

# OANA



The Opel Association of North America

## THE OPEL EXCHANGE

The Official Newsletter of the OANA

Vol.7 No.4 – July / August 1999



*NEOC Meet – Hot, but really really nice*

## OANA CLUB INFORMATION

The Opel Association of North America has been in existence as a local club since 1985. From 1994 to 1996 the club saw many transformations, and the O.A.N.A. settled into its current form in 1996. Our purpose now is to provide a source for locating parts, service, tech-help and various forums to exchange information between owners of all Opel models from the 1957 Olympia to any gray market imports that are in North America. We do, however, place a special emphasis on the Opel GT, Manta and Kadett models. Our ultimate goal is to keep the Opel marquee a presence in North America, improve the collectibility of all Opels in North America, and most of all, to have fun doing it.

The North American Bitter Registry was formed for essentially the same reasons as The Opel Association. A very small number of Bitters (our sister make) SC coupes were imported into the U.S. With the non-existence of any club to help the owners of these rare and exotic cars, it was determined that our club would be the right place to give assistance and help these owners have a place to get connected.

- **Club membership dues:**

Regular Newsletter membership for U.S. and Canadian members is **\$35 for 1 year**

Net-Only Membership (Members do not get a mailed newsletter; they download it from the net) is **\$20 for 2 years.**

Business members are **\$100** a year (includes business card in newsletter and banner on front page of website), **\$50 per ad** page per issue.

- **Mail all membership dues, merchandise orders and advertising to:**

The Opel Association of North America - 394 Mystic Lane - Wirtz, VA 24184

**Our web site and links to our chapter's web sites:** <http://www.opel-na.com> **Site Login:** oana **PW:** 74luxus

**Join the Opel mailing list :**

Go to <http://www.egroups.com/group/classicopels/info.html> to join the North American Classic Opel mailing list

## OANA CHAPTER INFORMATION

<p><b>Mid-Atlantic Opel Association</b> (VA,DE,MD,NC,WV,PA,OH,KY,DC) <b>President - Charles Goin</b> Address: 630 Watch Hill Rd. Midlothian, VA 23113 Phone - 1-(804)-379-9737 Email - opelprez@opel-na.com</p>	<p><b>New England Opel Club</b> (MA,CT,NH,RI,VT,ME,NY,NJ) <b>President - Gary Farias</b> Address: 24 Columbia Rd. Swansea, MA 02777 Phone - 1-(508)-679-2740 Email - garyf@edgenet.net</p>	<p><b>Rocky Mountain Opels</b> (AZ, CO, MT, NM, UT, WY) <b>President - Branston DiBrell</b> Address: 5245 Wainwright Dr. Security, CO 80911 Phone - 1-(719)-391-9421 Email - dibrellb@rmi.net</p>	<p><b>Bitter SC Registry</b> <b>President – Richard Anderson</b> Address: 26 Brandywine South Barrington, IL 60010 Phone - 1-(847)-836-5006</p>
<p><b>Southern</b> (AL, FL, GA, MS, SC, TN) <b>President - Ken Litke</b> Phone - 1-803-279-5796 Email - opelblitz@earthlink.net</p>	<p><b>Great Lakes / Mid-West</b> (IL, IN, MI, OH, WS, IA, ND, SD, NB) <b>President – Bill Hoffman</b> Address: 30725 114th St. Wilmot, WI 53192-0457 Email - bill@techheadnet.com</p>	<p><b>Pacific Northwest</b> (ID, OR, WA and AK) <b>President - Ed Thomas</b> Address: 1233 Firpack Dr. SE Lacey, WA 98503 Phone - 1-(360)-491-0865 Email - ethomas@thurston.com</p>	<p><b>Central OK Opel Club</b> (OK, TX, AR, LA, MO, KS) <b>President – Robert Lee</b> Phone – 1-(405)-288-6288. Email - relee17@hotmail.com</p>

## UPCOMING EVENTS

- Opel GTs of Washingtons' Annual Tacoma Meet Tacoma, WA July 17<sup>th</sup>, 1999
- Picnic at the Races Golden, CO July 25<sup>th</sup>, 1999
- 19<sup>th</sup> Annual OMC Picnic and Show Los Angeles, CA August 6<sup>th</sup> – 8<sup>th</sup>, 1999
- The 14<sup>th</sup> Annual OANA/MOA picnic Richmond, VA September 25<sup>th</sup>, 1999

## Opel GT Source

Orders: 1-800-673-5487

Info: 1-209-928-1110

Fax: 1-209-928-3298

Web: opelgtsource.com/opel

E-mail: OpelGTS@OpelGTSsource.com

Mailing address: P.O. Box 4004, Sonora, CA 95370 USA

UPS Shipping address: 18211 Zeni Lane, Tuolumne, CA 95379 USA

Open Mon-Fri 8am-5pm Pacific  
9am-6pm Mountain  
10am-7pm Central  
11am-8pm Eastern  
Catalog \$4.00



New, Used & High Performance parts for :  
Opel GT, Manta A, 1900 sedan & Kadett B.

Direct importer. Same day shipping policy. We accept Visa, Mastercard American Express and Discover . 12 years serving the Opel community

## Opel Parts & Service, Inc.



Specializing in New, Used and N.O.S. Parts  
For all Opels from the 1950s' to 1975

Monday - Friday  
3961 S. Military Hwy. 11am - 4pm  
Chesapeake, VA 23321 1-(757)-487-3581

## OANA TREASURER'S REPORT - 16 MAY 99 - 4 JULY 99

Receipts:	Expenses:	Totals
Dues (Regular): \$ 35.00 Dues (Net-Only): \$ 100.00	U.S. Postal Service: \$ 70.85 Viking Awards (Carlisle Awards) : \$ 150.00 Valentine Graphics (T-shirts): \$ 329.22 Opel GT Source (Carlisle Awards) : \$ 50.00	Balance brought forward: \$ 819.14 Reserve Fund (Carryover): \$ 1080.00 Total receipts: \$ 135.00 Total Expenses: \$ (603.69) Reserve Fund (New): \$ 980.00
<b>Total receipts: \$ 135.00</b>	<b>Total Expenses: \$ (603.69)</b>	<b>Balance: \$ 450.45</b>
New Members		Renewals
Patrick J. Hall (Net Only) Russell & Ali Hegler (Net Only) William C. Williams (Net Only) Rick Gradwell (Net Only) Brad Kiespert (Net Only)		David Shelmire

This report covers a somewhat shorter period of time than my previous ones (50 days versus 60) . Our expenses were way over our receipts for this period due primarily to a previous carryover expense from the Carlisle show (Viking Awards \$153), and an old bill for T-shirts, sweatshirts, etc. (Kevin Valentine \$329.22). The \$50 to Gil Wesson was for certificates passed out at Carlisle. Also, I have not yet received a bill for the printing of our last newsletter (estimated to be \$150). Our balance shows that our operating funds are getting rather "low". If, however, renewals come in when due and we continue to get new members as in the past several months, we hopefully will not have to dip into the "reserve" fund in order to pay our expenses for the rest of the year. All members whose membership expires during the next 6 months can effectively help this situation by renewing on time. - - Please check your label for expiration date! If I don't receive your check by the end of that month, I will send you a follow-up post card reminder. However, these cost money that the club could otherwise put to better use.

Respectfully submitted, Erik Larsen - OANA Treasurer



**BILL DALEY OPEL PARTS**  
GT, MANTA, 1900, KADETT

30 OAKHAM ROAD  
NORTH BROOKFIELD, MA 01535  
TEL. 508-867-6983



SHIPPED  
BY UPS  
DAILY

**Opels Unlimited**  
Visit our New Web Site  
<http://www.opelsunl.com>

If You went  
somewhere  
else You  
paid too  
much

871 E. Lambert, Unit C  
LaHabra, CA 90631  
Ph: 1-(562)-690-1051 Fax: 1-(562)-690-3352

### LETTER FROM THE PREZ - NEOC MEET

First, before I go into my long-winded blow-by-blow story, BIG thanks to Gary and Wayne's efforts, I had a great time at the NEOC meet in Boston.

I drove up from Richmond on Friday evening and made it into CT about 2 am. The next morning I drove up and met with Al, another Opel Nut, in Springfield, MA. Then I went up and met up with Bill Dailey and scoped out his place (this leaving Bob Legere as the only Opel businessperson I have yet to meet in person). Bill showed me a few of his cars, and of course the one I was most interested in seeing: his 59' Olympia Rekord P2 Coupe. Hopefully, one of these days it will be mine (Yea... my wife will love that, yet another Opel project ;-). Bill's Rekord is by far the best Rekord I have seen to date. I would consider it a Level 3 car, needs a part here and there, some rechroming, etc., but it is a nice looking and, I have been told, nice running example.

---

---

**LETTER FROM THE PREZ – NEOC MEET**

---

---

Well anyway, after that we (Ann and myself), drove down and spent some time with Wayne and Erin on Saturday evening. Now by this time, everything was going well, I was right on my self-imposed schedule and everything. Then I got a little misdirected, seems the directions I had written down off the phone from Wayne were a little off. Of course, it wouldn't have hurt to have gotten the directions he had emailed me later out of my bag and READ them. I finally found his place after driving around in circles for about an hour. Then I found out that there seems to be this drought going on in the northeast and Wayne is an ODD numbered house so I CAN'T WASH MY CAR on even numbered day! If he lived across the street all would have been fine. BUT NO... If I wash my car the water police will come and take me away, because I am washing my car at a ODD house and not an EVEN one... ARGH!... OK, a few beers later I was over it.

