



Royal Goat Tales!

Volume 25, Issue 2

May/June, 2010

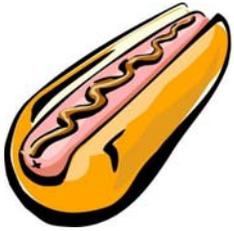


SPRING CRUISE

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Recipient of the Old Cars Weekly Golden Quill Award in 2007 and 2008 and the GTOAA Chapter Newsletter Excellence Award in 2006, 2007, 2008, and 2009

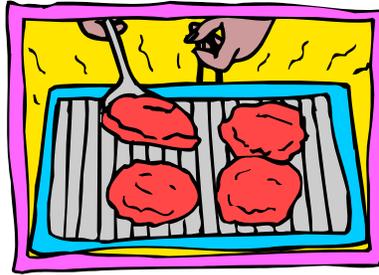
ROYAL GTOS POT LUCK



When: Saturday, July 31st,
Rain date—Saturday August 21st

Where: The White's House
749 Evergreen Road
Severn, Md. 21144

Time: 12 Noon 'til Whenever

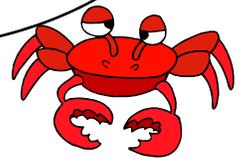


Russ & Barb White have graciously offered to host the onslaught of a large group of voraciously hungry club members for our annual Pot Luck picnic. In similar fashion to our annual Christmas party, there is no fee required for attendance, but we politely request that you bring a covered dish or a dessert in order to round out the menu. As has been the tradition, the club will provide the main courses.

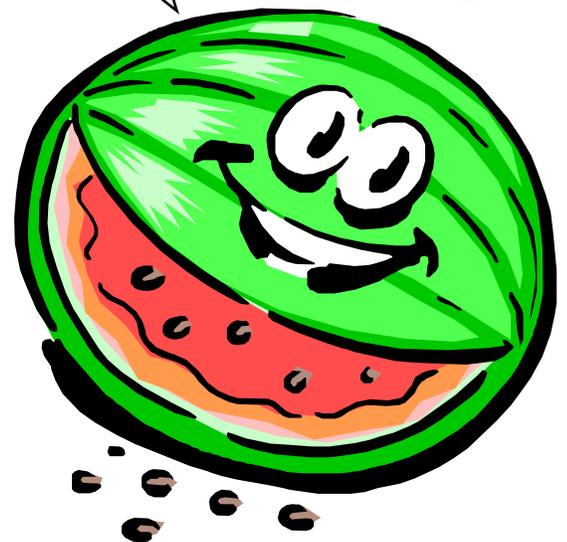
NOTE: *The White's have a swimming pool so bring your suits if you want to take a dip to cool off.*

The club politely requests that you **RSVP to Russ & Barb at [410] 969-5862** by Saturday, July 24th, and either inform them as to what you may be able to bring, or if you lack imagination, ask what is still in short supply. An RSVP goes a long way in ensuring the availability of a sufficient variety of food. **Hope to see you there!** Come early to ensure that you'll be able to sample some food, and don't forget to bring your appetites **AND** your Goats!

*“Make plans
now to attend!
P.S. BYOB”*



Directions: From I 97 take MD-174/Quarterfield Road, exit 13. Make a left on Quarterfield Rd. if Northbound or a right if Southbound. In approx 1/2 mile make a slight right onto Elmhurst Rd. In approx 1/2 mile make a right on Linden Leaf Rd. Turn right on Evergreen Road, go to 749 on the right.



THE START LINE

The Royal GTOs Pot Luck Picnic will be at Russ and Barb Whites on July 31 this year. They are always quite gracious hosts and are anxious this year to host the Picnic. For those of you that did not make it to this past Christmas Party at the Whites, they have added a beautiful permanent outside bar with all the trimmings near the pool. So don't forget your swim suits. Please also note that **there is a rain date** this year (August 21st) because I am sure they want it to be an outside affair. Russ and Barb will make the call if the weather is bad or iffy and notification will go out by e-mails or you can call my cell - 443-623-5078

It is hard to explain to people the experience of visiting a truly obsessed (in the very best way) car guy. I speak, of course of Gary Cave and his own personal museum of fine cars, his own personal junk yard that was an old corral and tons and tons of stuff in between. The second floor of his garage is actually like a dealer's showroom, except bigger than most with a lot more cars.

