

Tiger Tales

February 2010



SOUTHEASTERN GTO ASSOCIATION



President's Note

I am sure the freezing weather and ice kept most people indoors for the January Saturday SEGTOA meeting. Still I was truly surprised at the number of families and mothers with kids packing into the Andretti racing complex for a day of speed and games.

Members that made the meeting were Jon Ward and Son, Sol Danzig with son and daughter, John Link, Steve Pullen, David Peebles, Denny Sanford and myself.

At 2:00 pm we still completed the planned tech session and wound down the day with a late lunch and fellowship at Longhorns Steakhouse.

So a lot of people did miss a good day!

We hope to see more members for the February Valentine's weekend. The planned tech session will be on detailing your trunk. Attached in the newsletter pages 12-13 is the outline from the January tech session.

The application for the annual April BOP&C car show can now be seen and downloaded from the SEGTOA web site.

Jim Norman

Editors' note: the updated BOP&C registration form was also sent to you as a separate pdf-file attachment together with the newsletter.

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OFFICERS AND BOARD MEMBERS

The members listed below have been elected and/or volunteered to act on your behalf in their respective positions.

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TIGER TALES

Published monthly by the Southeastern GTO Association

Welcome!

SEGTOA is a chapter of the GTO Association of America (www.gtoaa.org), the premier organization for GTO enthusiasts. Each month GTOAA members receive *The Legend Magazine*, a Golden Quill Award Winning publication.

SEGTOA is an organization dedicated to the survival of the Pontiac GTO, LeMans, and any other Pontiac muscle. SEGTOA is open to anyone who shares our common interest in GTOs and other Pontiacs. We enjoy Chapter meetings monthly, including cruises, car shows, picnics, technical sessions and other fun activities. Our members hail from four different states! Members and their spouses, significant others, kids are invited and encouraged to attend each monthly club function.

CLUB MEMBERSHIP DUES

Dues are \$20 SEGTOA & \$35 GTOAA per year, payable January 1st each year. New Members receive a \$10 discount on combined membership their first year. Checks should be made payable to Southeastern GTO Association and mailed to Ed Bellair, Club Treasurer, 3301 Stoney Acres Drive, Kennesaw, GA 30152-4615. Members must be in good standing to attend meetings, with the option to bring their membership up to date at any scheduled meeting. Membership in GTOAA is strongly encouraged.

SEGTOA TECHNICAL ADVISORY PANEL

The members listed below have volunteered to share their special knowledge with other members. Please feel free to contact these involved members.

1964	Doug Askew Tim Askew	t-daskew@segtoa.org
1965	Jerry Hamilton	jhamilton@segtoa.org
1966	Bob Immekus	bimmekus@segtoa.org
1967	Jon Ward	jward@segtoa.org
1968	Denny Sanford	dsanford@segtoa.org
1969	Russell DeLamater	rdelamater@segtoa.org
1970	Jim Norman	jnorman@segtoa.org
1971	Terry Hunt	thunt@segtoa.org
2004-06		

Happy Valentine's Day!



2010 February Club Meeting

Saturday, February 13th

What:

A tech session on detailing the trunk followed by a lunch

When:

February 13, 2010, 1:00 pm.

Where:

Benihana's Restaurant, North Point Mall, 2365 Mansell Road, Alpharetta, GA, (678) 461-8440.

We will hold the tech session in the parking lot from 1:00 pm until 2:00 pm then lunch immediately afterwards at the restaurant.

Directions:

For those with GPS navigation; Benihana 2365 Mansell Rd. Alpharetta, GA 30022

For those with older GTO's;

If North on GA 400 take the Mansell Rd exit.

Turn right and it is the first right.

If South on GA 400 take the Mansell Rd exit.

Turn left crossing beneath GA 400 and it is the first right.

The Allure of Automobile Exhibition

The High Museum of Art in Atlanta has invited AACA members to a special show of the rarest and limited edition cars. Rolling works of art, design and engineering. The show runs from March 21st till June 20th. Some of the cars on display have been owned by Clark Gable & Steve McQueen.

Group discount tickets are \$13 (min. group size 10). If your interested please let me know and I'll get tickets for the club members. I have talked to them already and we need to move on this ASAP as tickets are going fast.