After dinner and an appropriate amount of time to let said beers run their course, I go to get a hotel room. Since I am not a follower of Women's World Cup Soccer little did I know that said event was at Foxboro Stadium only 10 minutes away from Wayne's, and had been in town for a WEEK!!! So after driving about 2 hours I finally found a hotel room in Brookline right near the show. Since it was 2 am, and I was now near the show, about 30 minutes away from Wayne's and the Commodore was filthy, I decided against the Opel breakfast and went instead to a local Starbucks and a car wash the next morning.

Speaking of which I have NEVER had a car taken care of so well. The car wash I went to did a hell of a job and off I went to the show to meet up with Wayne and Gary. It was a nice show and as much as I pissed and moaned (I REALLY wanted third place ;-), the top three cars that deserved their day in the sun definitely got it. Speaking of sun, did I mention it was hot (97 degrees) and humid as hell??? (In retrospect, it wasn't all that bad considering what we just went through in the last 3 days.) Even so, I think Gary had about 20 Opelers and 11 cars. Which considering the size of the show (A total of 133 cars), I think was a very respectable showing.

The main thing wasn't the drive or the heat though. It was the camaraderie and getting to meet a lot of the New England Opelers I haven't had the privilege to meet yet. Not only that, I proved it's not such a bad drive and you can do it, too. Total time for you Wayne and Gary is about 11 hours at an average of 55 MPH. (70 for most the drive - 40 through CT was my average). Speaking of which, what gives with CT? There were slow downs for NO REASON!! Just slow traffic for miles then it all of a sudden speeds up... NO large intersection, accident, construction or broken down car, they just drive slow as HELL and then decide to speed up for no reason... What is up with that? NYC, on the other hand, was a breeze to drive through, but \$13.40 in tolls between CT and Baltimore was a little nuts... All in all the drive wasn't bad and I will do it again. Hopefully with a few things going my way, I will drive all the way across the country and make the OMC picnic. I have full faith in the Commodore now. Not only did it run fine, it was comfortable. Even with the A/C running and a bent rim.

Well that's it. Thanks guys, for a great time. And I hope to see you Yankees down here in Richmond in September for our Picnic!

**Sincerely, Charles D. Goin - President Mid-Atlantic Opel Assoc. and OANA Editor and Webmaster**

---

---

**NOTES FROM ROCKY MOUNTAIN OPELS**

---

---

**CRIPPLE CREEK GOLD RUN RECAP**

Saturday May 15th, 7am. A cool and sunny morning in Colorado Springs. No threat of snow or floods in the forecast (both have happened in the prior three weeks) - a good day for a run. I leave home to get to the starting point of the Cripple Creek Gold Run up at the McDonald's in Englewood. I have had a bunch of RSVP's saying that they couldn't make it at all (I had asked for RSVP's for people that could stay overnight in Cripple Creek - in fact, the overnight stay portion of the run was 'officially' cancelled), but not everyone called and I thought that I would meet anyone there that wanted to run for the day.

I get to the McDonald's before 9am and wait. No other Opelers show. I leave at 9:45 or so - the run is off. I guess people are too busy. Just an aside, I urge all of you out there, especially if you haven't been to an event before, to come out and join us. I don't care what shape your Opel is in - we just want to see what you have and have fun driving our Opelers and fun doing whatever activity we come up with.

Anyway, since I had made reservations at the Palace Hotel and Casino, my wife and I decided to go up anyway (in our newly purchased 1995 Subaru Legacy, thank you very much) taking our two daughters to spend the night there. I'm glad we did because this allowed me to experience my 'sight unseen' planning that I had done for this run. The Tour that I planned, sight unseen, for that afternoon turned out to be a very interesting and informative drive through the areas around Cripple Creek. Chalk up one point for me. The overnight stay at the Palace Hotel and Casino, however turned out to be a smoky affair (which is not good if you are non-smokers like we are). I liked the historic charm of the hotel myself. The 100-year-old building has bathrooms "down-the-hall" for most guests and even has a resident ghost or two. But it was just too smoky for me to stay there again. I will definitely look for non-smoking accommodations next time.



---

---

## **NOTES FROM ROCKY MOUNTAIN OPELS – (CONT.)**

---

---

### **THE ROCKY MOUNTAIN OPELS' PLANS FOR 1999**

(note: RMO members have already gotten the details below. By the time you are reading this, one or more of these events may have already passed).

**Sat July 17 - Mike Sells' Opel Workshop** Time: 10am - 5pm. We meet at Mike Sell's house and do some cooperative engine work. This should be a learning experience for us all. Come out with your Opel Technical questions. Also, if you have some parts to swap (or money to swap for parts), bring them along. Mike said he will be barbecuing as part of the lunch provided.

Please RSVP to attend Mike Sells' Opel Workshop (email your RSVP to: [dibrellb@rmi.net](mailto:dibrellb@rmi.net) or call Branston at (719)391-9421). The workshop will be held at the Sells' residence located outside of Kiowa, CO. You will receive directions when you RSVP. If you are reading this on July 17<sup>th</sup> and making the last-minute decision to come, just call Mike at 303-648-3020.

**Sun July 25 - Picnic at the Races.** Starts at 10am. The Picnic at the Races event will be held at the State Patrol Training Facility in Golden, CO. Watch James Schrecengost race his Manta. James says that you can race your Opel too! If you would like to race, be there at between 7:30 and 8:00am, otherwise, 10am is just fine (that is when the racing starts).

### **Tentative:**

Spanish Peaks Run and Octoberfest Show - Pueblo to Trinidad CO. -Branston ( email: [dibrellb@rmi.net](mailto:dibrellb@rmi.net); phone: 1-(719)-391-9421 )

### **MEMO FROM THE RMO PRESIDENT**

My Opel GT. As a few of you may know, I've been doing bodywork on my 72 GT. I took a class at the local community college last summer (for the second year in a row) to continue work on my GT body. It's been slow because of a combination of not knowing what I was doing, and biting off more than I could chew. Well, at the end of last summer, I was going to do more work on my own - glue (glue instead of welding) the new rear (taillight) panel and rear area behind the back window into place, glue metal into the rest of the rust spots, and generally get it ready for painting. Well --- after a several month delay in getting the glue gun, I did the gluing of the rear pieces, but procrastinated on everything else. Meanwhile, I was taking the bus to work (I took the bus from October to April). The only thing that made me move on putting the rear window back in (I had it out so I could work on the rear panel) was the Cripple Creek Gold Run in May.

After not driving the Opel for that length of time, driving it again is kind of like getting acquainted with an old friend. On the way to Englewood and the start of the run I was thinking to myself, "the engine is strong, sounds good." "This steering wheel is sure small." "These brakes are better than on my wife's Datsun." "Boy, I need shocks!" and finally, "this exhaust and oil smell is killing me!"

After driving to Englewood, then driving back home (see Cripple Creek Run Recap), a 200-mile round trip, I came to the realization that I needed an engine rebuild the most. I guess I've gotten spoiled by breathing clean air. So that is my goal for this summer - I plan (here I go again) to buy an already rebuilt engine and install it myself (with some help from those more experienced, I hope). Our next event, Mike Sells' Opel Workshop, should help me get in the right frame of mind for my project. I hope you all can come out.

### **Branston DiBrell - President Rocky Mountain Opels**

---

---

## **NEWS FROM THE NEW ENGLAND OPEL CLUB**

---

---

Opel owners are coming out of the woodwork!!! The Opels on the Lawn event was a success from the viewpoint that besides having more vehicles than last year, (11 vs 7 ) there were more new Opels being shown. Charles drove his Commodore all the way from VA to attend. Jack Stefanowicz drove up from NJ and wants to promote Opel activities in that area. We even found out who has the elusive "OPELGT" license plate!

We had a great time! Wayne Torman's purple '73 took first, my red '69 second, and Gene Allen's "Tealaway" took third in the participants voting. Next year promises to be even better.

### **THE NEW ENGLAND OPEL CLUBS' PLANS FOR 1999**

July 11, "Opels by the Sea" The NEOC will be represented at a car show in Portsmouth, RI. After the show we plan to cruise to Newport, RI for a drive along the 12 mile Ocean Drive.

August 15, (Tentative) The NEOC has been invited to participate in the Vintage Sportscar Club of America's annual Vintage Celebration at the New Hampshire International Speedway in Loudon, NH. We will have a "Opel Corral" and we are trying to arrange "Touring Laps" of the road course.

---

---

## NEWS FROM THE NEW ENGLAND OPEL CLUB (CONT.)

---

---

### THE NEW ENGLAND OPEL CLUBS' PLANS FOR 1999 (Cont.)

September..... Another Rallye with the triumph Club.

Sept. 26.... (Tentative) We have been invited to the 18th annual All Vehicle show at Rockingham Park in Salem, NH. (just over the MA border) Details to follow.

Also planned is a meet in CT. Right now we are looking at the Fall Vintage Car Festival at Limerock. Activity in New England is soaring (along with this 98 degree heat) The NEOC web site ([www.opelgt.com](http://www.opelgt.com)) has all the latest info. On line members are contacted via an E-letter. (No. 7 as of today) I copy you so that you may summarize them for members who are not on line.