The only thing missing was a car elevator; the poor guy has to drive his cars all the way around the building to get them to the second floor. Look for more photos to come. If you weren't there, you better not miss the next opportunity.

As you can read about in the Meeting Minutes, we are discussing the possibility of an "All Pontiac Show" in the spring next year. I personally miss the All Pontiac shows, but with GM pulling the plug on Pontiac's production, car dealers are reluctant to sponsor shows that don't involve cars that they currently sell and I surely understand that. So if the weather cooperates and there is a great turnout, which I expect. There may be room to talk about the All Pontiac Show in the spring, along with a more generic, Pontiac, Buick, GMC and Street Rods Show in the fall. Keep our fingers crossed.

Also, as mentioned in the Minutes, joining the GTOAA, if you haven't already, is becoming more and more important to our club. We are lucky that we don't

need more than 50% participation in GTOAA to keep our benefits. All newer clubs require 100%. Please join if you haven't, they don't send you junk mail or junk e-mails and their magazine, The Legend is really well done with very current information and insight on a national level.

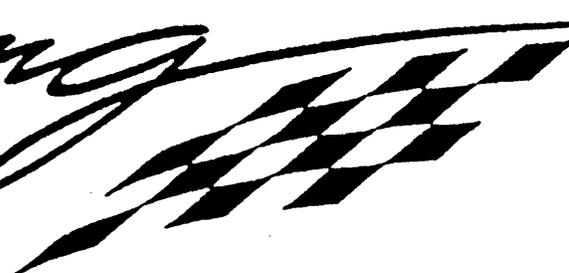
We had our first Club Meeting at Roy's in April and although lightly attended, we had some real productive conversations on some important issues. It was also nice to have the opportunity to see another club member's work in progress, in this case, a stripped out, bear metal beginning to what I am sure will end up another real nice car by Roy Dwyer.

See you on the road,

Ray Tinsley



PONTIAC®

Racing 

MEETING MINUTES

Guess I'm on Norm Drevo's *hit list. You see, I strolled into the meeting at Roy Dwyer's place early, much to Norm's apparent chagrin. Sorry, Norm! Rusty was the fashionable one on this meeting night.

Conspicuous by their absences were newsletter editor Tom Somerville and Treasurer Clif Jeter. They were missed.

The first meeting at our new location at Roy's place got off to an inauspicious start. Attendance seemed to be down somewhat.

As a result of the aforementioned absences, the meeting was shorter than usual, as there were no newsletter and treasury reports to deal with.

The big topic of conversation tonight was a recent conversation between Roy Dwyer and King Pontiac owner Bill Auschenbach regarding our show (*scheduled for October 3rd*). Bill made a polite request of Roy and the club to add another class to the show – Street Rods. Now, on the surface, this is not a big deal, except

that our Top 30 format employed for the first time last year might make it difficult to 'add' a class, seemingly apart from the regular awards. This could, in some people's eyes, lead to an 'elitist' atmosphere that we cannot condone. A lively debate ensued, with the end result being the possibility of opening the show up to **ALL** makes and models under the Top 30 format, with a caveat. The members in attendance felt that if we could give Bill a show that had more than 100 cars in attendance, that, in return, he sponsors an all-Pontiac show for us (*most likely in early 2011*). That's the way it will be presented to him. More on this as soon as it develops.

