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John Robinson’s Story
The club was founded in 1984. Our purpose bringing together a group of people dedicated to the promotion and preservation of the Pontiac GTO. In addition, the chapter acts as a source of information and assistance to the local GTO owner and restorer.

We welcome all GTO enthusiasts, those with stock or modified vehicles, or an interest. Ownership of a GTO is not a membership requirement. The club sponsors cruises, technical sessions, swap meets, charitable contributions, and our annual Muscle Car Classic™ Car show.

Our monthly membership meeting is usually held at 7:30 pm on the first Thursday of every month at the Richfield American Legion Post, 6501 Portland Avenue in Richfield. Visitors are always welcome. Call 651-649-4518 for meeting details.

Annual membership dues for renewals are $24, payable on February 1st of every year. New members pay on a pro-rated schedule, see last page of newsletter.

Listed below are the library’s Pontiac and GM manuals. Some other materials are also available.

1964-66 Shop, Fisher Body and Air Conditioning Service Manuals
1968-69 Shop and Fisher Body Manuals
1972-74 Shop and Fisher Body Manuals

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Announcements

LOL Activity Calendar

February 4, Thursday
7:00pm – Board Meeting
7:30pm – Membership Meeting

February 13, Saturday
2010 Annual Banquet
Elsie’s Restaurant, Bar, & Bowling Center
729 Marshall Street NE
Minneapolis, MN 55413
Social Hour: 6:00 p.m.
Dinner: 7:00 p.m.

March 4, Thursday
7:00pm – Board Meeting
7:30pm – Membership Meeting

MCC - Unclaimed Items
Two folding chairs and one small green cooler were left at the show.
Call Andrew Bigbee to claim them: 612-281-2532

HELP NEEDED!
1. MCC Secretary to work with this years chairman to take over for 2010.

I am accepting membership renewals for 2010 now. Beat the rush and get them in early. Let me know if you are experiencing any problems with the delivery of the newsletter with either the electronic form or mailed ones. Hope all had a great Christmas and have a better New Year 2010.

If there are any paid members that have not received their membership card, or if your name, address, or anything else is incorrect on your Tiger Times address label, contact:

Membership Director: Dean Brendal
dbrendal@embarqmail.com
763-425-2731

Dean Brendal
G-Force. Who amongst us has not heard this term bandied about in automotive publications or by some young know-it-all describing his latest escapade navigating a freeway cloverleaf in his modified corner carving wonder? My guess is most of us. G-Force. It sounds almost like a band of ruffians that Chuck Norris would cobble together to rescue a armed services compadre being held by some over-reaching rogue General named Chao of the People’s Army at some desolate, unnamed Asian prison in the jungle. G-Force. It may sound like that, but it actually only refers to gravity (the acceleration of all objects toward earth at 32 ft/sec/sec). You know…the force without which our prized GTOs would merely float into the ether (although that would make working on the undercarriage a whole lot easier if you think about it…).

I digress…ah yes, Gravity. The mysterious “thing” that gives objects “weight”. I must be experiencing “gravity” as I pen the forward to this month’s newsletter because I have a heavy heart; a heavy heart about stepping down this year to attend to some other matters; a heavy heart as I have enjoyed the opportunity to work more closely with all whom I have known for so many years. As such, this will be the final introduction I create for the Tiger Times during my tenure - one which seems to have passed more quickly than I could have imagined.

I am honored to have been able to serve in this capacity and I leave the door open to serving again sometime in the future, should the call arise. While presiding over the last monthly meeting, I looked out at the membership to see that I was speaking to several past Presidents and wondering why others in the audience had never sought “office”. I can only encourage all of you (ladies included!) to consider taking the helm and adding your leadership qualities to the storied history of our club.

With elections having been completed, we have a new slate of officers to be installed at the annual banquet. There is no need for an overthrow or a coup…we continue the tradition of peaceful transition of power and they will carry forward the great traditions and reputation we have fought to build. I thank each of you for your support and assistance in making this tenure an adventure to remember. I hope only that my time at the helm has added some value to that which we all share in common – the love of our cars.

Digression – regression – repression …

That’s a lot of “ression” to swallow, if I do say so myself. I feel compelled to talk about the progression (sorry, I had to do it…) of the afore-mentioned heading as it applies to our club and to the greater body known as the GTOAA.

As has been discussed on numerous occasions – at meetings, during cruises, with phone calls, newsletter and via email – that the GTOAA has decided to enact additional changes this year pertaining to membership requirements for clubs to remain in “good standing”. Like nearly all organizations, change is required over time to remain viable. Often people resist change because it is…well…change. Change itself is neutral. It is neither friend nor foe; good nor bad; chocolate nor vanilla. It is merely a comparison of how things will be at a future time to how things had been in pervious times. Change can come about from boredom. Change can spring forth as a response to outside influences. Change can come from introspection and a desire to remain relevant. Change thus defined will always be welcomed by me. Change can also be what is left in your pocket after government decides you have not “given” enough to others. Change can be arbitrary. Change can be driven by an outside agenda without having provided a clear benefit to said change would apply. Change thus defined will always be questioned by me.