**Happy Opelung, Gary Farias - New England Opel Club**

---

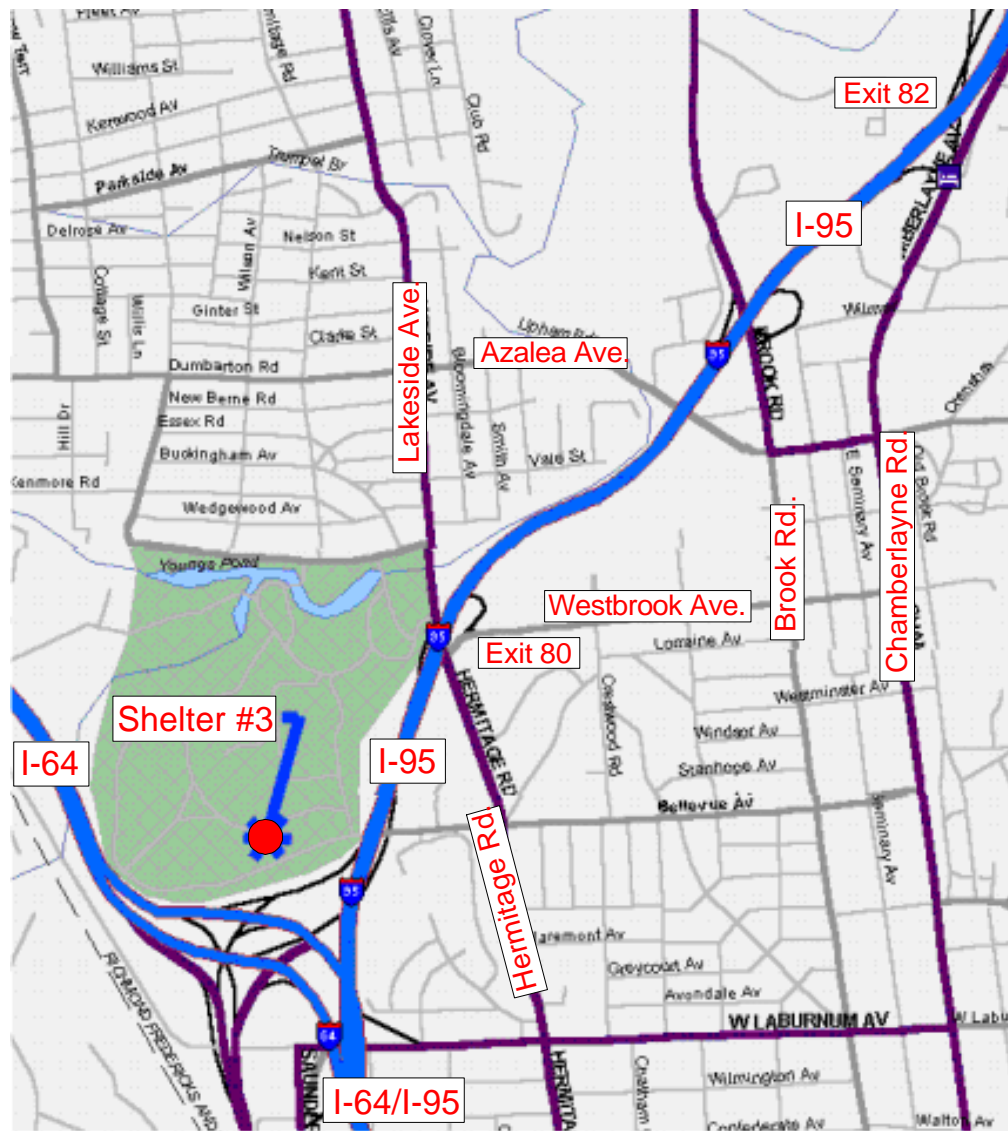
---

## NEWS FROM THE MID-ATLANTIC OPEL ASSOCIATION

---

---

### MOA PICNIC AND SWAP MEET !!!



Normally this time of year I would be posting pictures and such from the last MOA picnic, but since the NEOC has to have their show on the same weekend (They have no control of the date). It was decided to go ahead and move the MOA picnic back into the month of September (where it had been at one time already). So... it's time to inform you of the when and where, hotels and all that stuff.

This year we will still be in Bryan Park as we have been for the last three years (when you have a good location why change? Unless of course you guys have a better idea or place to have it and then I am all ears). One exception, we are not in Shelter #1, we are in Shelter #3. So, this year when you turn up the road and see Shelter #1 you have gone too far, take the Left at the sign and go to Shelter #3. Not much difference really, other than the walk to the rest rooms is longer and we are not down at the lake.

Same routine as all previous years. We provide the drinks, the coals, the burgers and the dogs. WE ask you bring sides and/or a dessert (fudge brownies are my favorite, if you were wondering).

Haven't set up anything for Hotels, but there are Hotels at

exit 82 and exit 80. And the recommended Holiday Inn just south of Laburnum and Hermitage. Will have that in the next newsletter.

---

---

**NEWS FROM THE MID-ATLANTIC OPEL ASSOCIATION (CONT.)**

---

---

**BRING YOUR PARTS !!!  
NEW AREA HAS A LOT OF SPACE TO SPREAD OUT  
THIS YEAR WE ARE ALLOWED TO HAVE A SWAP MEET  
BRING YOUR PARTS !!!**

**Directions:****From I-95 South (Northern VA & New England):**

Take Exit 82 (Chamberlayne Road)  
Follow Chamberlayne thru 2 lights  
@ 3<sup>rd</sup> light (Azalea Ave.) take a right  
Follow Azalea thru 2 lights  
@ 3<sup>rd</sup> light take a left (NEW Rite-Aid across the street)  
This will be Lakeside Blvd.  
Follow signs into Bryan Park.  
We are in **Shelter #3**

**From I-64 East (Charlottesville and points West):**

Take Exit 187 (I-95 North – Left exit)  
Approximately 1/8 mile take exit 80 (Hermitage Rd.)  
At end of exit ramp is a stop light at a T-intersection  
Take a Right at the light  
Second left is entrance to Bryan Park  
We are in **Shelter #3**

**From I-64 West (Norfolk) and I-95 North ( N.C. ):**

If on I-64 merge with I-95 and continue through the city.  
If on I-95 North just continue through the city.  
Continue on I-95 North after the I-64/I-95 split.  
Approximately 1/8 mile take exit 80 (Hermitage Rd.)  
At end of exit ramp is a stop light at a T-intersection  
Take a Right at the light  
Second left is entrance to Bryan Park  
We are in **Shelter #3**

**Events:**

10 am – 12 pm Meet  
12 pm – 1 pm – Lunch  
2 pm – Meeting  
2:30 pm – Auction and Raffle  
3 pm – Awards

**Activities for NON-Opelers:**

Duck pond within walking distance.  
Tennis Court  
Playground

**Costs:**

\$5 per person  
\$5 per Opel  
Children under 12 free (One per paying adult)

**\$0 – Swap Meet**

**BRING YOUR PARTS !!!  
NEW AREA HAS A LOT OF SPACE TO SPREAD OUT  
BRING YOUR PARTS !!!**

**Lunch:**

Hamburgers & Hot Dogs (Condiments provided as well)  
Soda  
Sides and Desserts are pot-luck.

---

---

**IN OTHER NEWS FROM THE MOA – OPEL RACING INFO**

---

---

The 8/22 race will probably be my last race this year. My wife and I are expecting our first on 9/2/99 so Morrisville may even be suspect. THSCC always runs great events with 80-120 cars per race. Eric Pare and I are the only 2 auto-xing Opels in NC that I know of, except for a GT with an Iron Duke 2.5. I hope you can make it to one. I am going to try and Make it to Carlisle next year (it's a haul) and if I can work it out I'd like to make to one of the get-togethers in VA (I just have to haul the car everywhere).

**THSCC schedule (all in NC)****7/11 Rocky Mount****7/16-18 McKamey Auto-x school (the best school with National Champion instructors, but I can't make it)****8/22 Morrisville (between Durham and Raleigh)****9/19 Laurinburg (old airport) or Wilson (street event)****10/23-24 Rocky Mount (School Saturday and race on Sunday)****11/7 Morrisville**

Take care!  
Kurt



PICTURES FROM THE NEOC – OPELS ON THE LAWN



**Gene Allens' "Tealaway"**  
(Back)  
**Walter Foxtrees GT**  
(Middle)  
**Emilio Giugliano's GT**  
(Front)

**Gary Farias'**  
**69' GT**  
**and**  
**Wayne Tormans'**  
**Purple Beauty**

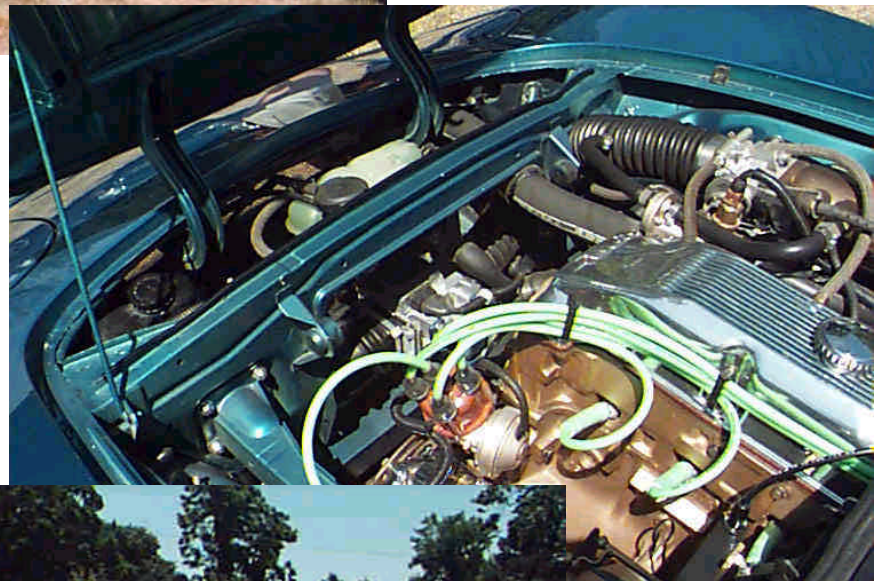




**PICTURES FROM THE NEOC – OPELS ON THE LAWN (CONT.)**



**3<sup>rd</sup> Place  
"Tealaway"**



**Charles Goins'  
'72 Commodore**



PICTURES FROM THE NEOC – OPELS ON THE LAWN (CONT.)



