

HOT AIR

Arizona Chapter #29 Volume 16 Number 2 February 2020

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Next Meeting February 12th at Codys Beef & Beans Eat 6:00pm Meeting 7:00pm
CLUB WEBSITE
www.poci-azch29.com

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Editors Report

As I write this I am watching Triple X the movie on Satellite TV and seeing pres Thom's car!
Our guest speaker George Anderson was great telling of the design studio's he worked in during his employment with GM. Many thanks.
I also want to thank Bob Francis for his commitment to being president for 2019.
While thanking I do want to thank Thom Sherwood for committing to being president for 2020 and Bob Francis for committing to the vice presidents position for 2020.

DUES ARE DUE

At the club meeting please pay your local 2020 dues \$18 to our treasurer Bill C. If you can't make the meeting send dues to Bill C. If dues are not paid by March 1st you will no longer be a member and also not receive any more newsletters.

Dave



John Lancaster Feb 4

Blake Olofson Feb 11

Randy Redmond Feb 13

Gloria Benway Feb 17

Fran Gibbs Feb 24

John Harlow Feb 27



None this month

*If you want your special day listed here
contact me! alpdavegre@msn.com*



PAGE 2

FROM THE PRESIDENT **THOM SHERWOOD**



Howdy from your “New-Old-Stock” President!

Yes, it has been a number of years since I’ve written one of these monthly messages, so it might be best if I start out again by reintroducing myself.

Some of you may know that I’ve been around Tucson since 1979 when I first moved here from central Pennsylvania to attend the University of Arizona as a 19-year-old freshman. This was during an era when no local Pontiac-specific clubs yet existed. But it wasn’t too long afterwards when Arizona first received its charter as Chapter #29 of the Pontiac-Oakland Club International on June 25, 1981.

I didn’t have anything to do with that momentous occasion, but I had by that time already become quite involved with the hobby. Right away, within my first couple weeks of being a Tucson resident, I bought my very first car — a 1971 GTO convertible (which I still own today). I would use my bicycle to get to campus while looking forward to playing with my droptop Pontiac in my spare time or on weekends.

One of my weekend drives early in 1980 found me cruising past Park Mall — today known as “Park Place” — located just two miles away from where we held our recent *All Pontiac & GMC Truck Day 2019*. There, I spotted a bunch of cool, classic convertibles on display alongside the mall’s main entrance on Broadway Boulevard. A quick U-turn and, within twenty minutes, I joined that car club, the **Retractable-Convertible Club of Tucson**.

At RCCT’s monthly meetings, I met some noteworthy local Pontiac-owning members of that club including **Bill Schoening** and **Dwight Gibbs**. I also learned a great deal about how an informal car club meeting’s agenda could be both fun and informative. It must have been an inspirational experience for me because just a few months later I took it upon myself to launch a separate, dedicated car club, the **GTO Club of Tucson**.

That effort lasted a few years until I became overwhelmed with my scholastic class load. I no longer had time to devote to running the GTO club and no one else wanted to take its reins, so I made the decision to “fold that teepee” at the appropriate time. Any member who wanted their dues to be refunded was taken care of, but I also offered each of them another option to consider...

That “option” turned out to be a most fortunate thing. Months earlier, a local fellow by the name of **Ross Whitehead** had gotten together with the aforementioned Bill Schoening to launch the **Arizona Chapter of POCI** — the very same club whose logo you see at the top of this column. Yes, some of the GTO owners from the now-defunct club opted to transfer their dues and become new members of this young statewide group.

As for myself, that meant learning what an “Oakland” was and how it related to my slowly-growing fleet of Pontiacs. It was all a good thing.

Let me take that back: it was all a *great* thing to be able to expand my appreciation for Pontiac’s fascinating history while broadening my knowledge about the cars themselves and getting to know the many like-minded people who grooved on owning them.

So in case you haven’t done the math yet, this summer I turn 60 and the club turns 39 years old. *Wow... that’s so incredible to think about!* (There are still many days when I wonder aloud what I want to do when I “grow up.”)

As for our club, yes, it is all grown up and we can be very proud of the wonderful Pontiac-Oakland-GMC Truck legacy that Ross and Bill started. And as one of this club’s past presidents and *HOT AIR* editors, I can only look forward to carrying forward their enthusiasm and vision!