You can find more information on the show at:

<http://www.high.org/main.taf?p=4,3,2&eventId=333&eventType=1>

Roy "Smitty" Smith

E-mail: smithsgtos@gmail.com

SEGTOA 2010 Activities Calendar

Club meetings (Saturdays, unless otherwise noted):

- March 13, 2010:** Indoor shooting range with a tech session afterward. Location to be determined.
- April 10, 2010:** Detailing tech session. Location to be determined
- May 08, 2010:** Tennessee Aquarium, possible AA baseball game & a tech session.
- June 12, 2010:** Chattahoochee River Club (Donahue) Picnic with a tech session.
- July 10, 2010:** Riverstone Parkway cruise located in Canton, GA. Usually over 200 cars of all makes & models.
- August 14, 2010:** Fayetteville, GA--event to be determined. Give us your suggestions.
- September 11, 2010:** Year One car show & Rally
- October 9, 2010:** Amelia Island??
- November 13, 2010:** Stone Mountain, GA car museum
- December 11, 2010:** Christmas party

Other events:

February

- 7th, Sunday 7:30am to 11:30am, Car cruise at the Avenue: Roswell Rd and Johnson Ferry Rd
- 12th, Friday, Cruise, Chick-fil-A, 2005 Macland Rd., Marietta
- 19th, Friday, Cruise, Zaxby's, 4410 Brownsville Rd. Powder Springs
- 27th, Saturday, Cruise, Bojangles, 12100 Hwy 92. Woodstock

March

- 7th, Sunday 7:30am to 11:30am, Car cruise at the Avenue: Roswell Rd and Johnson Ferry Rd
- 12th, Friday, Cruise, Chick-fil-A, 2005 Macland Rd., Marietta
- 19th, Friday, Cruise, Zaxby's, 4410 Brownsville Rd. Powder Springs
- 20th, Saturday, Car Show, Cops & Rodders Indoor Atlanta Expo
- 27th, Saturday, Cruise, Bojangles, 12100 Hwy 92. Woodstock

April

- 3rd, Saturday, Car Show, Georgia Tech Auto
- 4th, Sunday 7:30am to 11:30am, Car cruise at the Avenue: Roswell Rd and Johnson Ferry Rd
- 9th, Friday, Cruise, Chick-fil-A, 2005 Macland Rd., Marietta
- 16th, Friday, Cruise, Zaxby's, 4410 Brownsville Rd. Powder Springs
- 17th, Saturday, Car Show, Southland Jubilee, Greensboro
- 23rd and 24th, 29th Annual Peach Blossom B.O.P.C. car show & swap meet, Marietta Convention Center



29th Annual Peach Blossom B.O.P.C.

Buick * Oldsmobile * Pontiac * Cadillac

Car Show and Swap Meet

Hosted by the Peach State Cadillac & LaSalle Club of Atlanta

Join us Friday Check-In and Saturday Car Show April 23rd and 24th 2010

Show Location and Host Hotel this year is the

Hilton Atlanta/Marietta Hotel & Conference Center

Located at 500 Powder Springs Street, Marietta, GA, 30064 / 770-427-2500

We have set up a great rate of \$89 per night for all Club Members. Please call the Hotel to make your Reservations no later than April 1st and use the code BOPC to get the approved room rate.

Directions to the Hotel;

From the North: Take I-75 South to Exit #263, N. Marietta Parkway/120 Loop. Turn right on the 120 Loop, 2.5 miles to Power Springs Street and turn left (CVS Pharmacy on the corner). The entrance to the Hilton will be on the right about 1/4 mile.

From the South: Take I-75 North to Exit #263, N. Marietta Parkway/120 Loop. Follow straight ahead and merge on to the 120 Loop, 2.5 miles to Powder Springs Street and turn left (CVS Pharmacy on the corner). The entrance to the Hilton will be on the right about 1/4 mile.

-For additional Show Information please contact;

Lewis Schwartz at 404-558-5139 / LHS36@aol.com

Martina Butler at 678-643-0187 / martina.butler@gmail.com

All Judging will begin at Noon on Saturday.

There will be 24 Trophies presented and 1 Best of Show at 2PM.