Pat Waddington's GT



Ais' GT

**First Wayne's Article** - (John's article adds to and clarifies some of Wayne's, while there is a little repeat, its best if both are printed unedited)

Here's what I've figured out, and if anyone knows any better suggestions PLEASE share them!

1. Go shopping. You will need a plastic (or fiber) ring with a 3/4" internal diameter and 1" external diameter, about 1/8" thick. This \*sounds\* like it would be an easy part to get, but believe me, I had to search high and low for them, and I am still not completely satisfied with what I found, although it does seem to work ok. I ended up with fiber rings that are just a little bit too thin, which allows a very slight bit of play... but as I implied, it works well enough! My main concern is that fiber may not work if I need to do this again - especially Step 4, below, as you'll see. Also, I know it seems weird that I used American measurements, but for some reason, these ARE the right diameters and they didn't seem to fit well against any metric measurement as well as they did against 3/4" and 1".... what can I tell ya?

2. Place the gas cap upside down on your workbench. Remove the retaining clip at the top of the center shaft. This can be done most easily with "snap ring pliers" which can be had for as little as \$6. Or you can use two pairs of needle-nose pliers. Insert the tip of one pair into the space in the snap ring, spread the pliers open to expand the snap ring, and then use the other pair of pliers to sort of "peel" the ring away from the groove that it fits into. (Just because getting it off was easy, don't think you can get away without the snap ring pliers... it's MUCH harder to put the ring back on! :- )

3. Once the ring is off, the outer sleeve on the center shaft, the spring, the spring "cup", and the fuel neck gasket will all come right off.... in fact, the outer sleeve and spring will probably come off at a pretty good speed as soon as you remove the retaining ring!

4. Now the hard part, which requires "the trick", where I'd guess just about everyone who has ever tried this has gotten "stuck". (I know it stumped me for about a year.) In order to get the "inner sleeve" out, the way I do it is to use a propane torch, and heat up all the way around the base of the inner sleeve, right where it bends 90 degrees to the flat circle of metal that is under where the gasket was. Use a large pair of pliers to (gently) hold this "inner sleeve" just under where the snap ring was. After a minute or so of heating with the propane torch, smoke will start pouring out from under the flat metal circle (don't worry, it doesn't burn, melt or discolor the metal in the time it takes for the plastic ring inside to melt... and it seems to melt quite "politely", without liquefying and gumming everything up). By lifting up on the inner sleeve so that the gas cap is about a quarter-inch off your workbench, as soon as the plastic ring has melted enough, the inner sleeve will pull away nicely from the outer chromed shell of the cap, and the outer shell will drop away onto the workbench. Note that there is a small wavy metal ring down inside the inner sleeve, that fits between the inner sleeve and the outer shell. DO NOT LOSE THIS RING! Now, clean up the plastic crap (well... there will be some.... it can't be helped!) from where it melted, and then go on to the next step.

5. Now that you have exposed the inner shaft, you are pretty much home free in terms of "trickery", except that you WILL need some patience later on when you are replacing lock wafers. There is a tiny set screw on the side of the inner shaft, near the tip. Once you loosen the screw, the lock mechanism will slide freely out of the outer shell (as long as you swing the cover open! ;- ) ). At that point, you can either swap in the mechanism from another cap (Bill), OR you can replace the lock wafers in the mechanism with ones that are proper to work with your key. Here is the deal on lock wafers... all keys are cut using a very specific instruction set, the "key code". Each notch on the key is cut to a certain depth as described by the numbers in that code. Opel used 5 different depths, so each digit in the key code is between 1 and 5. Each side of the key has its own code, hence you'll get a key code like 33512 24321 or whatever. (NOTE: You can still easily accomplish this change without having the actual key code, I'm just explaining this so you'll have an easier time of understanding what's going on!) Unfortunately, it seems that wafers for Opels have become scarce (although I haven't really asked any of the dealers about this specifically, because I scavenged several from beat-up door handles and crappy gas caps). fortunately, whether or not you have other locks that you can scavenge from, you'll still be ok, but just a little bit \*less\* safe... you'll see what I mean in a minute....

6. Here's the deal on re-keying to your key... once you have the lock cylinder out of the cap, notice that several of the wafers stick out past the edge of the cylinder when there is no key in there. Those are what prevent the lock from turning without a key, because they hang up in the grooves on the inner sleeve. Now, slide your ignition key into it. You'll see that some that stuck out before no longer do, but others now stick out. The idea of this whole exercise is to make it so that several stick out when no key is in, but when YOUR key is in, they ALL stay within the cylinder. (By the way, for these steps you'll need a large tweezer to pull out and put in wafers.) Once you've checked out the general operation of the cylinder, soak it with WD40 or something and get it cleaned up. Next, pull out one of the wafers... one that obviously DOESN'T fit correctly! Notice that the wafer has a thin edge on top (above the rectangular hole), and a thicker edge below the hole. (The top is also where you'll notice little sort of serrated edges or ridges on the corner of the wafer.) The thicker edge is what must correspond to the depth of the notch in your key that you are currently working on. In other words, the five wafers that all come out the same side of the cylinder must correspond to one side of the key, and the wafers that come out in the other direction must correspond to the other side of the key. Now that you understand what's going on with the cylinder and the wafers, it's time to carefully and patiently remove and replace wafers to match YOUR key. Begin by securing the cylinder horizontally, with a row of wafer slots pointing up. Notice that only HALF (five) of the wafers can be removed from each side, so you will only be working on those five for now. Remember, only work on one side of the cylinder at a time, and preferably only one wafer at a time. This is where it's \*really\* handy to have lots of wafers... for example, you can observe exactly how wafer "A" fits with the key in place, and then try a couple of other different wafers from your stash, until you find one that sticks out without the key, but is perfectly flush above and below when the key is in.



---

---

**TECH TIP - RE-KEYING OR REPAIRING THE OPEL GT GAS CAP (CONT.)**

---

---

If you are only working with the set of wafers from your one gas cap, unfortunately, you must remove ALL of the ones that don't fit before you reinstall ANY of them. That way, you'll have a pool of wafers to choose from as you try to re-fit each slot with the correct wafer. While this will eventually get you to (almost – see paragraph after next) the same end result, you won't have each wafer to compare to as you go along, because you will probably have already used it in a different slot.

Here's how to replace each wafer: With the key in place, if the one you are working on is, say, 2 millimeters \*above\* the edge of the cylinder, then you need to select a wafer with a bottom edge that is 2 millimeters \*taller\* than the one that was in there. That way, it will push the wafer DOWN. If the top of the wafer is 3 millimeters \*below\* the edge of the cylinder (and therefore sticking out the other side), then you need to replace it with a wafer whose bottom part is 3 millimeters \*shorter\*, so the key doesn't push it down as much! (Did you get all that? Whew!) Obviously, you'll have to remove and reinsert the key between each wafer change. I'd strongly recommend that once you do have a slot filled with the correct wafer, you use a "Sharpie" pen to mark that that one has been done... believe me, after a while you will be cross-eyed from looking at these slots and trying to determine which one you are currently working on, so it will certainly only help. Remember, concentrate only on the wafers on one side of the cylinder at a time, or you'll go crazy!

So here's the part about why it sucks (but will still work) to only have the wafers from your one gas cap... It is NOT required that all 10 wafers be in place for the lock to work. Once you've removed all the wafers that started off being wrong, you'll see that probably only a few are still left in the cylinder, because they just happened to be the right size to begin with. When you take the ones you removed from the cylinder and put them back in wherever they can now fit, you'll undoubtedly have a few wafers left over, and a few empty slots, because your remaining wafers likely won't be the right ones to fill the open spots. Again, you don't need all 10, so that's ok, but you really DO need to have some sticking out from both sides (with the key OUT) when you are done, or else it won't have the same security. Basically, the fewer wafers you do use, the less safe the lock is, but hell, you do what you have to in a pinch!

7. Now that you \*finally\* have as many wafers in the right alignment as you can manage, you are ready to reassemble everything. Put the key into the lock cylinder (so that all the wafers are retracted and the edges of the cylinder are nice and smooth. Next, push and hold in the little lock catch bar on the side of the inner shaft. Drop the lock cylinder all the way down into its hole, lining up the round rod on the end of the cylinder into the opening created in the bottom of the hole when you hold in the catch. Once the lock cylinder is all the way in, you can release the catch. Now, hold the cylinder down in the hole by putting your thumb or a piece of tape over the key entrance, and tighten the set screw in the side of the inner shaft to hold the cylinder in place.