LEFT: A Polaroid of my ‘71 GTO convertible taken on the day I bought it, September 1, 1979. **RIGHT:** My fleet of Pontiacs in the 1990s.

So yes, at last month's meeting at Cody's Restaurant, **Chapter Elections** were held and a few changes can be announced. Notably, 2019 President **Bob Francis** stepped down due to some upcoming personal obligations. He did, however, offer to remain active within our roster and assume the role of Vice President. No other nominations were received, so a quick procedural vote confirmed his new title of VP. I wish to be the first to thank him for his service, investing his heart, soul and undeniable energy as he presided over our group last year. Well done, Bob. I look forward to having you "ride shotgun" with me in 2020!

As for our Treasurer position, we are quite fortunate to have **Bill Corbin's** incumbent knowledge and skills remain with us for yet another year. Same goes for our fearless Newsletter Editor, **Dave Green**. Speaking from several years of firsthand experience, I know just how much effort this job requires. Thank you, Bill and Dave, for continuing to bless us with your time and talents for yet another year!

Upcoming Club Event... This Saturday!

This edition of *HOT AIR* comes to you just days before a fun club event. Dave Green has coordinated a **Tour of the Old Pueblo Trolley Company's Bus Barn** on Saturday, February 8th. As fans of GMC Truck and Coach products (built in Pontiac, Michigan) we should see some special projects that relate to our local public transportation history. The tour itself, starting at 10am, is **FREE**, and an optional lunch buffet (\$10, paid onsite) follows. The address is 250 E. 36th Street, across from the old Tucson Greyhound Park in South Tucson. I look forward to seeing you there along with members from the local chapter of the **Antique Auto Club of America**.

Other upcoming events include the **Midnight at the Oasis Car Show**, March 6-8 in Yuma, AZ and the **23rd Annual Buick-Olds-Pontiac-Cadillac-GMC Truck Show** in Scottsdale, AZ on Sunday, March 15. This **BOPC-GMC Show** will be an official club event, and I urge you to pre-register right away. Look for that flyer inside this edition of *HOT AIR*.

We'll be discussing those events and various others at this month's meeting at **Cody's** on **Wednesday, Feb 12th**. For our entertainment that evening, we welcome back member **Jack Johnson** as he continues the second half of his slide show covering a Summer 2019 road trip adventure to the **Ames Tri-Power Pontiac Nationals** event in Norwalk, Ohio (*the largest annual Pontiac show and race*) plus the **Indian Uprising** event in St. Charles, Illinois. And, if we can make the technology work, we may also show a couple of Jack's brief drag race videos from Norwalk. *Join us then!*

Last Month's Guest Speaker: George Anderson

At the January 8th monthly meeting, our very special guest was **George Anderson**, a retired senior designer who worked at **General Motors** for 43 years. Although we had previously welcomed George as a speaker to one of our Cody's gatherings back in 2016, this recent visit brought us a more in-depth look at his career and the many interior projects he was responsible for. Sadly, there was only one Pontiac-branded project which he could take credit for — a concept car that was shown at the 1964 New York Worlds Fair. Many of his later career assignments were interiors for the Oldsmobile Division, and later for Saturn. Nonetheless, we are quite grateful for George's extraordinary presentation! At the meeting, he was joined by his genial wife, Elaine.



Longtime POCI Members' Fifth-Year Anniversaries Recognized in Arizona

Each year, POCI recognizes members who reach long-term membership milestones of 20-, 25-, 30-, 35-, 40- and 45-year increments. Here is a list of dedicated Arizonans. (*Asterisks denote those who are also members of the Arizona Chapter #29.*) Congratulations!

Robert Johnson, <i>Lake Havasu City</i>	45 years
* Bill & Carolyn Archibald, <i>Tucson</i>	35 years
Susan Humbolt, <i>Bisbee</i>	30 years
Don Neumann, <i>Lake Havasu City</i>	30 years
* Bob Maslana, <i>Tucson</i>	25 years
Bruce Lewis, <i>Sun City</i>	25 years
Byron Hartman, <i>Mesa</i>	25 years
Joseph Granata, <i>Glendale</i>	25 years
James Casey, Jr., <i>Apache Junction</i>	20 years
* Keith & Jane Collier, <i>Glendale</i>	20 years
Larry Crosby, <i>Fountain Hills</i>	20 years
Jim Nazinger, <i>Phoenix</i>	20 years

Your 2020 Chapter Dues are now Due!