As sitting President of the Land of Lakes GTO Club, I have been conflicted by my strong desire to respond to the changes proposed by the GTOAA and my desire to remain a strong supporter of our hobby and a statesman as the titular head of our club (being an integral part of the GTOAA). I have had strong personal opinions and I have had an office to represent. As I prepare to welcome our next President, I feel that any potential conflict between personal opinion and elected duty has dissolved; thus, I share the following opinions with you freely as one man’s point of view on the “state of our union.”

I am greatly disturbed by the actions of the board of the GTOAA in changing membership requirements which ostensibly force participation in the national group at the expense of the local group. It is not a fear of change nor is it a position borne of a rebellious disposition; rather, it is a statement of displeasure with the seemingly arbitrary decisions of what has become a de facto Good ‘ol Boys club, similar to those of yore who practiced secret handshakes and rituals in order to be accepted into the ranks. To be part of the board that determines the fate of all local chapters, one need only be elected and…wait…there are no elections. Participation is decided by the party in power similar to Cabinet level appointments by a President or parallel to being “made” in other “organizations.”

The point here is that while we (local chapters) act in a democratic manner in deciding how our local chapter will organize and participate in activities, we are then expected to yield to an autocracy at the national level that imposes their changes upon the very groups that provide the “tax revenue” that support their existence. (Pay us our taxes, or be barred from the union or it’s benefits).

It is my strong opinion that, above all, that to succeed over time one needs to be true to principle. A focus on outcomes, or actions

Continued on next page
in a vacuum, does not provide a plan for success. Below are a few of the core “issues” that I believe must be addressed for our chapters and the GTOAA to remain relevant, transparent and in a position to ensure successful promotion of our hobby in the future.

GTOAA:

1. Provide leadership to the hobby, not merely management
2. Bring transparency to the GTOAA finances - provide an accounting of all revenue and expenses to GTOAA Chapters (after all, we fund the GTOAA)
3. Allow elections for officers/board and limit the terms for serving in leadership posts
4. Practice what you preach
   a. Expecting clubs to fund the GTOAA at the expense of local club revenue is one-sided and self-serving
   b. Telling clubs to consider electronic distribution of our newsletters to reduce costs but refusing to do this same for the national newsletter is duplicitous
   c. Telling local chapters that one can not be forced to join a club yet expecting us to do that exact thing to our membership

It was clear from the Chapter President’s meeting at the GTOAA con-vention this year that the chapters are filled with unrest regarding membership quotas. Instead of articulating a vision for the GTOAA where we would understand the communicated need for more funds and be part of the solution, we were told only that “other groups require 100% participation of their chapters…”

It is my opinion that the demand to raise membership participation percentages is specious at best. In the vacuum of real discussion on the topic, one is left to conclude that there is but one motivation – revenue. Revenue to do what? Revenue at what cost to the hobby?

If a local chapter does not heed the dictate of the national organization to increase its membership percentage (a relative measure), it may be dropped to a token participation. As outlined by the GTOAA board, the current plan is to increase membership percentage until 100% membership is required. It is my opinion that this plan will disenfranchise the established groups whose membership has signaled no interest in full participation and will lead directly to the shrinking of the GTOAA. Avarice is a condition that consumes until all is consumed and then one is left with nothing. I do not wish for this outcome.

Political references run amok, you say? Perhaps, but they are wholly appropriate in my view. A more detailed correspondence has been penned and will be sent to the GTOAA from me, Kurt, as a personal letter and not in the official capacity as President (spokesman) of this club. I will gladly share that correspondence with any and all who ask for it. Should any of you wish to discuss this with me, I welcome your inquiry.

Again, thank you for providing me with the opportunity to provide leadership and stewardship of this group for the past year. I hope that I will leave having made some improvement in what we do.

Kurt von Schmidt-Pauli

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Your attendance will make it special!

2010 Annual Banquet

Saturday, February 13

Elsie’s Restaurant, Bar, & Bowling Center
729 Marshall Street NE
Minneapolis, MN 55413

Social Hour: 6:00 p.m.
Dinner: 7:00 p.m.
After dinner: Socializing and bowling.

Great door prizes, awards and memories to share!
Let’s get together and celebrate old times and new!

- Prices include tax and gratuity
- Please complete reservation form below and return to Shelia Snook by February 8.
- Please do NOT send cash—make checks payable to Land of Lakes GTO Club

**Return reservation form with your check to:**
Shelia Snook
5528 County Road 11
Maple Plain, MN 55359

Questions call: 763-479-0741 or 612-741-2871

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Enclosed is my reservation form and check for the 2010 LOL Annual Banquet:

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Name_________________________________________ Total Enclosed $_________

Phone_______________________________________


John Robinson's Story

I t all started on a cold and snowy Thursday evening in February 2009. I was at the monthly Land of Lakes GTO club meeting, sitting in the back row with my pals after finishing my two year stint as President of the local GTOAA chapter. One newer member John Biwersi had brought along an auction flyer he had printed out off the internet. There was going to be a huge auction in Pepin, WI later that spring. The Lerum collection was going over the block on May 30th.