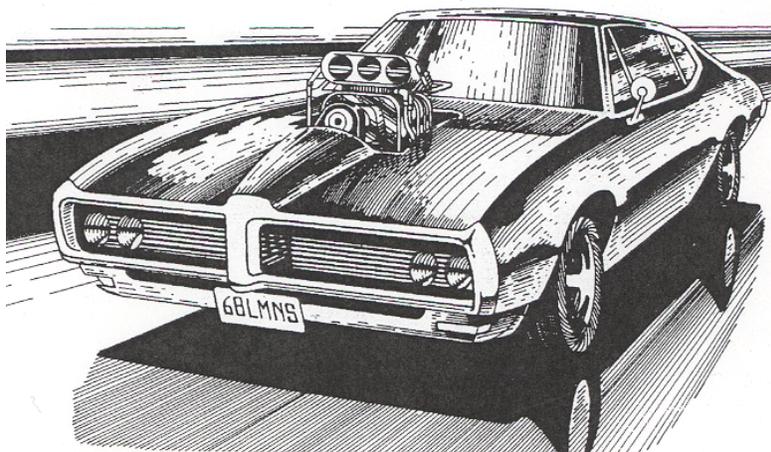
'Crooze Director' Bill Sandusky briefly touched on the Spring Cruise (coverage of which is on page 12 of this issue!). Discussion then centered around numerous upcoming local shows and cruises.

I realize that times are tough for everyone, but please attempt to only keep your membership dues current – it would also behoove

members to join the GTOAA as well. The wealth of information that becomes available to you at that point is a big plus, and the car show insurance that is available **AT NO COST TO US** for our annual shows is a huge benefit (*especially in today's litigious society*). To reiterate, if our club falls below the acceptable limit of GTOAA members (*currently 50%*), our status becomes that of an 'Associate' club, and we lose the ability to access, at no charge to us, the insurance for our annual shows. Think about it, and then dig up your most recent newsletter (*which includes membership forms for BOTH organizations*), and either join or renew, OK?

The meeting was adjourned around 8:30, and we retired to Roy's garage (*we met in Roy's house, as the garage was in need of a bit of 'tidying up' before being used as our 'meeting hall'*).

Respectfully Submitted by
Tim Sickle,
Club Historian



JOIN THE ROYAL GTOS

Name _____ Email Address _____

Address _____

City _____ State _____ Zip Code _____

Telephone Number _____

Year & Body Style of Car _____



Are you a member of GTOAA? Yes No

If Yes, Member Number _____ Expiration Date _____

Membership Dues are \$25.00 per year. Send your check and completed application to:

The Royal GTOS 🏆 1801 Queensguard Road 🏆 Silver Spring, MD 20906

Membership benefits include: bi-monthly newsletter, Christmas party, picnic, swap meets, cruises, 2 club-sponsored shows each year and expert assistance from fellow GTO/Pontiac fanatics.

JOIN THE GTOAA

Name _____

Address _____

City _____ State _____ Zip Code _____

Telephone Number _____

Year & Body Style of Car _____



Membership Dues are \$35.00 per year. Send your check, money order, or credit card info to:

GTOAA 🏆 P.O. Box 455 Timnath, CO 80547-0455

Check Money Order VISA MasterCard

Credit Card Number _____

Expiration Date _____ Interbank No. (MC only) _____

Signature _____ Date _____

The Royal GTOs is an affiliated chapter of The GTO Association of America, the Premier National Organization for GTO Enthusiasts. Each month GTOAA members receive The Legend magazine, a Golden Quill Award winning publication. Members can read the technical articles and have access to the GTOAA Technical Advisors Staff. Your membership in the national organization also helps the Royal GTOs maintain its affiliation with the GTOAA. Please keep up your membership or join now if you are not currently a GTOAA member.

THE REST OF THE STORY

Text by Gavin Scott and Phil Ponder, Photography by Phil Ponder

To those I may not have told, a club member contacted me and said a previous owner of my '65 GTO was trying to get in touch with me, or the current owner of the car. I e-mailed the guy and included a summary of how I came to own it, and changes that I have made since buying the car from Joe Ganzler in Charlotte, N.C, in the spring of 2002. This is what he just sent me. Phil Ponder

Hi Phil, My apologies for the late reply! Thanks so much for getting back to me. What precipitated my searching you out was that I was looking through my old High Performance Pontiac magazines and I came across the issue with the shootout. When that issue originally came out, I recognized my old car immediately and the thought crossed my mind to contact you at that time. However, either my internet searching skills weren't all that great at that time or access to that kind of information wasn't as plentiful as it is now, (probably a bit of both). Anyway, I hope you don't mind me contacting you.

