



President: Paul Johnson
439-2542 pjrunners@comcast.net
77 Greenwood St., Eliot, ME 03903

VP : Mike King
213-6374 whlsndeals@hotmail.com
285 Spears Corner Rd, Gardiner, ME 04345

Treasurer: Charlie Huntington
563-5824 badgoat@tidewater.net
78 Lynch Rd, Newcastle, ME 04553

MAAC Representative: Dick Braunfels
375-4079 67gto@roadrunner.com
9 Turcotte Lane, Litchfield, ME 04350

GTOAM web page: www.badgoat.net

NEWSLETTER

GTO Association of Maine July 2015

President's Message

Hi everyone! I hope that you are enjoying this wonderful summer so far. The car shows, cruises and other motorhead activities are certainly in full swing. I hope that you are putting those chores aside and saving at least some part of each weekend to enjoy those classic cars.

If you remember last month's newsletter, I promised that our Annual Meeting would be "a great time filled with nice cars, good food and great friends". No promises were made about the weather. If you remember that day was a complete washout with heavy rains. None-the-less 9 hearty soles braved the miserable weather and traveled to Fast Eddies in Winthrop for a wonderful meal and great conversation. Ice Cream Sundaes and Milkshakes taste great even in the rain.

Congratulations to Dick Braunfels for bringing his beautiful '67 GTO so that we had SOMETHING to look at.

The Annual Meeting went well with all GTOAM officers lobbying hard for re-election. All were successful. Many Thanks to you, GTOAM officers, you guys are great.

We next planned our summer events. We have 2 events planned this season: a Get-together at Charlie and Rose's on Saturday, August 8th, and our Fall Foliage Tour on October 3rd. Hope you can get out to at least one of these events.



Dick Braunfels 67 GTO looks great even in the rain.



Mike & Vicki King's Pace Car.

As I was putting this newsletter together, I got an email from Jason Lavers announcing with pride that he just finished his 1970 GTO Judge. He was nice enough to submit a "write-up" on his 5 year restoration. Check it out in this newsletter.

Prez
PJ

PJ

NEXT EVENT

August 8th, 2015

All Aboard! – Yes the GTOAM is taking a train ride! Climb aboard the Wiscasset, Waterville & Farmington Railroad <http://wwfry.org/> for a ride back in history

We'll start at Charlie & Rose's 9:00-9:30 AM for coffee & donuts along with a tour of the Garage Mahal. Find us at 78 Lynch Rd, Newcastle – 563-5824 if you need more detailed directions.

At 10:30 we'll depart to catch the 11 AM train. After that we'll go to....ready....wait for it....Lunch!

After Lunch we'll work in a scenic costal tour. Anyone that's really dedicated is welcome to stay for a informal BBQ and Drive In Movie at dusk.

It's an ambitious day – come for whatever part you like or stay for the whole thing!

GTOAM EVENTS FOR 2015

October 3rd, Saturday:
Fall Foliage Tour. Details later.

Featured Article

Subject Line: '70 Judge Finished

Submitted by Jason Lavers

I'm having a hard time figuring out what to do with my spare time lately. For the past 5 years, every spare moment was put into working on this 70 Judge. I purchased the car in Feb 2009 with full intentions of getting it street-able and driving it. The original, numbers matching Judge had only had the water pump, starter, and shocks replaced, along with rubber parts and tune up parts from its born with equipment. The car was built in 10/69 at the Pontiac assembly plant and sold new at Davis Auto in Ft, Wayne, Indiana. It was last registered in Georgia in 1983 and hadn't seen the road since the summer of 2009. I drained the gas tank, went through the brakes, changed the oil, did a tune –up and fired the Judge up, and took it out for a drive. What a blast it was! The Eagle ST tires that were on that car were from the last time it was registered, but they looked brand new. All it took was this one ride, and I decided a car this special had

to be restored. Here's what it looked like when I fired the car up for the first time:



The original Cardinal Red car had its body issues. The stripes and decals were original, but it had some paint work performed on the rear of the car from a fender bender in its past. The lower quarters and trunk pan were rusty. The bottoms of the doors were crusty. The driver's floor pan had a hole in it. The hood, doors, fenders, and frame were in surprisingly good shape. The good thing was, everything was there. All the chrome, interior, and drivetrain was in-tact. The Judge was mostly unmolested. The options on this Judge from the PHS are as follows: The Judge, Safe-T-Track, Visor Vanity Mirrors, Rally Gauges, Power Discs, 4 spd, AM Radio, Power Steering, Soft Ray Glass-All, Under Hood Lamp, and Luggage Lamp. Because the car was a fairly early build (09E Body), it had some interesting factory installed items. The radiator shroud, and horn relay cover were 1969 components, and the rear spoiler was a first design wide mount. The 70 and 71 Judges actually had 3 different style spoilers. The first design has a wide mount base and weighs approx. 10 lbs. The second design has a narrow base and weighs 10 lbs. The third design, which we commonly see, has a narrow base and is Heavy at around 30 lbs. This last design has the seams that can be seen from the underside. This car is one of only a handful of Judges that I know of that has the first design spoiler. In this pic, you can see the pedestals are about 6 inches wider where they mount to the deck lid than the 2nd and 3rd designs.



I started disassembly of the car in Dec 2010. Every nut and bolt that was removed from the car was tagged and bagged, and a lot of pics were taken to record the process and help for reassembly of the car. I used the factory assembly manual, service manual, Fisher body manual, and the GTO restoration Guide for references. I found 2 build sheets on the car. One was on top of the gas tank, and another was under the passenger side carpet. The one on top of the gas tank had about half of another cars sheet hanging off the tear tab edge, but I never could read the numbers on that sheet. This half of the other sheet was at the closest part on the leading edge of on the gas tank and fairly exposed. It probably saved my sheet from being destroyed. Here's the tank coming off the car with the build sheet on it.



Disassembly was pretty straight forward. The most time consuming part other than the work was documenting as much as I could. I built saw horses for the body to rest on that were high enough to roll the chassis out from under the car. That way, I could roll the frame out and work on it as time allowed and put the frame back in the garage.



I cleaned the firewall up and found the grease pencil marks "75" and "58". The "75" is Cardinal Red exterior color code and the "58" is the black interior color code. I also found the VIN stamped on the driver's side rear frame rail. I cleaned and epoxy painted the entire chassis, replaced all the original bushings and springs. Also found the ball joints were original and riveted. I replaced them for safety concerns. This car shows 26K on the odometer. I was fairly sure that it 126K, but after finding the original ball joints, I'm not positive now.



During the disassembly I decided the only way I would enjoy the car would be to preserve the original numbers matching drivetrain and build another to drive. All I could see was somehow damaging the original drivetrain and hurting the cars value. The VIN stamped RA III motor, the VIN stamped M20, and the original XH code 3:55 posi 10 bolt were all restored, mothballed, and set aside. I thought it would be cool to have a Ram Air IV, so I set off finding all the necessary parts. I built a 1970 RA IV solid roller stroker engine using NOS service replacement RA IV 614 heads, SR RA IV block, Eagle H beams, Forged aluminum pistons, Forged Ohio crank, and a custom XE 274 comp solid roller cam. The engine runs on pump gas and is 9.4 compression, calculated 453 Cubic Inch. Estimated 500 Horse/550 ft-lbs of torque. I also built a 1970 12 bolt with 3:73 posi, and purchased an M22 supercase to go behind the engine. The block was super nice, barely a ring groove, and it was honed .003" over at Butler & MacMaster. I purchased an original 1970 RA IV aluminum intake and crossover, an original 1112011 RA IV distributor, and an original lower IV pan for this engine. Luckily, my original RA III 4spd carb is also the same used for a RA IV 4spd, so I didn't have to find this very expensive part.