8. Take the plastic or fiber ring that you purchased in Step 1, and cut about a 1/4" piece out of it. While flexing the ring, insert it into the groove just inside the opening in the inner sleeve, where the original plastic ring was. Drop the small wavy metal ring that you put aside in Step 4 all the way down into the inner sleeve. Now, push the shaft (of the outer shell - where the key cylinder is) down into the inner sleeve, and jiggle it around until the ring locks it into place. This might take a couple of tries, but it will eventually 'click'.

9. Put the gas cap upside down on your workbench again, preferably with a piece of cardboard under it to prevent scratching of the top of the gas cap! Place the spring cup down over the inner sleeve, with the ears on the spring cup pointed UP, then place the spring onto it. Finally, push the outer sleeve down hard over the spring and return the snap ring to its original location. (This is where the snap ring pliers are \*really\* helpful!) Voila!

Another tip: Craft stores sell a kind of fine tip pen that actually has paint in it. Buy a black one (and a white one - which I'll explain in a minute), and some "Goo Gone" or other harmless kind of gunk remover. Use it to "refresh" the black paint in the Opel logo. It works very nicely! Use the white paint pen to refresh the lettering and pictures in your instrument panel switches... but BE SURE to use the "Goo Gone" IMMEDIATELY on the plastic to wipe away excess paint, because it \*really\* sticks if you leave it on even for more than a few seconds. It is FAR better to paint and wipe six times, leaving a little more in the grooves each time, than it is to try to go really slowly and carefully and repaint them in one try. If you go that slowly, the paint will have dried where you started, and you will have a mess. Do a quick fill and an immediate wipe, and you'll be MUCH happier!

Well, I really hope that this info is useful to a lot of you, since it was a major pain to type it all up. And I did do this from memory, so I hope I haven't missed any key details (I don't think so, though...) If you have easier ways to do ANY of these steps, PLEASE share them with the rest of us - I \*certainly\* won't be offended by better ideas!

### ***Repairing and Modifying GT Gas Caps*** *by John Grosh*

If you are familiar with the Opel GT gas cap, you know that when the cap is locked, the upper chromed shell of the cap rotates independently of the lower bronze part of the cap, which attaches to the gas tank filler neck. In a properly working cap, inserting the correct key and turning it 180 degrees unlocks the cap by locking together the chromed shell and the bronze catching mechanism so that they turn together, thus allowing the cap to be rotated off the filler neck.

If you are like me, you have one or more caps that won't unlock; that is, even when the key is in the position that should couple the upper and lower parts of the cap, the two halves still rotate independently of each other. I recently took apart six GT gas caps and found a broken part that was responsible for this condition in five of the six. I've developed a slightly modified part that replaces one of the cap's internal pieces and solves this problem.

---

---

**TECH TIP - RE-KEYING OR REPAIRING THE OPEL GT GAS CAP (CONT.)**

---

---

Here's what you need to do if you have a cap with the same problem. First, locate a copy of Wayne Torman's article, "Tech Tip: How to Repair and Re-Key a Faulty GT Gas Cap," as originally published in the February, 1997 issue of the Blitz and reprinted in the March/April newsletter of the NAOGTC. (Wayne recently posted a copy of this article to the Opel email listservers.) Follow his instruction steps 1. through 5. (For his step 1., I had good success with a material called Gylon made by Garlock. I started with 1/8" thick material, punched out a 1" circle, then punched a 3/4" concentric ring out of the center.)

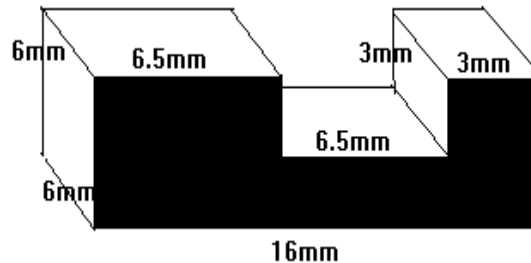
When you have the cap completely disassembled, you may discover, like I did with most of my caps, that the inner chromed shaft has corroded on the opposite side from where the locking tang protrudes (the locking tang is what Wayne calls the "lock catch bar" in his step 6; it is the piece of square bar that engages in the groove in the bronze sleeve to unlock the cap). If you remove the locking tang, you will find a spring behind it, unless the spring has also corroded away. This spring engages the tang with the groove in the bronze sleeve when the key is in the "unlock" position. However, when the cap is locked, the tang is held entirely within the chromed shaft, which permits the chromed shaft and the bronze sleeve to rotate independently. In this position, the spring exerts all of its force against the outside wall of the chromed shaft. With the passage of 25+ years during which freezing water and other contaminants enter the cap, the spring eventually breaks through the light-duty metal of the shaft. When this happens, the spring can no longer engage the tang and your cap is left permanently in the locked position.

My solution to this problem involves eliminating the spring and using a locking tang with slightly different dimensions. The idea is to employ the off-center lobe on the bottom of the key cylinder to forcibly engage the locking tang into the bronze sleeve groove, rather than merely allowing the spring to engage the tang. The disadvantage with the revised locking tang is that the key can be turned to the unlocked position (and thus engaging the tang in the groove) only when the groove is aligned with the tang. Happily, this alignment coincides with the two positions in which the locked cap "clicks" as the top and bottom parts rotate past each other.

In order to fabricate the revised locking tang, you will need to find some 6mm square bar stock (it should be available at a local machine shop) and cut it to the dimensions shown here. For reference, the 6.5mm dimension is almost exactly 1/4", in case your machinist happens to have only SAE tools. By the way, I don't recommend using square bar stock of any SAE dimension since it won't fit accurately into the original space in the chromed shaft.

As I mentioned earlier, the spring is not used with this tang. The revised tang is inserted into the space where the original was, with the left-most face in the above diagram facing outward. The key cylinder can then be inserted and rotated to check that the new tang withdraws completely inside the chromed shaft with the key in the locked position but protrudes from the shaft with the key in the unlocked position. You may now continue the reassembly as per Wayne's instructions. Note that if you make use of the Gylon material I suggested earlier, you won't need to cut a notch in it (Step 7) since the Gylon will flex sufficiently on its own to slide over the shaft but snap back to its original shape to engage the shaft and sleeve.

Feel free to contact me at [jgrosh@juno.com](mailto:jgrosh@juno.com) if you have questions.



---

---

**OMC PICNIC NEWS**

---

---

**1999 Opel Motorsport Club - Picnic Weekend - August 7<sup>th</sup> & 8<sup>th</sup>, 1999*****Location of the Picnic:***

***Santa Rosa Park  
Santa Rosa & Oak St.  
San Luis Obispo, CA***

***The Picnic will be from 10 AM until 5 PM***

***We'll have maps in next month's issue, as well as in the Hospitality Suite on Saturday August 7<sup>th</sup> from 12 Noon on***

***The Club Hotel:***

***Best Western Royal Oaks Hotel  
214 Madonna Road  
San Luis Obispo, CA 93405***

***Phone: 800-545-4410 or 805-544-4410***

***Fax: 805-544-3026***

***OMC has arranged a guaranteed room rate of \$79.00 per night. Be sure to tell them you are making a reservation for the Opel Motorsport Club meeting to insure the rate.***

**NEWS ON THE PRICING OF THE PICNIC**

***At the June meeting, Gil Wesson brought up a good point: the pricing of the Picnic this year is WAY out of line for people bringing family or guests. \$35 per person for non-members adds up to \$140 for a family of four. Ouch!***

***So, we have modified the price schedule to allow you to bring your family or guests for \$15 apiece (kids under 12 are still free). The higher price(s) for Principle Attendee (that's you, you crazy Opel-owner you) is designed to pay for the various expenses related to the park, the trophies and ribbons, etc.***



**Advance Registration Form**  
**1999 Opel Motorsport Club**  
**PRE PICNIC BANQUET**  
 SATURDAY, AUGUST 7<sup>TH</sup>, 6:00 PM  
**19<sup>TH</sup> ANNUAL PICNIC & SHOW**  
 SUNDAY, AUGUST 8<sup>TH</sup>, 10:00 AM  
 SAN LUIS OBISPO, CALIFORNIA

<b>NAME:</b>
<b>ADDRESS:</b>
<b>CITY:</b>
<b>PHONE:</b>
<b>E-MAIL:</b>
<b>YOUR GUEST(S):</b>

<b>HOW MANY PEOPLE WILL BE ATTENDING THE BANQUET?</b>			<b>Opel Motorsport Club MEMBERS</b>	<b>NON MEMBERS</b>	<b>FAMILY &amp; GUESTS</b> NUMBER OF ADDITIONAL PEOPLE ATTENDING (CHILDREN UNDER 12 FREE)	<b>GIVE A BRIEF DESCRIPTION OF THE OPELS YOU WILL BE EXHIBITING IN EACH OF THE FOUR SHOW CLASSES (EXAMPLE: 1968 KADETT RALLYE 2.2L FI) (SEE CLASS DESCRIPTIONS BELOW)</b>				
MEAT LASAGNA	VEGETARIAN LASAGNA	BLACK HILLS BARBECUE	X \$14	X \$15	X \$15	STOCK	INTER I	INTER II	MODIFIED	<b>GRAND TOTAL \$</b>  MAKE CHECK PAYABLE TO Opel Motorsport Club
X \$14	X \$14	X \$16.50	X \$15	X \$25	X \$15					
<b>BANQUET TOTAL \$</b>			<b>PICNIC TOTAL \$</b>			<b>GRAND TOTAL \$</b>				

**SHOW CLASSES:**  
**STOCK:** PURIST CLASS! JUST AS IT CAME FROM THE DEALER. OR IT WILL GET MINUS POINTS.  
**INTERMEDIATE I:** MOST POPULAR CLASS. THE ORIGINAL ENGINE. BUT NON-ORIGINAL CARB, RADIO, WHEELS, SUSPENSION, ETC. ALLOWED. NO BODY MODIFICATIONS ALLOWED.  
**INTERMEDIATE II:** SAME AS INTERMEDIATE I, BUT WITH OPEL-SPECIFIC DRIVE LINE MODIFICATIONS (IE. 2.0L-2.4L ENGINE, FUEL INJECTION, 5-SPEED, BIGGER BRAKES, ETC.)  
**MODIFIED:** ANYTHING GOES. BODY MODIFICATIONS, CUSTOMIZING, OUTRAGEOUS ENGINES, WHATEVER. LET YOUR IMAGINATION RUN WILD!