All cars need to have a Fire Extinguisher to gain admittance to the Show Field and be eligible for Judging. Please place behind the left rear wheel.



www.peachstateclc.com



For Want of a Shoe the Horse Was Lost, for Want of a Horse the Rider Was Lost, etc, etc

By John Link

We all know the outcome of this poem but it applies to cars as well. The safety experts will tell you most “accidents” are really a sequence of events that add up to the “accident”. If you’ve worked on cars for any time you’ve seen this happen. Here’s my story about the lost “shoe”. The passenger side door latch stopped working on Kevin’s Reatta. The door would lock but wouldn’t unlock (of course with me in the passenger seat). Could use a metal rod and open the lock but neither the power unlock or the manual handle would unlock the door. Won’t go into all the details of removing the latch assembly on a ’90 Reatta (same on 88-91 Reattas and Rivieras) but it involves rivets as well as screws / bolts. When I finally got the latch assy out of the car and started cleaning it, a screw fell out. A screw that is only used in the door to hold a mounding at the top of the door by the door window. My best guess at the sequence of events is: 1. Prior owner decides to put a used (1980s model) radio in the car (because he doesn’t want to buy a radio???) and takes it to Best Buy for the install. 2. Best Buy installers break the passenger side window during installation 3. Owner takes the Reatta to a GM dealer for the window replacement. 4. Window not tinted so owner takes car to tinting place to have tinted. 5. Either the dealer or the tinting place drop the aforementioned screw inside the door and can’t find it, so they just use another screw. 6. Screw finds it’s way into the door latch assembly.

Of course GM no longer makes the passenger side latch assy (they have the drivers side). Which means waiting for a used latch assembly, etc. Yes ,for those of you who would ask, I did retrieve the pop rivet ends and all (I hope) other debris in the door. Thanks to Ed Bellair who helped me compare old and “new” latch assemblies to be sure I wouldn’t have to do this again. Hope all of you are retrieving all those dropped/missing pieces when you work on even the minor items on your cars.

From USA Today Drive On: CNG-powered Pontiac GTO to Get Kicks on Route 66 Courtesy of David Trees

Here's your basic cool idea:

Mark McConville has converted a stunning red 1966 Pontiac GTO to run on compressed natural gas. CNG is an abundant, all-American and clean fuel. And apparently the GTO was able to retain a lot of its performance.

To prove the point, McConville is planning to run the GTO along the complete Route 66 in June. He'll start in Santa Monica, Calif., and end in Chicago on July 4. At least that's the plan.

He showed off his car at the Barrett-Jackson auction in Scottsdale, Ariz., last weekend.



What Is Detonation?

Courtesy of Bob Mohalley

Detonation (also called "spark knock") is an erratic form of combustion that can cause head gasket failure as well as other engine damage. Detonation occurs when excessive heat and pressure in the combustion chamber cause the air/fuel mixture to auto ignite. This produces multiple flame fronts within the combustion chamber instead of a single flame kernel. When these multiple flames collide, they do so with explosive force that produces a sudden rise in cylinder pressure accompanied by a sharp metallic pinging or knocking noise. The hammer-like shock waves created by detonation subject the head gasket, piston, rings, spark plug and rod bearings to severe overloading.

Mild or occasional detonation can occur in almost any engine and usually causes no harm. But prolonged or heavy detonation can be very damaging. So if you hear knocking or pinging when accelerating or lugging your engine, you probably have a detonation problem.

A DOZEN WAYS TO PREVENT DETONATION

1. Try a higher octane fuel. The octane rating of a given grade of gasoline is a measure of its detonation resistance. The higher the octane number, the better able the fuel is to resist detonation. Most engines in good condition will run fine on regular grade 87 octane fuel. But engines with high compression ratios (over 9:1), turbochargers, superchargers, or with accumulated carbon deposits in the combustion chamber may require 89 or higher octane fuel. How a vehicle is used can also affect its octane requirements. If a vehicle is used for towing or some other application where the engine is forced to work hard under load, a higher octane fuel may be necessary to prevent detonation. If switching to a higher octane fuel fails to eliminate a persistent detonation problem, it probably means something else is amiss. Anything that increases normal combustion temperatures or pressures, leans out the air/fuel mixture, or causes the engine to run hotter than normal can cause detonation.