Thanks so much for the update and history on the car. It sounds like you are taking wonderful care of it and enjoying it thoroughly and that is great news to me. So, here's a not too brief history from my side.

I purchased the car in 1975 in Vancouver B.C. Canada in my final year of high school for \$1000. Although that sounds like a good deal for a ten year old muscle car, the truth is that the car had experienced a hard life. Probably like most '60's performance cars at that time it had been thoroughly beat on. The car sat on the corner of a gas station with a for sale sign on it for well over a year. Although looking for a muscle car at the time, I frankly had no interest in this particular car. It was only on my brother's insistence that I looked into buying it. They wanted \$2000 for it which might as well have been a million. I could only offer \$1000, and that was a stretch. On hearing my offer they told me to hit the bricks. So my search continued.

About 3-4 months later the phone rang and the owner asked if I still wanted the car and if I still had the \$1000. So now I owned a GTO. The car barely made it home. I assumed it was the original 389 under the tri-power but soon discovered it to be a replacement 350. The car's original exterior color combo was red with black vinyl roof, but now sported yellow paint, the vinyl roof somehow surviving.

The interior was graced with luxurious white shag (!) bathroom carpeting. The carpets were wet and moldy because the windows had been left down a crack while it sat for sale and then never rolled up when it rained. After several cycles of rain and then sunshine beating down on the car the interior developed a robust "agricultural" fragrance. One of the first things I did was gut the interior when I got home, bid the carpet farewell and washed every surface. Then there was the confetti. The car must have been the wedding chariot for someone because there was confetti everywhere. It literally took me years to get rid of it. It was even inside the radio!

After graduation I was working full time and decided to do first time "restoration". I stripped the car of all trim and interior and took it in for paint. I can't recall now what color I originally asked for but when I went to pick the car up it was a completely different color. I asked them what had happened and they shrugged and passed me the bill. They painted the car a dark taupe which eventually grew on me but it was nothing like what I asked for. I had what I thought was a "400" built for this new lease on life but in my youthful zeal I way over cammed it and it only seemed to run well at full throttle. The car was fitted with Rally II wheels and TA radials and it actually ended up looking quite nice.

Not long after this was all done I became interested in second gen Firebirds, so I bought a '73 Formula 400 4-sp, and parked the GTO in the garage for years. After a considerable period of time had passed, the urge struck to do a "little clean-up" on the car with the intention of once again enjoying an occasional drive. It was like peeling an onion. Dissatisfaction with paint on the radiator cross member led to the front clip coming off followed by the front suspension. At this point of commitment I decided to take the body off of the frame, strip the frame entirely, sandblast it, repair a tear in the rear cross member, (previously unnoticed), repaint the frame, replace all suspension components, and re-assemble. I then stripped the body of paint by hand with aircraft stripper. That was unpleasant. Nevertheless, I took the car down to bare metal and the body was thankfully solid and in overall very good condition.

The only area of real rust penetration was around the back window. I found a '65 Buick Skylark at a wrecker with a perfect rear window frame, had it cut out, and then when I eventually had the paint and body done, the original rusted area was cut out and replaced with the Buick piece. I searched long and hard for a body shop/man to take on the project as I wanted the car to turn out as well as possible. I located a guy named Mike through word of mouth, who worked full-time as a body man/painter at a local shop. Mike had his own shop at home and was a hot-rodder at heart. I had seen a couple of his own cars and was impressed. He agreed to take on the project as long as the timeline was open, and I offered to help in any way if he wanted me to.

