florida in mid February for a work related conference. It dawned on me that it would take the same amount of time to fly to Chicago, drive to Jacksonville, do the convention, and drive home as it would to do two separate round trips. It also saved airfare and eliminated the need for a rental car in Florida. Besides what better way to bond with a new convertible than to get some top down time in mid February. Two extra perks

fell into place. One was that Rose could join me in Florida for the price of a single one way ticket. The other was my brother's book signing for his new book in Harrisburg, PA. This event fell right into the weekend of our return trip.

I headed out on a Thursday, flew to Chicago, and caught a shuttle bus to the western suburbs. I had been a little worried about a potential blizzard and did indeed wind up arriving in a snow storm. The snow was only minor whew!. Brian met me at the shuttle stop where he'd left the car the previous day. He helped me clean it off, attach plates, and even provided a snow brush. He informed me that the brakes had developed a leak and he'd had a complete brake job done to ensure a safe trip. He wanted to be paid for the work but said he's eat the cost if I had a problem with it. I thanked him profusely and explained that a delay on the trip would have been far worse then the cost and that he's made the right call. I promised to send a check upon my return to Maine.

At this point I had 2 ½ days to make a 2 day trip. I headed south to get a good head start. I started to think that I might be able to make the new Pontiac museum in Pontiac, IL. One omen that this was meant to be appeared on my Garmin. I plotted the address on the museum and the indicator for the destination looked just like the Pontiac arrowhead. I know I had to go. I had checked the website and the museum's hours were listed as 5PM. I arrived around 4:30 but the museum was closed. However, the curator, Tim Dye was at the door and he let me in. Not only that he gave me a personal guided tour that included the basement and upper floors that aren't part of the display. When I left he took a picture of the Sunbird and posted it on Facebook. What a send off for the trip! I got a few more hours driving under my belt and settled down in southern IL.

Day two started out cloudy but it was evident the weather was going to clear. I stopped in Nashville and had a great tour of the Lane Museum. This museum specializes in mini cars. Imagine my surprise when the first car I saw was the 1932 Martin Martinette. I had worked on this car when it was on loan to the Owl's Head Transportation Museum! I made it to Macon, GA. I was able to sleep in that night as I wanted to check out the Allman Brothers Museum. In true rock & roll fashion they did not open on time, but I did get a few pics of the outside. When I pushed out from there, it wasn't long until I was able to drop the top and cruise in style. I had a great ride. In no time I was in Jacksonville, FL. Right ahead of me was the overhead ramp between the hotel garage and hotel. Then bang! A lady pulled out from behind a bus and hit my passenger door. We pulled in to the adjacent parking lot and she told me that I should have let her out. My answer was to dial 911. After the report was taken, I walked over and told her to be careful and enjoy the rest of the day. She told me that "I still think you should have let me out" I waited so I could talk to the cop again, however as I was waiting I heard him tell her that she was getting a ticket in addition to the report I knew then that I was good to leave.

After I checked into the hotel, it should have been time to go pick Rose up at the airport. Unfortunately New England was having the biggest storm of recent memory and her flight was put off until the next day. I turned in early and arose well before daylight to get some sunrise pics on the coast. I cruised A1A right along the water with the top down all the way to Daytona. I wound up getting the tires balance on the car at a shop right across from the Speedway. It was easy to wander across the street and catch a few practice laps including Tony Steward flying by. After a great dinner right on the water, I

headed back to Jacksonville Airport and picked Rose up.

Monday was also a nice weather day so we got to catch some more top down motoring in the historic St. Augustine area. The rest of the driving adventure was the return trip to Maine. We made a long day the following Friday to make the Harrisburg, PA area. It was uneventful despite a long delay/detour due to a major accident in the Carolinas. We hit some minor snow in the DC area. On Sunday we arrived home with a little over 3000 miles on the new car – time to change the oil!

The last anecdote involves the check for the brake job. I sent it right away and emailed Brian that it was on the way. A week or so later he e-mailed and told me that he hadn't seen it. I was mortified as he didn't know me very well and for all he knew I was stiffing him. I suggested waiting the weekend and fortunately it showed. Thank you USPO!

Pictures of the adventure can be found at http://www.badgoat.net/CRH_homepage/13-show-index.htm

REQUESTS FOR FEATURE ARTICLES

Please send me some stuff. Any input is welcome. C'mon, there must be something that you could share.

PJ

NEW MEMBERS

Past the word! We always like new members.

DUES

Are you up-to-date?

Please, if you haven't paid your 2013 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 "2013" 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.

GTOAM EVENTS FOR 2013

Please attend our Annual Meeting to help plan our events for the 2013 season. If you can’t make the June 2nd meeting and you would like to host an event, please send me an email.

OTHER EVENTS

Check out the MAAC calendar at the end of this newsletter for other upcoming events in our area.

PONTIACS FOR SALE

FIEROs: 1985, 1986 & 1988
GRAND PRIXs: 1998, 2001 & 2004
BONNEVILLE: 1997
FIREBIRD: 2002

For complete info and pictures go to www.wheelsndealsme.com

The not road ready ones are not on the web site.
Call Mike King at 207 724 3574



Mike and Vicki’s ‘06 GTO and Charlie and Rose’s ‘66 at Sugarloaf for the 2012 Foliage Cruise



Fred and Susan’s ’70 at the Stanley Museum for the 2012 Foliage Cruise