2. Check for loss of EGR. The Exhaust Gas Recirculation (EGR) system is one of the engine's primary emission controls. Its purpose is to reduce oxides of nitrogen (NOX) pollution in the exhaust. It does this by leaking" (recirculating) small amounts of exhaust into the intake manifold through the EGR valve. Though the gases are hot, they actually have a cooling effect on combustion temperatures by diluting the air/fuel mixture slightly. Lowering the combustion temperature reduces the formation of NOX as well as the octane requirements of the engine. If the EGR valve is not opening, either because the valve itself is defective or because its vacuum supply is blocked (loose, plugged or misrouted vacuum hose connections, or a defective vacuum control valve or solenoid), the cooling effect is lost. The result will be higher combustion temperatures under load and an increased chance of detonation. Refer to a service manual for the configuration and hose routing of your engine's EGR system, and the recommended procedure for checking the operation of the EGR system.

3. Keep compression within reasonable limits. A static compression ratio of 9:1 is usually the recommended limit for most naturally aspirated street engines (though some newer engines with knock sensors can handle higher compression ratios). Compression ratios over 10.5:1 may create a detonation problem even with 93 octane premium gasoline. So unless an engine is being built to run on racing fuel, keep the compression ratio within a reasonable range for pump gasoline. This, in turn, may require using lower compression pistons and/or cylinder heads with larger combustion chambers. Another option would be to use a copper head gasket shim with the stock head gasket to reduce compression. Retarding the cam timing can also lower cylinder pressures to reduce detonation at low r.p.m., but doing so hurts low speed torque which is not recommended for street engines or cars with automatics. For supercharged or turbocharged applications, a static compression ratio of 8:1 or less may be required depending on the amount of boost pressure. Another point to keep in mind is that boring an engine's cylinders to accept oversized pistons also increases the static compression ratio. So too does milling the cylinder heads. If such modifications are necessary to compensate for cylinder wear, head warpage or damage, you may have to use a thicker head gasket if one is available for the application or a head gasket shim (a dead soft copper spacer shim) to offset the increase in compression.

4. Check for over-advanced ignition timing. Too much spark advance can cause cylinder pressures to rise too rapidly. If resetting the timing to stock specifications doesn't help, retarding the timing a couple of degrees and/or recalibrating the distributor advance curve may be necessary to keep detonation under control.

5. Check for a defective knock sensor. Many late model engines have a "knock sensor" on the engine that responds to the frequency vibrations characteristically produced by detonation (typically 6-8kHz). The knock sensor produces a voltage signal that signals the computer to momentarily retard ignition timing until the detonation stops. If the "check engine" light is on, check the vehicle's onboard computer system using the prescribed procedure for a "trouble code" that would correspond to a bad knock sensor (code 42 or 43 for GM, code 25 for Ford, or code 17 for Chrysler).

A knock sensor can usually be tested by rapping a wrench on the manifold near the sensor (never hit the sensor itself!) and watching for the timing change while the engine is idling. If the timing fails to retard, the sensor may be defective, or the problem may be within the electronic spark timing control circuitry of the computer itself. To determine the cause, you'll have to refer to the appropriate diagnostic chart in a service manual and follow the step-by-step test procedures to isolate the cause. Sometimes a knock sensor will react to sounds other than those produced by detonation. A noisy mechanical fuel pump, a bad water pump or alternator bearing, or a loose rod bearing can all produce vibrations that can trick a knock sensor into retarding timing.

6. "Read" your spark plugs. The wrong heat range plug can cause detonation as well as pre-ignition. If the insulators around the electrodes on your plugs appear yellowish or blistered, they may be too hot for the application. Try the next heat range colder spark plug. Copper core spark plugs generally have a broader heat range than ordinary plugs, which lessens the danger of detonation.

7. Check for engine overheating. A hot engine is more likely to suffer spark knock than one which runs at normal temperature. Overheating can be caused by a low coolant level, a slipping fan clutch, too small a fan, too hot a thermostat, a bad water pump, or even a missing fan shroud. Poor heat conduction in the head and water jackets can be caused by a buildup of lime deposits or steam pockets (which can result from trapped air pockets).

8. Check the operation of the heated air intake system. The thermostatically controlled air cleaner's job is to provide a carbureted engine with hot air when the engine is cold started. This aids fuel vaporization during engine warm-up. If the air control door sticks shut or is slow to open so that the carburetor continues to receive heated air after the engine is warm, the added heat may be enough to cause a detonation problem, especially during hot weather. Check the operation of the air flow control door in the air cleaner to see that it opens as the engine warms up. No movement may mean the vacuum motor or thermostat is defective. Also, check the heat riser valve to make sure it's opening properly, as it, too, can affect the air intake system.