Long story short, it took almost two years to complete but I was very happy with the results. The car looked like it had been dipped in turquoise candy. Back in my garage, re-assembly started. The 455 HO came from a '71 TA that the seller used to race for a short time. He advertised it in the local Buy & Sell for \$400 back in the early '80's and I was the first one at his door to buy it. Apparently his phone rang off the hook after my call with potential buyers offering up to \$2000 if he would sell to them. He was very honorable though and kept our deal. About the same time I purchased a Doug Nash, (now Richmond), 5-speed for the car.

Quick note about that trans. I thought it was pretty cutting edge to have a 5-speed at the time when they weren't as common as they are today. When I installed it and drove it for the first time it immediately hung up between first and second gear. I adjusted the linkage over and over again but to no avail. I then removed the trans to measure and see if there was any misalignment that could be causing the problem. After much frustration I removed the trans again and took it to a local racer who owned a trans shop. This guy ran the same trans behind a Super Stock Hemi 'Cuda and was very familiar with them.

He called a short time later to tell me that he had never seen anything like it. Given the "craftsmanship" of the internals he was surprised it propelled the car forward at all. A couple of the shafts were not even splined properly or completely. A couple of gears looked like they had been pulled from a defect box. It cost me another chunk of money to have him repair it all and make sure it was ready to run. I found out later that just before Doug Nash went out of business they were just throwing these transmissions together. I called Richmond Gear to see if they would back the product up and they said they warrantied nothing from Doug Nash prior to their takeover. Finally, I had purchased a Hurst Comp Plus shifter for the trans which was an appalling turd of a shifter. I should have purchased the LONG shifter instead but didn't know this at the time. As I understand it, Joe ponied up for the LONG shifter and was super pleased with that.

The engine was built by a local shop with a reputation for high performance work. Previously, GM had re-issued 73-74 SD forged rods so I picked up a set of those for the build. Everything decent that I thought was right for the engine went in. I wanted it stout but not an overheating, cranky monster. The cam was an HO Racing high lift RA IV grind and to calm that down a little I installed Rhodes lifters, which worked very well. The aluminum intake is a '72 version that I purchased from Nunzi Romano. The dual snorkel air cleaner is off of a 69-70 Grand Prix. I mounted an MSD 6 ignition on the heater box in the interior with the idea of keeping it cool. Only issue with that is that it gets a little "buzzy" inside after a few miles. Knowing what I know now I would have put it in the engine compartment which I see you have done. Wise move.

The mystery headers are a long tube tri-Y round port header that was a limited run version sold by HO Racing. They had them produced once and then that was it. Although pricey at the time I found them well worth the money when it came to installing them. The front disc brakes are from a '70 Lemans. The 12 bolt rear end came from a '66 Chevelle that a local was parting out. I had it completely rebuilt with a fresh posi unit and 3.08 gears to match the 1:1 of fifth gear of the trans. The rear trailing arm supports were also from HO. I sold the car to Joe with, what I was told, were the very last set of Rally I wheels available through GM parts. I believe three came from one warehouse and another from another. I had purchased those with the trim rings and centers in 1978-79. This was well before the aftermarket had kicked in with these so I was pretty proud of the find and stored these until the car was ready. In fact, I spent years accumulating parts and storing them for the car.

I sold the car to Joe with the original Tri-Power in the trunk. Don't suppose you got that did you? Joe called me a few times after he took possession to tell me of his "upgrades". I have to admit that I was disheartened to hear of what he had done. He told me of his repaint which seemed like a baffling waste of money to me, and of his removal of the vinyl roof, which to me was one of the coolest features of the car and a rare option. He also told me of how he had put Torque Thrusts on it and raised the rear of the car. Torque Thrusts are great, but jacking the car up in the rear? I almost wept.