It's that time of year... Don't let your membership expire! Please send your **\$18** check, payable to "Arizona Chapter Pontiac-Oakland Club," to our club treasurer. Look for **Bill Corbin's** contact information on the front page of this newsletter, or hand your payment to him in-person at the next club event. *We appreciate your promptness and look forward to having you with us another year!*

Club Outings and Functions

Bus Barn & Trolley Tour Feb 8

Feb Club Meeting Feb 12

Club Meeting Mar 11

Club Meeting April 8

*POCI National Convention Catoosa, Ok
July 7-11*

OTHER AREA FUNCTIONS

More info found at cruisinarizona.com and
desertcruisers.com

Little Anthony's Car Show

Day shows 10am-2pm Feb 15, Mar 14, 28

Gaslight Music Hall Car Show in Oro Valley

Day shows 10am-2pm Feb 8, Mar 21

Freddie's Cruise-in Thursday nights

**Cars & Coffee Car Show La Encantada Mall, Campbell &
Sunrise second Saturday of every month 7am-9:30**

**Hot Rods at Old Vail Car & Bike Swap Meet
happens third Saturday of each month *All Events
listed are in Tucson except noted***

February 2020

Feb 8 Trolley & Bus Barn Tour

Feb 14 Valentines Day

Feb 15 Cruise, Blues & BBQ Festival Car Show
Oro Valley

March 2020

Mar 6-8 Midnight at the Oasis.....Yuma

Mar 7 2nd Annual Hope for Hearts

Mar 8 Fords on Fourth

**Mar 15 23rd Annual BOPC & GMC Car Show
Scottsdale**

Mar 27-29 2020 National Mustang Show

April 2020

Apr 4 Kars for Kids.....Sierra Vista

Apr 18 34th Oracle Spring Run Car Show Oracle

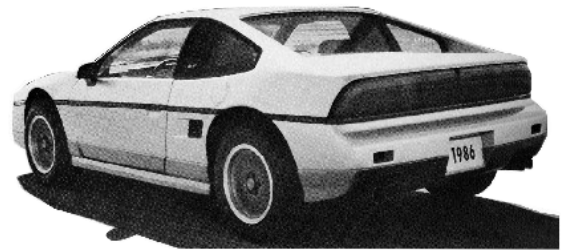
Apr 25 35th Annual Chevy Showdown Sahuarita

Apr 25 46th Annual Rodders Days Car Show

October 2020

Oct 10 Cars in the ParkSierra Vista

Oct 17 14th Annual Tucson Classic Car Show



Bus & Trolley Tour Feb 8 10am

Tour is still available but buffet is not. The
cutoff date for buffet was Jan 30. Tour is
free for members & guests.



For Sale

These ads will run for 2 months then be deleted so contact the editor before this deadline
Dave Green alpdavegre@msn.com 520-747-2901

**1976 Grand Prix SJ 2 Dr - 129K actual miles - runs good - front end rebuilt recently - \$2.500 OBO
contact Russ Steinebach 520-882-9169**

**2002 fiberglass ARE brand hard tonneau cover fits GMC LWB excellent condition white in color
\$600 can send pictures. Contact Dave Green 520-747-2901 message or alpdavegre@msn.com**

1983 Firebird (base model). Nice unmodified, straight body, totally rust-free CA/AZ car with only 85K miles. Factory options include: Tilt Wheel, AM/FM Cassette, Power Windows, and A/C (needs to be recharged). Original cloth interior still in good shape. Automatic transmission, Pontiac Iron Duke 4-cylinder engine with freshly rebuilt fuel injection system. New tires, one older repaint. Drives well. Needs very little, most parts readily available through aftermarket catalog suppliers. Price reduced \$2,100 . Call Thom Sherwood at (520) 798-3200.