9. Check for a lean fuel mixture. Rich fuel mixtures resist detonation while lean ones do not. Air leaks in vacuum lines, intake manifold gaskets, carburetor gaskets or the induction plumbing downstream of a fuel injection throttle can all admit extra air into the engine and lean out the fuel mixture. Lean mixtures can also be caused by dirty fuel injectors, carburetor jets clogged with fuel deposits or dirt, a restricted fuel filter or a weak fuel pump. If the fuel mixture becomes too lean, "lean misfire" may occur as the load on the engine increases. This can cause a hesitation, stumble and/or rough idle problem as well. The air/fuel ratio can also be affected by changes in altitude. As you go up in elevation, the air becomes less dense. A carburetor that's calibrated for high altitude driving will run too lean if driven at a lower elevation. Altitude changes are generally not a problem with engines that have electronic feedback carburetors or electronic fuel injection because the oxygen and barometric pressure sensors compensate for changes in air density and fuel ratios.

10. Remove carbon deposits. An accumulation of carbon deposits in the combustion chamber and on the top of the pistons can increase compression to the point where detonation becomes a problem. Carbon deposits are a common cause of detonation in high-mileage engines, and can be especially thick if the engine consumes oil because of worn valve guides and seals, worn or broken piston rings and/or cylinder wear. Infrequent driving and not changing the oil often enough can also accelerate the buildup of deposits.

In addition to increasing compression, carbon deposits also have an insulating effect that slows the normal transfer of heat away from the combustion chamber into the head. A thick layer of deposits can therefore raise combustion temperatures and contribute to "pre-ignition" as well as detonation. Carbon deposits can often be removed from an engine that's still in service by using a chemical "top cleaner." This type of product is poured into an idling engine through the carburetor or throttle body. The engine is then shut off so the solvent can soak into and loosen the deposits. When the engine is restarted the deposits are blown out of the combustion chamber.

If chemical cleaning fails to remove the deposits, it may be necessary to pull the cylinder head and scrape the deposits off with a wire brush or scraper (be careful not to scratch the face of the cylinder head or engine deck!).

11. Check the boost pressure. Controlling the amount of boost in a turbocharged engine is absolutely critical to prevent detonation. The turbo wastegate bleeds off boost pressure in response to rising intake manifold pressure. On most late-model engines, a computer-controlled solenoid helps regulate the operation of the wastegate. A malfunction with the manifold pressure sensor, the wastegate control solenoid, the wastegate itself or a leak in the vacuum connections between these components can allow the turbo to deliver too much boost, which destroys the head gasket as well as the engine in short order if not corrected. Improved intercooling can help reduce detonation under boost. The intercooler's job is to lower the incoming air temperature after it exits the turbo compressor. Adding an intercooler to a turbo motor that isn't intercooled (or installing a larger or more efficient intercooler) can eliminate detonation worries while also allowing the engine to safely handle more boost.

12. Change your driving habits. Instead of lugging the engine, try downshifting to a lower gear and/or accelerating more gradually. Keep in mind, too, that the engine and drive train have to be matched to the application. If you're working your engine too hard, perhaps you need a transmission with a wider gear ratio or a higher final drive ratio in the differential.

Another condition that is sometimes confused with detonation is "pre-ignition." This occurs when a point within the combustion chamber becomes so hot that it becomes a source of ignition and causes the fuel to ignite before the spark plug fires. This, in turn, may contribute to or cause a detonation problem.

Instead of the fuel igniting at the right instant to give the crankshaft a smooth kick in the right direction, the fuel ignites prematurely (early) causing a momentarily backlash as the piston tries to turn the crank in the wrong direction. This can be very damaging because of the stresses it creates. It can also localize heat to such an extent that it can partially melt or burn a hole through the top of a piston!

Pre-ignition can also make itself known when a hot engine is shut off. The engine may continue to run even though the ignition has been turned off because the combustion chamber is hot enough for spontaneous ignition. The engine may continue to run-on or "diesel" and chug erratically for several minutes.