**IMPORTANT NOTE: THE PRICES ARE DIFFERENT THIS YEAR! THE PARK IS CHARGING US A PERCENTAGE OF FUNDS COLLECTED THE DAY OF THE PICNIC, SO ADVANCE REGISTRATION (ESPECIALLY IF YOU BRING FAMILY & FRIENDS) WILL SAVE YOU A LOT OF MONEY! THE PRICES ARE AS FOLLOWS:**

<b>PRICE FOR MEMBERS ON AUGUST 8<sup>TH</sup></b>	<b>PRICE FOR MEMBERS IN ADVANCE</b>	<b>PRICE FOR NON-MEMBERS ON AUGUST 8<sup>TH</sup></b>	<b>PRICE FOR NON-MEMBERS IN ADVANCE</b>
\$25 FOR PRINCIPLE ATTENDEE \$15 FOR EACH GUEST	\$15 FOR PRINCIPLE ATTENDEE SAVE \$10!	\$35 FOR PRINCIPLE ATTENDEE \$15 FOR EACH GUEST	\$25 FOR PRINCIPLE ATTENDEE SAVE \$10!

PLEASE COMPLETE THIS FORM (OR FACSIMILE) AND RETURN IT WITH YOUR FEES BY **JULY 30<sup>TH</sup>, 1999 TO:**  
**Opel Motorsport Club Treasurer, 3824 Franklin Street, La Crescenta, CA 91214 USA**





# Dr. Jekyll and Mr. Opel

*It is late Saturday night. The mysterious clanking noises from within the Doctor's chambers have subsided. And it is very quiet.*

*Now the spectacles are put aside. Head-gear and perforated gloves are brought forth. The yellow machinery is prepared and ready. Soon the chamber doors will swing open. And...*

And come morning, Doctor Fred, mild-mannered Ophthalmologist, steady of hand and steely of gaze, will journey out to face the challenge of competition. Perhaps a local rally. An autocross. Or road race.

Soon he and the bright little Opel will be motoring along some scenic path, clipping apexes, charging checkpoints, upshifting, downshifting—ah, the joys of Opel ownership. The throaty cam-in-head engine. Velvety 4-speed gearbox. Supple suspension.

Reclining bucket seats. Etc. Etc. Etc.

No, the good doctor isn't a professional hotshoe, and never will be. But he's a good driver, he tries hard, and he has a ton of fun at it. That's important.

What's also important is that after the grime of Sunday's competition is washed away, his Opel Manta will stand proud and ready to ferry him through a solid week of rush-hour traffic. It's *that* kind of car. Solid. Tractable. Economical. Unflappable. A real plodder.

That is, until Saturday night, when the doors of Doctor Fred's garage swing shut, the clanking resumes, and once again the fun begins.



Opel Manta, Sedan and Sportwagon are at your Buick-Opel dealer.

***Dedicated to the Free Spirit in just about everyone.***



---

---

## RACING NOTES FROM THE GREAT LAKES

---

---

We took 2nd Place on the 10 lap race on Saturday, but had the fastest overall time in the ITB class.

We took 1st Place on the 15 lap race on Sunday, June 27, 1999. We were 15 seconds ahead of the 2nd place finisher, when the race was "Red Flagged". The car is running great after a few fine tunings, like having the motor out for new rings, and an oil pan.

The main web site for Waterford Hills (MI) is [www.waterfordhills.com](http://www.waterfordhills.com) Race results are posted, here are the results from the first weekend of the season.

<http://www.waterfordhills.com/results/results99/May1/grp2.txt>

Today's official results will be posted soon. We sold one of our "better than parts" Opel Manta, and hope to be racing against it next season. I will keep you updated as things progress.

Jack Reynaert – For more, Email: [Jack007@ameritech.net](mailto:Jack007@ameritech.net)



---

---

## ADS – ADS – ADS - FOR SALE / WANTED / NEEDED - CARS AND OR PARTS

---

---

SOME ADS ONLY HAVE EMAIL ADDRESSES, IF INTERESTED AND NEED HELP CALL CHARLES AT 1-(804)-379-9737 I WILL HELP YOU CONTACT THE PERSON.

---

---

- **FOR SALE: 1972 ascona ex car and driver car** - EMail: [scoopbj@aol.com](mailto:scoopbj@aol.com) - Location: New York  
Have the ex car and driver turbo opel project car for sale car is in great shape daily driver restored to same as 1972 turbo article too many spares to list can supply photos \$2000.00 obo and details on request 1-(516)-207-9100
- **FOR SALE: 1970 and 1973 Opel GTs** - EMail: [Paxton@geneseo.net](mailto:Paxton@geneseo.net) - Location: Illinois  
The 1970 is a parts car, The 1973 ran when I parked it. The 73 needs some cosmetic work as well as some mechanical work. I can Email pictures per your request. 200.00 or best offer takes them both. I really need to get rid of them so don't be afraid to make me an offer.
- **FOR SALE: 69 Kadette L Wagon** - EMail: [bsds@ctaz.com](mailto:bsds@ctaz.com) - Location: Arizona  
Parting with my longtime friend of 16 yrs. She's a little rough around the edges, (ok, a lot!),but she still runs! She packs a 1900 & 4spd
- **FOR SALE: WANTED 71-73 GT** - EMail: [murphy\\_kgm@yahoo.com](mailto:murphy_kgm@yahoo.com) - Location: Washington  
Looking for a straight body GT. Running or not. Engine/interior/paint unimportant. Prefer 71-73 but would consider 69-70. Price range of around \$1000 but would pay up to \$1500. No dents (dings ok). I'm located in the Seattle area so I'd like to keep my search on the westcoast.
- **FOR SALE: 1973 Opel GT** - EMail: [dshep5@juno.com](mailto:dshep5@juno.com) - Location: Georgia  
The engine runs very well and only needs a minor tune up. Tranny runs well, differential needs full rebuild. New Batt. and tires. Brakes recently rebuilt. In school need to sell. \$500 firm, you pick it up!!
- **FOR SALE: 1969 Opel GT** - EMail: [KyleKloc@aol.com](mailto:KyleKloc@aol.com) - Location: Rhode Island  
1969 Gt 4 speed, webber, header, Monza exh. Lost interest no free time, been in storage for 3 years. Will concider interesting trades. \$1595.00
- **FOR SALE: 69' Opel GT and parts car** - EMail: [hippo5@earthlink.net](mailto:hippo5@earthlink.net) - Location: Georgia  
Running 69'GT with 73' parts car(said to be running prior to my purchase) \$1500 for both or \$2000 each. Will entertain interesting trades.
- **FOR SALE: 73 Opel GT** - EMail: [budman@lemoorenet.com](mailto:budman@lemoorenet.com) - Location: California  
73 Opel GT Lots of new parts Car runs, but needs engine rebuilt Great car for an Opel collector! Location: Lemoore, CA Asking \$1000
- **FOR SALE: Opel Manta '71** - EMail: [cabcx@usa.net](mailto:cabcx@usa.net) - Location: Maryland  
Buffed and painted 3 times in the last 20 years. Some rust on lower panels. Owned 3 at one time, so I saved the best of the best spare parts. \$400 negotiable near Frederick MD
- **FOR SALE: 1970 GT needs restoration (cheap) Lots Of Extras** - EMail: [wwortman@bellsouth.net](mailto:wwortman@bellsouth.net) - Location: Louisiana  
1970 GT that I have kept for a project car and have not had time for in the last few years. The body is rusty and the interior is not all good but for a parts car or project its a gold mine. The only thing is can you get it from the New Orleans area. Please reply lets I'll let her go for about \$500 lets make a deal.
- ♦ **FOR SALE: 1970 1900** - EMail: [thekathouse1@juno.com](mailto:thekathouse1@juno.com) - Location: Pennsylvania  
72 OPEL is sold. Still have the 70 for sale. Asking \$250.
- **FOR SALE: 1982 Opel Kadette** - EMail: [Sharpltd@webtv.net](mailto:Sharpltd@webtv.net) - Location: Minnesota  
German car brought over 1985/emmission papers Mn. title,runs like top,needs brake lines,extra solex, xchg parts w/88,89 Pontiac Lemans.not been able to fix lines as restrictions after 4 hospital visits 1998,not much rust for 82.
- **FOR SALE: '70 Opel GT restoration complete last year** - EMail: [chill@sdl-nash.com](mailto:chill@sdl-nash.com) - Location: Tennessee  
1970 Opel GT, red with black interior, 86000 miles, restoration complete last year. may need a simple summer tune-up. \$3500
- **FOR SALE: 1973 Opel Manta** - EMail: [lunakk@aol.com](mailto:lunakk@aol.com) - Location: Georgia  
Needs loving restoration,all parts O.K. Restored in 1991, not driven since 1993. Name your price.
- **FOR SALE: Two Opel Manta race car projects** - EMail: [BlitzkriegRacing@wcnet.org](mailto:BlitzkriegRacing@wcnet.org) - Location: Ohio  
one ex-GT-3 Manta. semi tube frame. fiberglass fenders and flares. No drive train. custom aluminum interior. one Pro rally Manta. rust free steel body. no drive train. very nice roll cage. Take your pick-\$995.00 or make me an offer for both.
- **WANTED: 1975 Opel Maintenance Manual Supplement** - EMail: [bill.mammen@eimac.cpii.com](mailto:bill.mammen@eimac.cpii.com) - Location: California  
I am looking for the "1975 Opel Maintenance Supplement" manual which covers the Fuel Injection System for the '75 Manta. I am installing the FI onto a '72 GT and need as much of the original information as I can get.
- **WANTED: Opel GT** - EMail: [mcquary@netins.net](mailto:mcquary@netins.net) - Location: Iowa  
Wanted Opel GT in Iowa or northern Missouri in good condition to use as daily driver.