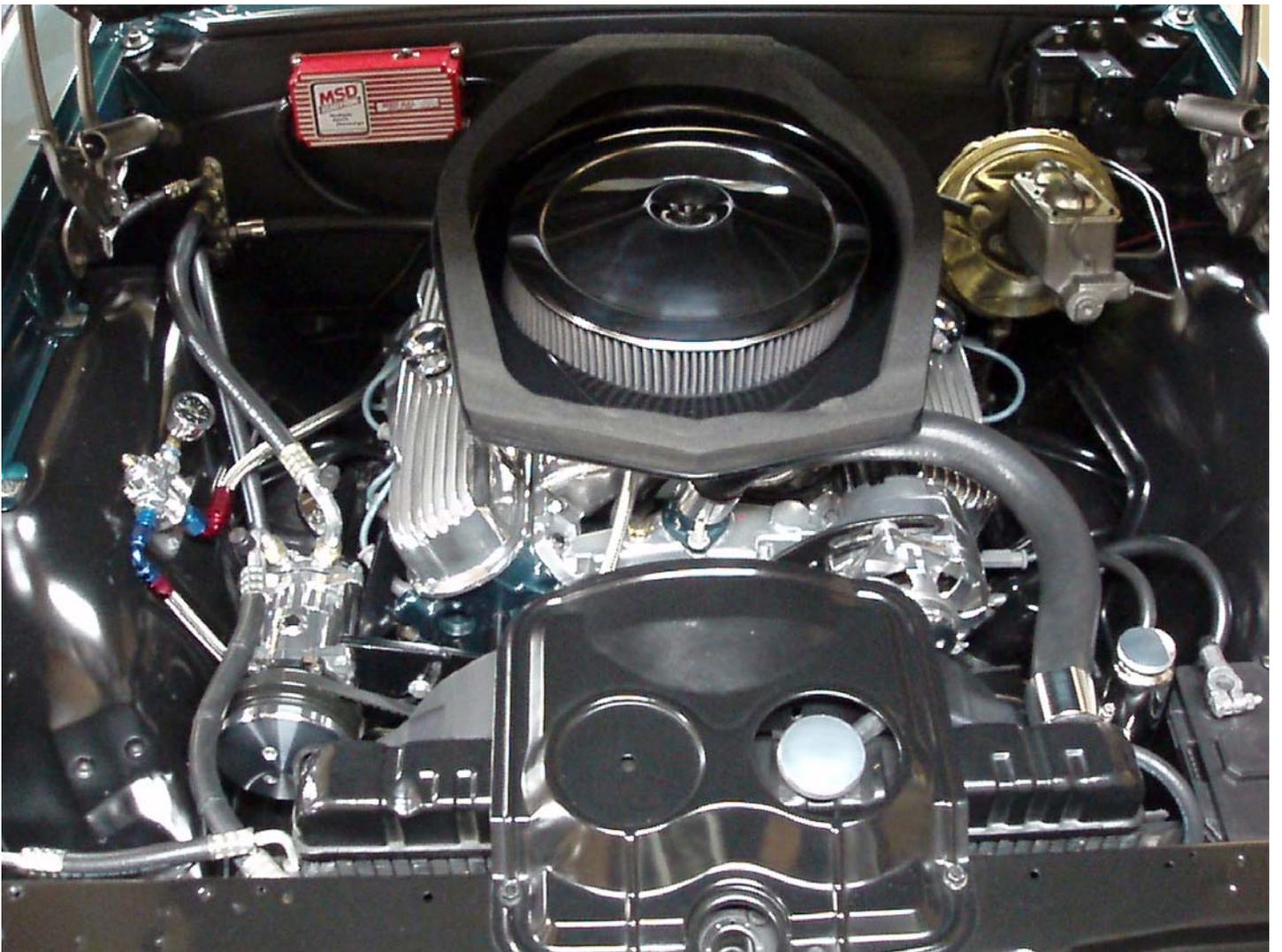
Be that as it may, I realized that the car was no longer mine. I'm just happy for the time I had it and for, in my opinion, enjoying the experience of bringing it back from a certain end.