To prevent this from happening, some engines have a "fuel cutoff solenoid" on the carburetor to stop the flow of fuel to the engine once the ignition is turned off. Others use an "idle stop solenoid" that closes the throttle completely to shut off the engine's air supply. If either of these devices is misadjusted or inoperative, run-on can be a problem. Engines with electronic fuel injection don't have this problem because the injectors stop spraying fuel as soon as the ignition is turned off.

CAUSES OF PRE-IGNITION

Carbon deposits form a heat barrier and can be a contributing factor to pre-ignition. Other causes include: An overheated spark plug (too hot a heat range for the application). Glowing carbon deposits on a hot exhaust valve (which may mean the valve is running too hot because of poor seating, a weak valve spring or insufficient valve lash). A sharp edge in the combustion chamber or on top of a piston (rounding sharp edges with a grinder can eliminate this cause). Sharp edges on valves that were reground improperly (not enough margin left on the edges). A lean fuel mixture. Low coolant level, slipping fan clutch, inoperative electric cooling fan or other cooling system problem that causes the engine to run hotter than normal.

How Not to Restore a GTO – Update

By Jim Norman

This is an update to the story that first appeared in the December newsletter. The car was sold to New York and can now be had for \$15,500 or “Make An Offer”. See the new photos. And from the new photos some work has been done to clean up the overall car appearance.

Judge Strips and Spoiler are added.

Engine and intake have been repainted “Robin Egg’ blue (wrong color).

The radiator return hose is no longer green.

Power brake booster and master cylinder are now painted silver.

Engine compartment and core support are repainted black.

Dynamat is removed from the fender wells.

The 2 barrel carb from the 67 is still painted silver and now is sporting an air cleaner with a Chevy 400-4 decal.

The fan shroud is now painted black.

The painted red cap is still on the PS unit and the PS is not hooked up.

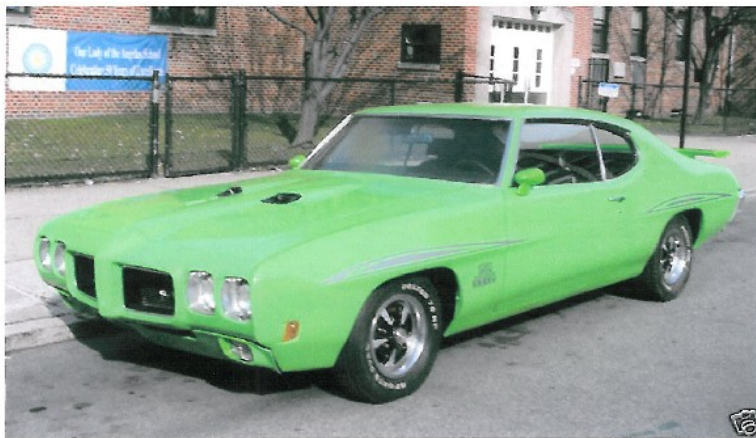
The alternator has been replaced.

There is still the variety of brightly colored wire looming.

It does look like an original style distributor and wires have been added.

The trunk looks cleaner over the rust.

The interior still sports the 71 seats.



JUDGE STRIPS ADDED, SPOILER ADDED



ENGINE REPAINTED (WRONG COLOR) FIREWALL & FAN SHROUD REPAINTED. ALTERNATOR HOOKED UP WRONG



*INTAKE IS STILL 2 BARREL w/ 67 C. CARB & CLEANER w/ 400 TAG
NOTICE RED PS CAP NOT HOOKED UP. NO DYNAMAT NOW.*



TRUNK CLEANER w/BONDO



STILL HAS 71 GRI SEATS

January Meeting —“The Great Race”

By John Link

What a great place to have the January meeting ! Those of you who missed the meeting really missed a chance to have a great time. Yes, it was cold, yes there was still a little ice on the road, but the go carts were “hot” ! Jon Ward’s son was ready to start on the short track when I got to Andretti’s and Jon was planning on running on the fast track. I had my doubts about trying the fast track but it looked like fun. I’m sure Jon’s son enjoyed the short track and I know I enjoyed the fast track. David Peebles and I suited up for our time slot, head sock, helmet, and gloves. I already had my “fireproof” long johns on (the weather required long johns and chili dogs require they be fireproof) so I was ready to go. David Peebles almost immediately past me as I started out in front. As I got familiar with the go cart I watched David getting further and further ahead. My one goal was to not let him lap me! As I powered out of the turns then slid in the turns I got quicker and quicker. David Peebles never came back in sight, as the race ended I found out why. He had been directly behind me most of the race unable to pass. “Mission accomplished”.