4 14" Pontiac steel wheels \$100 obo call Joe 520-888-4451

Edelbrock 4bbl carburettor \$150 obo John 320-360-5176

1992 Dodge Stealth \$2500 614-940-2858 (club member)

1988 Fiero Formula Runs Great \$2500 520-481-7117

2nd generation Firebird 4 core radiator excellent shape \$100, 2nd gen TA front upper/lower control arms and springs \$100, 1st gen Firebird upper/lower control arms \$100, '76 Firebird Pontiac 350 block & internals disassembled \$350, 1st gen Firebird 308 non posi rear end drum brakes \$400, 1st gen Firebird spindle/disk brakes \$250, 4 1st gen 14" Firebird rally 2 wheels \$150, 1st gen Firebird radiator just tested, straightened, painted \$100. Cal Sean 480-241-9437

Looking for a 50's Chief Pontiac hood ornament. Contact Kal Vigorito 520-609-3878.



Highlights from Jack Johnson and Cathy Lanigan's Summer 2019 Roadtrip to major Pontiac events will be shown at the February 12th Cody's meeting.

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23rd Annual B.O.P-C. and GMC Show



SUNDAY, MARCH 15TH, 2020

**10 AM - 230 PM
at the "Rock and Roll McDonalds"
Scottsdale Pavilions Shopping Center
Scottsdale, AZ**

(9180 E Indian Bend Rd, Scottsdale, AZ)



Brought to you by

**Desert Renegades/P.O.C.I. Chapter
Cactus GTO Club/GTOAA Chapter**



More information at:
cactusgto.com

**Questions call Mike at 509-939-0080 or
Stan at 480-662-0767**

JUDGING WILL BE DONE BY RESPECTIVE CLUBS

Vehicle Registration Form

Early Bird entry fee: \$25 per car before March 8, 2020
(\$30 registration after and day of show).

Car 1: Make: _____ Model: _____ Year: _____
[circle one] Stock/Modified _____ Custom _____ Unrestored (Subject to Verification by Judges)

Car 2: Make: _____ Model: _____ Year: _____
[circle one] Stock/Modified _____ Custom _____ Unrestored (Subject to Verification by Judges)

Unrestored class: Original paint, Original engine, Original interior (Each Club determines Guidelines)

Make checks payable to Cactus GTOs and mail this form and check to Mike Fleury, 5102 E. Paradise Drive, Scottsdale, AZ 85254. Include information below.

Name _____

Address _____

City _____

State/Zip _____

Phone _____ email: _____

I (Print Name), _____
do not hold Desert Renegades of Arizona Pontiac Car
Club/Cactus GTO Club of Arizona or McDonald's liable for
any damages while attending this event

(Signed) _____

Entry 1st Car-

Early-\$25.00, after March 8, \$30.00

Entry 2nd Car-

Early-\$10.00, after March 8, \$15.00

Show T-Shirt-

S _ M _ L _ XL _ \$15.00 \$ _____

2XL _ 3XL _ - \$16.00 \$ _____

Early Bird Tickets

20 for \$10.00 Or 7 for \$5.00 \$ _____

TOTAL ENCLOSED \$ _____

Circle a class below for your entr(ies).

BUICK AWARDS

Pre-50s Buick
1950s Buick (1,2,3)
1960s Buick
1970s Buick
1980s and newer Buick
Riviera
GS/GSX/GN/GNX
Modified 50's
Custom Buick
Unrestored (Determined by Buick Judges)

PONTIAC AWARDS

Pre-50s Pontiac
1960-64 Pontiac
1970s Pontiac
1964-65 GTO (1,2,3)
1968-69 GTO (1,2,3)
2004-06 GTO & G Series/ 2010(1,2,3)
1967-69 Firebird/TA
1970-74 Firebird/TA
1975-78 Firebird/TA (1,2,3)
1979-81 Firebird/TA (1,2,3)
1961-74 Tempest /Lemans (1,2,3) (**1930-74**)Unrestored (1,2,3)
1950s Pontiac
1965-67 Pontiac
1968-69 Pontiac
1966-67 GTO (1,2,3)
1970-74 GTO (1,2,3)
GTO Judge
1982-92 Firebird/TA
1993-02 Firebird/TA
Fiero,Solstice,80's
Custom Pontiac