---

---

## ADS – ADS – ADS - FOR SALE / WANTED / NEEDED - CARS AND OR PARTS

---

---

SOME ADS ONLY HAVE EMAIL ADDRESSES, IF INTERESTED AND NEED HELP CALL CHARLES AT 1-(804)-379-9737 I WILL HELP YOU CONTACT THE PERSON.

---

---

- **FOR SALE: 1971 OPEL GT** - EMail: scd@webshoppe.net - Location: Alabama  
1.9 detailed engine, 5 spd, custom A/C system, Porsche RED chromabase, ground-up restoration, custom wheels/interior, show winner, \$6995.00
- **WANTED: OPEL GT** - EMail: Roadhouze@aol.com - Location: California  
I'm looking for an Opel GT with a straight body, clean interior and a descent running motor. I'm located in the Bay area, close to concord.
- **FOR SALE: 1969 Opel Kadett wagon, all original** - EMail: pady99@yahoo.com - Location: Oregon  
1.9L automatic, NO BONDO! runs great! hate to part with her but the kids get bigger and the car doesn't. contact Wendy at pady99@yahoo.com
- **WANTED: Opel GT any year any (restorable) condition considered** - EMail: vandyke@wmis.net - Location: Michigan
- **WANTED: 71-73 Manta wanted near Colorado** - EMail: noiseguy@compuserve.com - Location: Colorado  
Want to purchase 71-73 Opel Manta, running or not, in the Denver, Colorado area. Will consider travel within 500 mile radius. Straight, rust-free body is my primary concern, mechanical faults are not a problem. email me a description and price for any car(s) you have. Thanks.
- **FOR SALE: GT parts car in NC** - EMail: guehr@earthlink.net - Location: North Carolina  
71 GT parts car (no engine) body rough in Lexington NC call 1-(336)-798-2863 for details
- **FOR SALE: Yellow 1973 Opel Manta** - URL: <http://www.siteblock.net/> - EMail: sitebloc@flash.net - Location: Texas  
Automatic transmission cute little car needs front seats to be recovered, and an ignition switch but it runs & drives just fine. 750.00 OBO
- **FOR SALE: 1970 Red Opel GT Black Int. 27K ACTUAL** - EMail: keebler@nltc.net - Location: Indiana  
This car is factory original down to the plug wires. Always garaged, trailered to car shows only. 8500.00 or Reasonable offer. Also two complete gt's and many other parts. 1-(765)-529-8394
- **FOR SALE: 1971 GT for sale, looks good, runs well.** - EMail: kfwilson@wolfenet.com - Location: Washington  
This car runs great with recently rebuilt engine. Recent paint and lots of other new parts. Call Fred 425 775 3936
- **FOR SALE: 1972 Opel GT** - EMail: Jmakin@vitrex.net - Location: Utah  
1972 Opel GT. Runs great, good interior, great project car. Only needs front end body work. \$600.00 OBO E-mail Jmakin@vitrex.net
- **FOR SALE: 1972 Opel GT** - EMail: breit@lynx.org - Location: Ontario, Canada  
1972 GT, metallic blue, black interior, excellent condition in and out , 96,000 miles, always winter stored, no rust , no accidents, first owner, car needs no work , was brought from Germany in 72 Will trade for RV or sell
- **FOR SALE: 1973 Opel GT** - EMail: usntaf@hicom.net - Location: New Jersey  
1973 Opel GT, Red with Black good cond. interior, New seats and carpets. Automatic Trans. Weber Carb. Engine runs great. Electrical is all good. 65,000 original miles First \$3,500 takes it. Wayne, New Jersey
- **WANTED: 71 GT Fuel Tank Sending Unit** - EMail: wheelerw@milofcw.com - Location: Virginia  
Urgently need a fuel tank sending unit for a 71 Opel GT.
- **FOR SALE: 66' Opel Kadett 2-dr fastback** - EMail: sujm@zdnnetmail.com - Location: Texas  
1.1 liter s-engine (complete engine restoration: cost me 750\$) white body, all original. for sale: 1000\$ Ask for pictures.
- **WANTED: Need some parts for 72 1900** - EMail: The Krane@Aol.com - Location: New York  
Need outer tail light, Starter, and some other odds and ends, not yet sure what else is broken, Alt bracket possibly. Please help if in NYC, Catskills or NJ or LI
- **PARTS: new gt seat covers** - EMail: slswndrtek@webinbox.com - Location: California  
Can make any color vynil , cost is \$ 140.00 for a pair ( two ) Call opel restorations @ 1-(760)-728-0969 It's also the office for super learning systems, so don't think you dialed the wrong number. We will charge for shipping & handling.
- **FOR SALE: 1972 Red Opel GT auto w/air** - EMail: MANDE23350@AOL.COM - Location: Maryland  
Nice car needs minor work, driveable, low mileage on rebuilt engine. Has been sitting a long time. Asking \$2500.00. Extra parts included in price. Paint is fair. Dash has been recovered, needs Headliner, has new tires, original Wheels, rings and hub caps. Carb changed to Ford Weber.
- **FOR SALE: 1971 Opel Manta** - EMail: cabcx@usa.net - Location: Maryland  
Body: white black, some rust on rear panels Engine: 1900 4 cyl 85k miles 4sp trans Reason for selling: Getting out of Opel. I want to sell the whole lot to someone who loves Opels now the way I did in 71 For a photo, and parts list please email me above.
- **FOR SALE: 1973 Opel Manta Rallye + lots of misc. parts** - EMail: rdrrcofab@aol.com - Location: California  
Have complete 1973 OPEL MANTA RALLYE, 1900 4sp. I was going to put this together but have too many projects. I have various other parts will sell all for a reasonable price. I will not part here or part there! \$250.00 to \$1000.00 bucks. call 1-(760)-244-6647 southern California. ask for Rick
- **FOR SALE: '73 GT project car** - URL: <http://nazdesign.com/opel-gt/gtintro.html> - EMail: MNasgowitz@NAZdesign.com - Location: Wisconsin  
I have collected documentation, numerous stuff and a near complete GT. I will gladly send photos. I have done a number of things to the GT such as front and rear swaybars, electronic ignition, dual side draft webers, rebuilt motor with autocross cam...so forth Please check it out and make me an offer.
- **FOR SALE: 1972 opel gt** - EMail: dma12@pacbell.net - Location: California  
Was running when parked. Had water leak in radiator. Body some rust no dents. needs some rewiring. \$2000 or best offer. in santa clara county
- **FOR SALE: OPEL GT 71** - EMail: SAF1953@AOL - Location: Kansas - BLUE EXT. / WHITE INT.
- **FOR SALE: 3 OPEL GTs & 2 Parts Cars** - EMail: jeolee@arn.net - Location: Texas  
Cars need work but run, some new and used parts 2 - 73s & a 71' - Email or call 1-(806)-878-2079 thanks would like to sell as package deal
- **FOR SALE: 1973 Opel GT** - EMail: dcrane@wolfenet.com - Location: Washington  
This car has had extensive rebuild, performance engine, cam, & head, Weber, 5 spd Getrag, HD Clutch. New carpet, upholstery, CD, rear deck. New BBS wheels 6X15, Pirelli P700Z's, Too many other items & parts to list. \$4500 OBO. Call for details. Yakima, WA.. Dennis 509 972-4841.
- **PARTS: Weber dual side drafts** - EMail: LF62dsp@aol.com - Location: Minnesota  
twin 40DCOE,s w/CANNON manifolds 33 and 28 mm chokes many jets w/o air cleaners \$500 or best offer
- **PARTS: GT Luggage Rack and Louver** - EMail: mwaller@conl.net - Location: California  
Have a Luggage Rack and Rear Window Louver for sale that came off my 72 GT. Not sure on price, will take offers.
- **FOR SALE: 1973 Opel GT** - EMail: Moose01@cris.com - Location: Tennessee  
1973 Opel GT in good condition. Rebuilt Engine, New Clutch, exhaust, brakes. Have a complete spare engine with assorted other spare parts. \$2500 negotiable call me at 423-376-1056, or e-mail Moose01@cris.com Thanks Marvin
- **1970 Opel GT (Red)** - URL: <http://www.televar.com/~ehhub> - EMail: ehhub@televar.com - Location: Washington  
1970 Opel GT (Red). 1997 Paint and Upholstery Restoration. 2nd Owner. See to believe. \$4,000 or best offer. Email or Phone for more info: Elbert Hubbard Jr. 509-687-3132.
- **WANTED: Opel GT's in east Texas any shape** - EMail: dlgerow@hotmail.com - Location: Texas  
If you have one of these cars or parts in East Texas and want to sell drop me a line with expected price.