I have some early pics of the car that I would be happy to pass along to you if you are interested, from the early "yellow" days, to the final incarnation before I sold it. As far as what fills my time now, I have a 1973 Grand Am with built 455, TKO 5-speed, dropped spindles, big sway bars, Konis, Torque Thrusts, etc., a 1955 Chev ex-California straight axle Gasser that I am putting another Pontiac 455 and Muncie 4-speed in, and a 1955 GMC pick-up with a Cadillac 500/turbo 400 combo, (Gasser style again). I have more projects than time but I wouldn't have it any other way.

Hopefully this letter has not completely bored you to tears and that it offers a bit of background on that great GTO. If you are interested in the photos then please pass along your address and I will put a small package of pics together and forward it to you.

Best Regards,
Gavin Scott.





PONTIAC ACTIVITIES

Some of the events listed here are in the planning stages, meaning the dates and times are subject to change. Dates are confirmed as early as possible so you can plan ahead. If you know of an event that should be listed here, E-mail the info to: redgto1@verizon.net or call 410 798-8863.

Royal GTOs Club Meeting— Tuesday, June 8th at 7:30 p.m. See next column for directions to the new location.

All-GM Nationals—June 25-27, go to www.carsatcarlisle.com for more information.

Grand American Rolex Sports Car Series—Sunday, July 18th at N.J. Motorsports Park, Millville, N.J. All Pontiacs welcome. Call 856 327-7217 or go to njmotorsportspark.com for more information.

Royal GTOs Picnic—Saturday, July 31st, rain date Saturday, August 21st. See inside front cover for details.

Royal GTOs Car Show—Sunday, October 3rd at King Pontiac in Gaithersburg, Md. See inside back cover for details.

MEETINGS

Club meetings are held at the home of Roy and Veda Dwyer in Silver Spring, Maryland on the second Tuesday of even-numbered months (*except December*) at 7:30 p.m. Meetings will be held in the garage. All members are encouraged to attend.

DIRECTIONS

...from Washington:

Take Route 29 Columbia Pike/Colesville Rd. north toward Columbia. Take the Briggs Chaney Road exit to Briggs Chaney Road west. Go .8 of a mile and turn left on Nees Lane, 2421 Nees Lane is on the left.

...from Baltimore:

Take I 95 south toward Washington. Take exit number 33b, Route 198 west toward Burtonsville. Get off at Route 29 south, Columbia Pike. Exit at Briggs Chaney Road west. Go .8 of a mile and turn left on Nees Lane, 2421 Nees Lane is on the left.

...from Southern Maryland:

Take Route 301 north to Bowie. Just before Rips restaurant, turn left onto Route 197 north (Collington Road). Turn left onto Route 198 west. Get off at Route 29 south, Columbia Pike. Exit at Briggs Chaney Road west. Go .8 of a mile and turn left on Nees Lane, 2421 Nees Lane is on the left.



4 Sale / Wanted

This is a free service available to all of our members, got a listing...e-mail us with it!

4-SALE

Two '64 GTO doors, fair condition, \$100 each. Contact Ron Holland at 410 426-3193

4-SALE

- Wenzler aluminum dominator manifold, ported \$300
- 67GTO motor "wt" 670 heads, Malory Unilite dist. 8000 miles (500 miles on dist.) \$650
- 66-67 GTO front bumper \$50
- Muncie 4 speed M-20 trans, bell housing, flywheel, clutch assy, Hurst shifter 1000 miles \$1,100
- 2 15X7 Rally II rims 4 3/4 bolt pattern w/tires \$100
- 70 GTO 455 heads cast 16 \$250
- 66, 67 GTO 4 core Desert Cooler ra-

diator. Non-AC, used for 2000 miles \$200

Contact Norman Drevo 301 345-7518

4-SALE

1964 GTO asking \$22,000. Call Ron Holland at 410 426-3193 or email rholland527@yahoo.com

4-SALE

- 1967 GTO automatic transmission set-up
- Rebuilt TH 400
 - Continental converter, 10" Jim Hand
 - Driveshaft, u joints and yoke
 - Auto console
 - Excellent his/hers shifter
 - Shiftworks linkage
 - Black carpet
 - Flex plate

- Heavy duty pan
 - No-leak dipstick
- \$2,500, call Rusty at 301 996-6075

Wanted

2 14X6 Rally II wheels for disc brakes
Contact Norman Drevo 301 345-7518

Custom embroidered Royal GTO apparel is available at www.hoco.com/embroidery/royalgto.html or call (888) ASK-HOCO (275-4626) to order.