OLDSMOBILE AWARDS

Pre-50s Oldsmobile
1950s Oldsmobile (1,2,3)
1961-67 Cutlass/F85 (1,2,3)
1968-72 Cutlass/F85
1964-72 Performance 442/Hurst
1960-69 All Oldsmobiles
1970-2004 All Oldsmobiles
Unrestored Original (Determined by Olds Judges)
Modified

CADILLAC AWARDS

Pre-50s Cadillac
1950s Cadillac
1960s Cadillac
1970s Cadillac
1980s +
Custom Cadillac
Unrestored Original (Cadillac Club)

BEST OF SHOW

Best Buick
Best Olds
Best GTO
Best Big Pontiac
Best TA/Firebird
Best Cadillac
Best of Show
Ladies Choice award

GMC Awards All Years



'65 5000-mile GTO

■ Story by Keith Seymore; photos by Al Rogers

I suspect most people can name something that has been around as long as they can remember: a certain heirloom, a specific smell, a fond summertime memory. For me, it will always be this car.

This '65 Pontiac GTO was delivered to my dad, Van Seymore, specifically for him to run in NHRA drag race competition. Delivered through the famous Royal Pontiac dealership by performance car salesman and personal friend Dick Jesse, the idea was to field a nondescript-looking B/Stock class-winning entrant with, unbeknownst to the casual observer, full factory sponsorship.

Built in September 1964 at Pontiac's home plant in Pontiac, Mich., the car was ordered with all the right go-fast content of the day: 389 Tri-Power, close-ratio four-speed, 3.90 rear axle ratio and the metallic brake option. Sprinkling the order with eye-catching goodies such as Rally I wheels, redline tires, AM radio with reverb, backup lamps and door edge guards added to the visual appeal without adding significant weight or power-robbing accessories.

One of my earliest memories is of bringing the GTO home. As fate would have it, my sister was born on Thursday, Sept. 10, 1964, and instead of going

to the hospital to visit Mom and Jenny the next day, I rode shotgun as we went down to Royal to pick up the car a full 10 days before the car's official introduction. Mom still pretends to be mad about that, but we suspect she is really over it by now.

Conversion from bone-stock street car to state-of-the-art B/Stock factory racer started about 15 minutes after hitting the garage. Dad pulled the intake manifold and cylinder heads (dropping one on the radiator and denting it; the offending dent is still there), reworked the carbs, curved the distributor, shimmed the valve springs and put it all

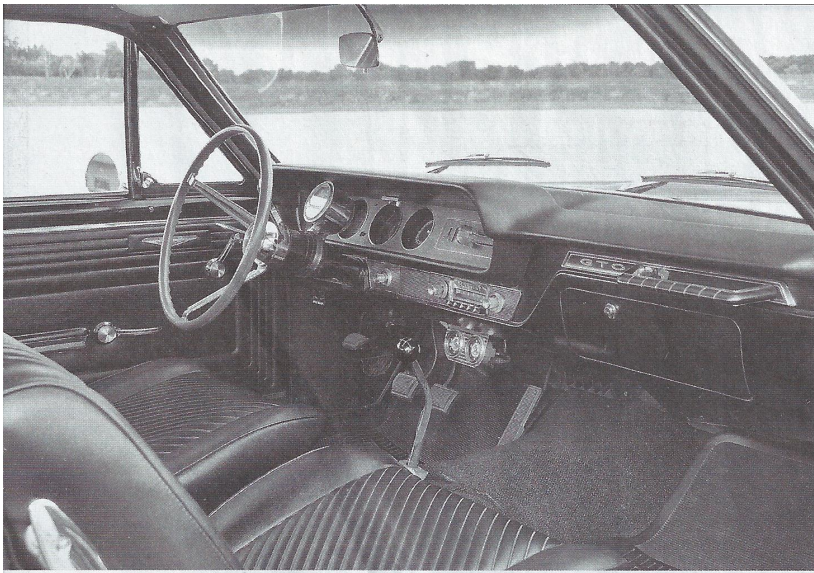


FACTORY-BACKED 1965 PONTIAC GTO

back together with thin head gaskets and “new for 1965” intake gaskets. The first outing resulted in performance consistent with where the previous ’64 GTO left off — 12.90s in the quarter-mile — and before long, the car was turning in class-winning low- to mid-12-second elapsed times.