## ADS – ADS – ADS - FOR SALE / WANTED / NEEDED - CARS AND OR PARTS

SOME ADS ONLY HAVE EMAIL ADDRESSES, IF INTERESTED AND NEED HELP CALL CHARLES AT 1-(804)-379-9737 I WILL HELP YOU CONTACT THE PERSON.

- **FOR SALE: 1973 Manta Rallye** - EMail: chill33535@aol.com - Location: Maryland  
Car is in good condition, have no space for it any longer. call or email for details \$400 or best offer 301-352-3765 also engine & trans (1900) available \$250 or best offer all of this must go now!!! so I will accept any reasonable offer
- **FOR SALE: 1970 Opel GT** - EMail: drosborn@juno.com - Location: Ohio  
Excellent condition, 2 owner car, 49500 original miles, Weber carburetor, many spare parts included, \$4,500.
- **FOR SALE: 1970 Opel GT** - EMail: RRENGRN@aol.com - Location: California  
Car has been completely restored and updated. Asking \$2,500.00. 1-(909)- 354-5321 ask for Scott. E-mail address is for leaving messages only.
- **FOR SALE: Opel GT 1972** - EMail: Neibert@aol.com - Location: New Jersey  
Body is in excellent condition. Color Blue. Low mileage. Has not been run in several years so the engine will need to work to get it running. Has been stored in a garage. Looking for best offer.
- **WANTED: Kadett wagon wanted 69-71** - EMail: kristenc@eslt.com - Location: California  
Looking for a 69-71 kadett wagon for wife. Needs decent body, and interior. no major damage and a reliable 1.9 - NO JUNKERS, minimal rust, if any
- **WANTED: Opel Manta** - EMail: bluelite@redsuspenders.com - Location: New York  
I am looking to purchase an Opel Manta (circa 1974), in good condition. I would appreciate any assistance. Thanks!
- **FOR SALE: Opel 73 GT** - EMail: hascall@compuserve.com - Location: California  
This is a giveaway! One running and a complete parts car for \$1,500. The runner has custom wheels on, the original wheels (stored), new carb. Mechanical condition is fair, will require TLC. Parts car has engine, glass and all body parts are excellent. Picture of runner is available to be mailed.
- **FOR SALE: 1971 Opel 1900 2 door sedan** - EMail: mcjbob@neteze.com - Location: California  
Good running condition, new tires, recently rebuilt auto trans. Poor interior, but runs great. Body and chrome nice. Must sell to scrap buyback program or find a good home. Current CA registration. Consider any offer close to \$500. Can email photos. Smog exempt in CA. Thanks, Robert Woolley
- **FOR SALE: GT and 3 Mantas for sale** - EMail: wcarstense@aol.com - Location: South Carolina  
72 GT, (2) 74 Manta 1900's & 73 Manta Luxus w/ factory sunroof for sale. Any reasonable offer considered. Cars are located in SC.
- **WANTED: Stock Wheels 71 GT** - EMail: garytsamuels@earthlink.com - Location: Washington  
Looking for a set of stock wheels for my 1971 GT. Must be in good shape with all hardware, caps& rings etc.
- **WANTED: Opel Cylinder Head for 1900cc Engine** - EMail: huxby@xtalwind.net - Location: Florida  
I need a cylinder head (core) for a 1971 or 1972 Opel GT. That would be the one with 10 head bolts and a 4 bearing camshaft. If I can't find that, I may settle for the 3 bearing (pre-1971) style. Please, no cracks, especially around exhaust ports 2 & 3.
- **WANTED: Opel GT** - EMail: fretay@aol.com - Location: Maryland  
Looking for Silver-Blue(ice blue) 1.9L 4 or 5 speed any year. Location not important. Will pay top dollar for the right car.
- **FOR SALE: 70 & 73 Opel GTs** - EMail: dmanel@yahoo.com - Location: Iowa  
70 GT- rough body, engine built to German specs,weber side draft carb., runs-needs fuel pump 73 GT-body fair will run with little work. Many boxes of new and used parts Best offer takes all.
- **FOR SALE: 1973 Opel Manta Luxus** - EMail: timothy-devaney@excite.com - Location: Pennsylvania  
Complete, running, in storage 10 years. Extra parts: 4-spoke steel wheels, doors, front fenders, lights, window glass, etc.
- **WANTED: GT Seats** - EMail: alex@iconsolutions.zzn.com - Location: Michigan  
Looking for driver and passenger seats for 73 GT. Must be in good shape.
- **PARTS: 1974 1.9l motor and trans** - EMail: billk@genevaonline.com - Location: Illinois  
1974 opel gt 1.9l motor and 4speed trans in good mechanical condition. removed and ready to ship or pick up \$350.00 obo
- **FOR SALE: '74 1900 wagon** - EMail: perky@u.washington.edu -Location: Pennsylvania  
Complete, not running, located in country near Bethlehem, Pa. Call 1-(610)-364-7770. Call, don't Email
- **WANTED: Dash board for GT** - EMail: stefanowicz@serviceware.com - Location: New Jersey  
Must be in excellent condition OR a company or product that can repair cracks in dashboard. Phone:732-363-5097
- **FOR SALE: 1972 1900 Opel bought in '73** - EMail: jnchope@michianatoday.com or jhpe@mantank.com - Location: Indiana  
runs needs restoration... owned by me since 1973...
- **FOR SALE: 1972 Opel GT** - EMail: jahare@worldnet.att.net - Location: New Jersey  
72 GT yellow with white upholstery, black carpets. All original, including lenses. In dry barn since 1984. Engine has not turned over since then. Body has some rust (rockers); speedo doesn't work, can't remember what else. No major mechanical problems 15 years ago. Around \$500.  
**PARTS: Opel GT, Manta and other Misc. Service Manuals** – URL: <http://www.books4cars.com> – Email: VossMotors@aol.com – location: MI  
Service Manuals 57-79; 69-73 Manuals are \$33 ea. – Pre69 and post 73 less; GT Autobooks service manual \$23; GT Brooklands Gold Portfolio \$23  
Manta Borrklands Portfolio \$19.95; Style Auto featuring the GT \$19.95. Call Alex Voss at 1-(248)-357-4750

**The New Opel Speedster !!  
Finally the Next Opel GT !!  
Maybe coming soon to your  
Saturn Dealer?**



---

---

# OANA MEMBERSHIP FORM

---

---

**Full Club membership** includes a subscription to our bi-monthly newsletter, free advertising on our web site and in the newsletter, discounts to our events, and full access to the OANA web site. Also, members are eligible for special offers from Opel Dealers.

**Net Only members** get all the above, but download the newsletter instead of getting a printed copy by mail.

We have chapters all over the U.S. and Canada. Both the chapters and their respective presidents are here to help hold and arrange events for the members in their respective regions of the country. As for club events, we have our National meeting every year in Carlisle, PA and we try to sponsor at least one annual chapter event in each region. Other events are planned according to membership and regional demand. We try to set up events so that everyone in the club can get to at least one event per year. If you would like additional info on any of these Chapters feel free to call your local chapter president or myself. If you want to know about forming a chapter, please contact me.

The main glue that binds all of us together as a group is our newsletter and our website. It is our forum to buy and sell cars, parts, literature, etc. It serves as an up-to-date index of dealers and service locations. We also publish "tech tips" (provided by members and others), and any articles on Opels that we find. As a member, the only thing we ask of you (other than your dues to cover the expenses of the club) is to tell other Opel owners about us! We also appreciate any input you can send, such as tech tips, Opel racing updates, or anything else you think we might like to add to an upcoming newsletter. Last but not least, please send in a picture or pictures of your Opel to share with the other members of the club.

**Please check the following region you wish to belong to:**

<input type="checkbox"/>	Mid-Atlantic	<input type="checkbox"/>	Southern	<input type="checkbox"/>	New England Opel Club	<input type="checkbox"/>	Pacific Northwest
<input type="checkbox"/>	Rocky Mountain Opel Club	<input type="checkbox"/>	Great Lakes	<input type="checkbox"/>	Central OK Opels	<input type="checkbox"/>	Bitter Registry

**Dues :**     Regular US & Canadian Memberships: \$35 (1yr)  
               Net Only Members: (Download of newsletter only – RECOMMENDED Option) \$20 (2 yrs)

**Your Information:**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone Number: \_\_\_\_\_

E-mail: \_\_\_\_\_

Model(s) Owned: \_\_\_\_\_

**Mail (with payment) to:**

The Opel Association of North America - Membership  
394 Mystic Lane  
Wirtz, VA 24184



**The Opel Association of North America**

**394 Mystic Lane**

**Wirtz, VA 24184**

Address Service Requested