Now that the drive train and chassis were complete, it was time to focus on the body. NOS quarter panels were used, as well as dry South Western Doors, full trunk pan and tail panel, and rear deck lid. The floors were fairly solid, and patched only where required.

Here are pics of the body work:

Original Pan out.



New Mexico original pan in, outer wheelhouses in.



Original floor with patches.



The body mated to its frame in April 2014, after 4 years of work:



Fitting of front end sheet metal.



Body all Jambled out and final paint.



The Judge coming out of the body shop and delivered to my house Dec 2014:



I started reassembly of the Judge as soon as she got home. I had sent off all the stainless and aluminum trim to get polished, so it was ready to go. I also re-chromed the original shifter, exhaust tips, headlight buckets, door handles and push buttons, shifter bezel and front blinker cross-hairs. At some point early in the Judges life, a previous owner added a hood tach. I installed an 8 track player and an original fat grip formula steering wheel. During the assembly, I made copies of the original build sheets and installed them right back where I found them under the carpet and on top of the gas tank. I removed the stickers found on the inside of the original door panels, and transferred them to the repro Legendary panels. Where ever possible, only NOS or restored original components were used. I had the original radiator re-cored, and the heater core pressure tested (it was date coded). I sourced original date coded starter and restored it, and was lucky enough to find an NOS water pump with the correct date code. If a bolt was too rusty to re-use, I found and installed its correct replacement, with

correct head markings, sometimes off dry south western cars.

For the interior: The dash, passenger seat, rear seat, and seat belts are all original. The carpet, headliner, driver's seat upholstery and door panels are reproductions.



Here you can see where the underside of the deck lid and where the lightweight wide mount spoiler bolts to the deck. Early 70 deck lids had holes in the inner structure of the deck lid where the spoiler nuts could be accessed. With the design change to the narrower mount spoiler in early 1970, the access holes were eliminated from the inner structure of the deck lid.



An original date coded 1970 only rear bumper was re-chromed and used for this Judge. The 71 and 71 bumpers have provisions (notches and holes) for rubber bumperettes on either side of the license plate pocket. NOS rear valance, original re-chromed tips (have part #'s stamped on them), and lightweight wide mount spoiler.



NOS chin spoiler, NOS front valance.



Here is the born with RA III engine and M20 along with the car:





The restoration of this Judge has been a very rewarding experience, especially doing a majority of the work myself. With the exception of bodywork, paint, and engine machining, this car was built by me. It took countless hours of research, countless hours of hard to find parts gathering, and was not pocket book friendly. Luckily, I have a very supportive wife ☺ Hopefully, I'll be able to enjoy getting the car out on the road meet some of you at some cruise-ins. At the moment, I'm having a difficult time taking it out of its home in the garage and getting it dirty, and having a hard time wiping this huge smile from my face when I see this beautiful Judge in my garage!

Jason Lavers
Freeport
7/13/15

Editor's Note:
Great Story Jason. Hope to see you and "The Judge" at the next GTOAM event.

WHAT'S YOUR STORY?

Did you enjoy Jason's article. Why not write one yourself. Tell us about your car (the restoration doesn't even have to be complete). Submit it to Charlie or PJ.

T SHIRTS/SWEAT SHIRTS

Silk Screened:
Sweats are \$20
T Shirts are \$10
Hats are \$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
Rose Huntington
78 Lynch Rd

Newcastle, ME 04553

Dues!!

Dues have come in this year at the best pace ever. If your name is listed below, please send \$10 to Charlie at the address at the top of the newsletter. A better idea is send \$20 and you won't need to bother next year

Moore	Ron
King	Mike
Presti	Joe & Sharon
Farwell	Bob & Joan
Hinkley	Ken

National Conventions

2015 Pontiac Oakland Club International Convention

July 21-25 2015 – Columbus, IN
See www.poci.org for more info