We ran all of the local southern Michigan/Ohio tracks back then: Detroit Dragway, Onondaga, Martin, Milan, Stanton, Uby, Lapeer and (my favorite) Tri-City Dragway. The frequency was so intense that we might run one track on Saturday morning, a different track on Saturday night and a third track on Sunday. I re-





member the disappointment of losing pieces of my toy trucks at the track only to return the next week to "our" pit spot and find them in the dirt. I also remember the trophies beginning to accumulate and older ones being relegated to storage in the basement, or given to neighbors.

I think we knew, even back then, that the GTO was special. We were a one-car family with a '64 LeMans as our daily driver and the GTO serving only for occasional spirited jaunts to the corner store. Its thoroughbred nature could be an issue as we would sometimes come out of the store to find the car wouldn't start. Mom would have to call Dad for help, or deal with a random tow truck driver confused to find the battery in the trunk rather than the typical under-hood position. These factors combined in such a

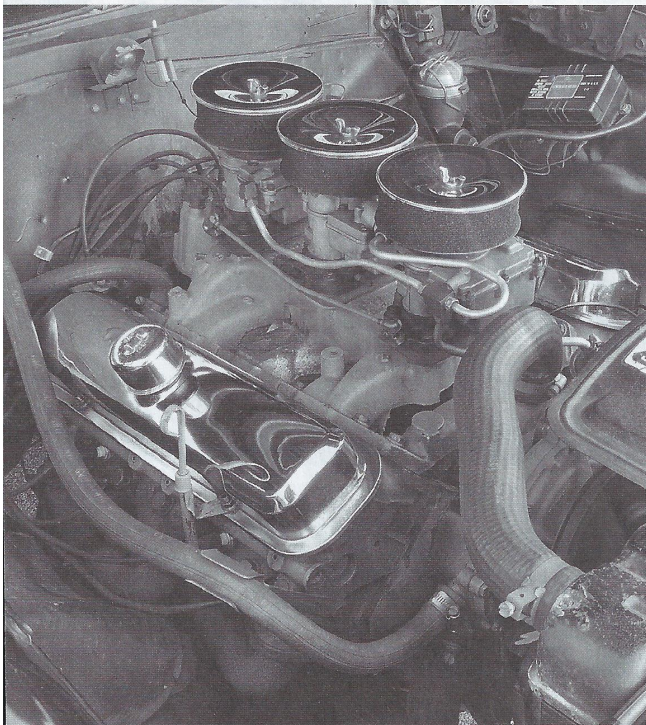
way that I can say with certainty that it has only been in the rain a couple of times, has never been in the snow and has never sat outside overnight.

Dad ran the GTO in B/Stock for the 1965 season. He ran a Pontiac Motor Division (PMD) demonstrator in 1966 (an overhead-cam Sprint) and pumped up the GTO for B/Modified Production for 1967. The B/MP class allowed bigger slicks, the use of the newer '66 Tri-Power intake, '67 cylinder heads and aftermarket Kustom headers. This configuration resulted in a best-ever 12.18-second ET at 118 mph. The car essentially remains in this configuration today.

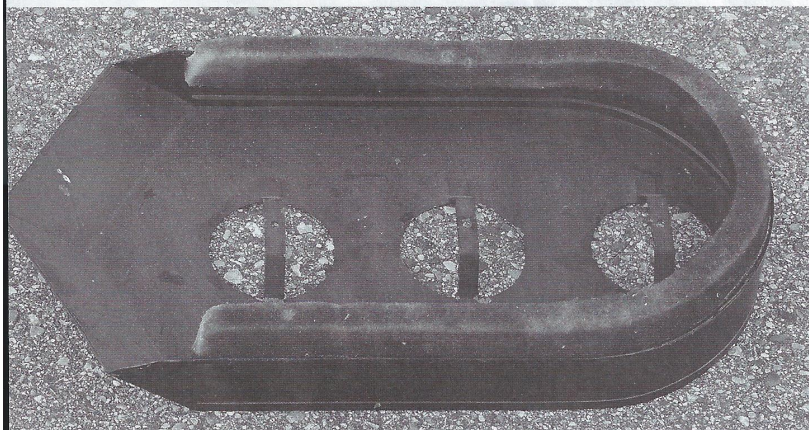
Our lives would change dramatically in the summer of 1974. After an extended period of not feeling well, Dad was diagnosed with acute Rheumatoid arthritis. I'm convinced it would have disabled a lesser man, but it served merely to slow him down. Dad continued with many of the activities he enjoyed, but due to constant pain in his knees and ankles, he could no longer push in the heavy-duty clutch. At that point, the car was indiscriminately parked and sat.