Denny said he didn’t race because he couldn’t get out of the go cart once he got in but I think he was worried about getting bested by David Peebles.

Sorry no photos... we’re guys!

A Cool Web Link Courtesy of Dennis Donahue

Ride along on a Lockheed U-2 spy plane and check out the amazing view cruising at 70,000ft as the sky above turns black.

<http://propilotnews.com/2009/07/high-flight-really-high-flight.html>

January Club Meeting

By Jon Ward

Our first meeting of 2010 was the first SEGTOA meeting in January not to be bowling that I can remember and it was a great change of pace. We met at Andretti Speed Lab in Roswell for some racing and tech talk and it was the perfect place for me to take my son for his first carting experience. Andretti's has both junior and senior tracks available so I was able to teach my son on the junior track and then test my skills on the senior one. Both were fun but the senior track is much faster and the cold January air that flows through both tracks was more evident at higher speeds. I needed to put gloves on for my second race and had I known how cold the air rushing at me was going to be I would have worn a pair of woolly underwear.

After an hour and a half of racing Jim brought in what appeared to be an entire interior to give one of the most in depth tech sessions on interiors I have ever had the pleasure of attending. As I hope to be finishing up my car this year that includes a complete interior, this session was timely and should save me some time and hopefully money. From headliners to carpet Jim covered it all and his tips will come in handy as I go through the planning and reconstructing stages of my car. I know I look forward to the rest of the tech sessions planned for this year and hope you do as well because no matter what shape your car is in, these tech sessions will improve your understanding of your GTO.

January Tech Session Outline — Seats, Carpet, Door Panels

By Jim Norman

FRONT SEATS	REPLACEMENT PART RATING
Feet	excellent
Back cover	poor
Seat lock	not available
Trim	excellent
Headrest & lock	fair, excellent
Upholstery	fair
Seat cushions	poor
Springs	excellent pieces and whole frame
BACK SEAT	
Upholstery	fair
Padding	excellent
Trunk divider	excellent
ACCESSORIES	
Seat belts	fair
Shoulder harness/clips	fair/excellent
Sun visors/clips	excellent/excellent

ACCESSORIES

Rear view mirror	fair
Coat hook	excellent
Headliner	good
Bows	good
Clips	excellent
Center light	good

CARPET

Underlayment	good
Floor wiring	fair
Automatic / manual	fair/good

DOOR PANELS

Liner	excellent
Arm rest	fair
Handle	excellent
Window crank	good
Electric switches	fair
Courtesy lights	excellent

CONSOLE

Automatic	good
Center piece	fair
Trim pieces	excellent
Manual	fair
Box	good
Lid	good
Shifter	not available

MATERIALS

Paint
Hog rings
Hog ring pliers

SUPPLIERS

Year One, Braselton, GA, 1-800-932-7663
Performance Years, Hatfield, PA, 1-800-542-7278
Ames Performance Engineering, Spofford, NH, 1-800-421-2637
Original Parts Group, Seal Beach, CA, 1-800-243-8355
The Paddock, Knightstown, IN, 1-800-428-4319
EBAY: Over 20 GTO Suppliers
Legendary Auto Interiors, Newark, NY, 1-800-363-8804

Classified Section

For Sale:

GTO 1968 CONVERTIBLE, Meridian Turquoise, PHS, rebuilt 400cid, automatic, ps, power discs, dual exhaust, \$38,950

See www.fraserdante.com for full details and photos on these and other vehicles for sale.

For sale:

1967 GTO CONVERTIBLE

Owned for 39 years, original, numbers matching, one of 350 with factory 2 bbl ,turbo 400 trans. Hurst dual gate, 400 engine,T-3 headlights, original chrome and stainless, original interior except carpet, everything works except clock. Red plastic fender liners. Protect-o-Plate, PHS. all manuals, glossy yellow enamel, black top in near new condition. clear back window, Hooker sterling high temp coated headers, good runner, solid car, set of "Quick lift" ramps with jack and pads go with car..