Red Hot News

Royal GTOs Club Meeting, Tuesday, June 8th, 2010 at 7:30. See page 8 for directions to new location.

Royal GTOs Car Show at King Pontiac set for Sunday, October 3rd. See inside back cover for details.

CLUB CONTACTS

1801 Queensguard Rd.
Silver Spring, MD 20906
www.royalgto.com

Royal GTOs Officers are always happy to help out a fellow club member. Feel free to contact them if you need any help or assistance.

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Garrison, Chuck: 410.355.8011
Garrison, Wayne & Sharon: 410.255.1510
Genrzel, Kenneth: 301.762.6817, gent1510@comcast.net
Gessler, Bobby and Peggy: 410.531.5039 gesslermd@aol.com
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A CRUISE TO REMEMBER

Text by Bill Sandusky, Photography by Bill Sandusky and others

This past April 18, 2010 over 30 Pontiacs (mostly GTOs) assembled at the Home Depot in Eldersburg, Md to cruise up to Gary Cave's place to view his collection. Weather was partly sunny and a little breezy, but perfect for the cars.

As you might imagine, getting 30 cars to stay together for a 75 minute drive is a real adventure. Everyone had directions and we did manage to stay in two groups. We stopped to re-group about 10 minutes from Gary's and were able to arrive as one big wagon train!! That is what I am sure we looked like as we ascended Gary's driveway toward his garage. I believe Gary's remark was "what an awesome sight".

Gary's garage/museum is a car guy's dream. It is a two story structure with projects and an office (yeah right, ain't no work being done there) on the first floor and the museum on the second. The projects were numerous and many with rare options. The office included a lot of die cast, match book cars, posters, signs and even GTO cologne. Bet that cologne is a little funky by now.

The museum included some really rare cars including judges and a couple of projects he is working on. He even has a rare '04 Torrid Red and a '06 Brazen Orange GTO. I think the '04 is like 1 of 53 made and the '06 is a 1 of 484 (I know the '06 production numbers). There is also an abundance of NOS parts, die cast models, cereal boxes, and a large assortment of Hess trucks.

That is not all he has. There is a corral with another 30 or so part cars. Most were almost all there. Included were Lemans, GTOs, a couple T-37s and even a couple of pretty rough judges (I think).

I am sure I have left something out, but there is just so much there is really was overwhelming. I think there were enough pictures taken to give those who didn't attend just how great the place is. I'm sure our editor will have pictures in almost every issue.

On behalf of everyone, I would like to thank Gary for having us. He told me we are welcome back, so we might have to do this again next year.



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Show Hosted by the Royal GTOs*

Oldsmobile



Sunday, October 3rd, 9 AM to 3 PM (Rain or Shine)
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- 🏆 Registration 9 AM 'til Noon
- 🏆 Trophies awarded to the top 30 cars plus best Buick, Oldsmobile, Pontiac and GMC, Best of Show and first through third for street rods
- 🏆 Trophies awarded at 3 PM

GMC



For further info, contact Roy Dwyer at (301) 879-2816, or Tim Sickle at (301) 249-3830. Day of Show: Roy Dwyer, (301) 922-1022, or Tim Sickle, (240) 678-9885.

Name _____	Registration Fee _____
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Signature _____	Date _____
Vehicle being shown _____	Class _____
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Mail completed registration form to Clif Jeter, 1801 Queensguard Road, Silver Spring, MD 20906-2027.

Make check or money order payable to The Royal GTOs.

By my signature, I release King Pontiac—Buick—GMC, The Royal GTOs, their officers, directors, members, employees, and anyone else connected with the management of this event from damages, injuries, losses, judgements, or claims from any cause whatsoever that may occur through participation in this event.



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