And sat.

Little did we expect the GTO would sit, nearly neglected, for almost 25 years. It sat in that same spot in the front garage for the remaining time I lived at home, most of that time with 4656.2 miles showing. We would roll the car out once a year or so to wash it and occasionally would put some gas in it and fire it up to run around the block once or twice. I wish now I had been a little more careful as the car still bears the wounds inflicted by an errant bicycle handle grip or die-cast pedal tractor. The GTO was always



The author has kept the GTO in the same B/Modified Class racing condition that his father ran when the car was new and reserved only for the drag strip. The Tri-Power 389 is mated to a close-ratio four-speed and a 3.90 rear axle combination with optional metallic brakes doing the stopping. This one-of-a-kind Ram Air Pan (below) was forced more air into the carburetors and intake manifold. The hood scoop insert and reinforcement brackets have been removed to allow open unrestricted airflow into the hood scoop, ram air box and carburetors. For Pontiac fans, and performance car lovers in general, the car is a masterpiece of original muscle.



sitting just slightly in the background, within view and within arm's reach.

Finally, in the early 2000s, as a responsible home owner with my own secure race shop, I was able to convince Dad to let me keep the GTO at my house. In relative secrecy, I slightly de-tuned the engine, cleaned out the fuel tank and reinstalled the correct tire and wheel combination.

The GTO emerged from its unintentional extended sleep in the condition it maintains today: totally original and unrestored. It retains its "born with" engine, transmission, rear axle, factory-applied paint and factory-installed interior. The poor car carries what must be the worst paint job applied by the Pontiac assembly plant, complete with hand prints in the hood, hairs in the quarter panels, a large visible swiped area in the deck lid (I'm told it's due to pushing too hard on the tack cloth before the color was sprayed) and front fenders/doors that rub on each other when in use. Thankfully, the typical lacquer checking due to age seems to be confining itself to the horizontal surfaces only. (Note: The poor quality of the car's finish is blamed on the fact the car's build had been expedited to avoid being trapped on property due to an anticipated UAW strike.)

Anything not related to going fast is untouched, meaning the car even has all the original light bulbs and hoses, which makes it a great reference for how things were done on the assembly line. I field at least one phone call or e-mail per week from other enthusiasts and restorers with specific questions about date codes, assembly markings or wire and hose routings.

The GTO's grand coming out occurred at the Wide-trackers Chapter of POCI Dustoff show in 2003. Since then, it has been mentioned in numerous books, magazines, calendars and replicated in scale by Johnny Lightning.

Since retiring from race-duty, current activities include local parades, shows and concours events. I was honored to be invited to participate in the inaugural Muscle Car and Corvette Nationals (MCACN) held in Rosemont, Ill., at the Donald E Stephens Convention Center in 2009 as part of a display of significant Royal Pontiac-prepped cars. A recent trip to the hardware store resulted in the odometer rolling just over to 5000 miles, which was an emotional event for me.

As far as the future, my plans are to attempt to maintain the GTO in its current state, both by not allowing its condition to degrade any further and by keeping it in its 1967 season B/MP trim. I have all the original parts to return the engine to its "born with" configuration (intake manifold and carbs, exhaust manifolds, cylinder heads and valve covers), but prefer to keep it in its current set up in deference to my dad's abilities and as a steward of "his" car.

Dad passed away in November of 2005. My words may have already betrayed this belief but, to me, it will always be "Van Seymore's '65 GTO." It fills me with familiar smells and fond memories every time I'm near it, and never fails to make me smile.

And that, I believe, is what this hobby is all about.

At press time, this historic 1965 GTO was on display at the Gilmore Car Museum (www.gilmorecarmuseum.org) in Hickory Corners, Mich.