Contact John Shaw, 352-873-6775, Florida. **Reduced price \$45,500.**

For Sale:

1968 GTO Hardtop (frame-off restore 2008)

1970 GTO Hardtop (frame-off restore 1999)

2005 GTO Coupe

'68 is a 400CI, 4BBL, Auto, AC, PS, PB, too much new to list.

'70 is a 400CU, 4BBL, 4-speed, no power anything (except the gas pedal!).

'05 has custom grille inserts, LS2, 6-speed, Premium Sound and Wheels (18"), 32,000 miles. Call for details.

Dave Ellis

256-430-3900

For sale:

I have a Pontiac bellhousing for a 3 or 4 speed trans if interested. Contact Smitty 877-626-2321

Free:

Pontiac honeycomb wheel 14in. & a 65 GTO battery tray (needs painting--no rust) You pick up.
Bob. mohalley@aol.com, 770 395 5957

Wanted:

Refurbishing '71 Judge: needs hood, spoiler, door panels, etc., if you have parts you want to sell pls call ---David Sims

For sale:

Steering wheel—black fits '69-'71 GTO, Lemans, Tempest —looks great \$75.00
John Link 404-578-8973

For sale:

72'Cutlass

350 rocket,400 trans, 675 street advenger holly carb, edel b intake, competition cams, purple/white gator seats, sunroof, lambo doors, 4 6x9 in the back deck, 2 speakers in back seat panels, 1 speaker in each door, all speakers are jbl with jl wiring, car fully wired for your music, brand new bumpers, no rust nowhere on da car, 442 ram air hood, 442 wing on the trunk, posi traction, floor shifter, duel exhaust, this is an a/c car with headers. The car is candy purple, needs wet sanding and buffing. Drives great. For pictures visit: <http://atlanta.craigslist.org/sat/cto/1514088444.html>
{DAYLO} (404)781-6821

Wanted:

'66 GTO starter, part #1107355 with a 6 F 1 to 6 F30 date code, core or rebuilt unit. Will consider a 6 G 1 to 6 G14 date code. Any help would be greatly appreciated. Call Lloyd Paro #11512 at (413) 786-0612 or e-mail to lwpat212@msn.com.

For free:

I have some minor parts for a 2006 GTO that I will give away if some is willing to pick them up in Dunwoody. They are:
OEM shifter
OEM air intake
OEM trunk lid panel

I'm going to discard these items and I would hope someone could use them.

Perry Banks Email: perry.banks@comcast.net

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Services available:

Ed Sculley High End Detailing

To achieve excellence, excellence can not be rushed. Technique is just as important as the product used. While my approach takes more time, the results are far superior. We are a complete mobile shop on wheels, servicing your car where YOU are. All services performed at your HOME or OFFICE!!

Our detailing is available Monday - Saturday. No detailing is done on Sunday

For details on service packages available go to www.highenddetail.com or call 404-667-5053

Services available:

Smitty's Engraving 877-626-2321

Awards of all types. Dash Plaques Engraving all types of Jewelry, Knives, and even some Auto and Bike Parts. Diamond and Laser Engraving

We also are Dealer for BCI Performance (Barnett Performance) and Year One so I maybe able to save members a few bucks on parts.

Thanks, "Smitty", Roy Smith

For sale:

Service manual and Fisher body manual for '69 Pontiacs \$90.00

Full line brochure for '69 Pontiacs \$20.00

Lemans fender protector \$20.00

Or all 3 \$100.00

John Link cell 404-578-8973

For sale:

Latest GMP die-cast 1970 GTO Judge...Orbit Orange... \$120.00 new, unopened including shipping 10% additional discount for two or more.

Surf City Garage car care product..."The Perfect Shine" package...\$49.99 retail...GTO Club...\$29.99

Surf City Garage car care product..."Tool Box"...\$89.99 retail...\$69.99

Chuck Heastings

GMP & Surf City Garage dealer

770-827-7882

Chuck@LegendaryGarage.com

SEGTOA Merchandise Now Available:

Contact Barry Dameron: bdameron@segtoa.org or 770-505-2919 for availability of sizes.

Hats \$20.00 plus shipping.

One size fits all (buckle in back).

Shirts \$20.00 plus shipping.

Men's: white or gray.

Women's: white only

If you want something that is not offered, please feel free to make a suggestion.



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before you're too old to understand.

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