That name rang a bell with me which I remembered hearing while in Winona, MN visiting my wife’s relatives. My father-in-law Glen and I managed to slip away from the family function to do some car hunting in the lower Mississippi river valley. At one stop I heard a local telling of the Lerum collection that was sold at auction. Word was he had many Pontiacs there and some were rare cars. This local stated the auction occurred earlier that summer and that everything was gone. I turned away wondering how this cornucopia of Pontiac iron could have eluded my far reaching network of friends and contacts. Several months later I realized the man must have had knowledge of the impending sale but not known the exact timeframe. I had a chance after all.

John handed over the flyer with the understanding that he wanted to go after a ‘64 Tri-power setup and possibly a ‘64 GTO/LeMans. I perused the flyer and was amazed at the sheer volume of Pontiacs that were on the docket. Paul Kilker was equally impressed with the quantity of parts listed as well. The auctioneer’s website had a comprehensive listing of parts and cars along with pictures of each posted in advance of the auction for about a month. Paul and I began devising a game plan over that time to attend the auction and see what we could find for ourselves. Kurt VonSchmidt-Pauli who was the club president at the time was also interested in going down for the auction. We scoured the internet preview page as updated photos were constantly being added in the days leading up to the auction. There were several cars of interest and one that garnered my attention was the 69 GTO Judge they had advertised. The docket listed the car as a real Judge however there was no PHS on hand plus the car was obviously painted green before the Judge specific orange hue was applied many years ago. This was a battle scarred muscle car that had been sitting in the Wisconsin field for many years. To complicate matters, the vin was listed incorrectly on the auction preview site. There was a missing digit making any PHS attempt futile unless you wanted to fork over $650 to run all ten possible numbers. Luckily they had posted a photo of the vin plate online but the last digit was not 100% readable. Fortunately Kurt has some high-tech photo enhancement software on his system which allowed him to easily determine the final number with absolute certainty.

The Judge had peaked my interest enough to send off for the PHS documentation to be returned via fax two days before the auction. I was interested in the car if it was a Judge but wanted to make sure it was not a regular GTO before spending Judge money on a project. I also sent off for the PHS on a ‘65 GTO that was claimed to be a Tri-Power 4spd car which Paul was interested in going after. I briefly thought about ordering the PHS for a Gold ‘67 GTO hardtop, but I already had three ‘67 GTO projects and decided $65 on something I may not even be interested in would be a waste of money. A mere two hours later I get the return fax from PHS. The ‘65 was indeed a 3x2 4spd car White with Gold interior. That car supposedly ran and drove so Paul was going to be pleased to hear that. The fax continued to churn out the remaining pages. What I saw next blew my mind. The 69 GTO was not a Judge but it was a Verdero Green Ram Air IV 4spd car! So much suddenly made sense and I knew this was a real car without a doubt. Paul, Kurt, and I left work early on Friday the 29th to attend the auction preview in order to scout out the inventory and the competition.

Upon arriving at the site that sunny Friday afternoon I felt a fluttering in my stomach which only comes on when something big is about to happen. I knew this event was going to be huge in the Pontiac world as we witnessed license plates from no less than 12 states and Canada lining the driveway and parking area. I immediately locate the Judge as we enter the grounds however I do not go straight over to it so as to not arouse any suspicion. This is a covert operation now. On the drive down we had discussed what each of us was looking for and had a good idea of what the game plan would be. Paul was already planning to attend the Mopar show in Farmington the following day so he would not be present. We would bid on his behalf. We also bumped into John as he is closely eyeing the ‘64 Tri-power intake and carbs on the table near the auction trailer. John decides he is only interested in that unit and asks me to bid on his behalf the next day. I record his top bid in my notebook next to Paul’s wish list for the auction and John heads for home.

We decide to obtain our bidder registration on Friday to avoid any potential rush before the auction. The balance of the day was spent locating items of interest and spreading the word about the Judge not being a real Judge to anyone standing near the car. Kurt and

Continued on next page
Paul did a great job with propaganda and dissuading anyone who may have been interested in the car by simply informing them it was not a true Judge which was the truth. As we toured the parts, we cleaned off the block and date codes on virtually all engines and were astonished to see so many GTO engines (WT, WS, WA, YR...) sitting on their sides in the dirt. By the end of the day we had a litany of items scribbled on our notepads and had bumped into a few other LOL club members and friends along the way. The auction looked GREAT for parts, engines, transmissions, shifters, intakes, Tri-power setups... Lot's of stuff. Cars were mostly very rough. A few diamonds in the rough and a couple worth the restoration efforts.

The next day we drive the two hours back down to the site this time Kurt, Layne Otteson, and I drove my truck and empty trailer bringing high hopes and a nervous gut. How many people knew that the Judge was really a IV car? When we rounded the final curve to the place we found the road clogged with trucks and empty trailers. Were we in for a battle. I knew the farm was at least 1 mile up a steep driveway and we were parking hundreds of yards from the entrance. We had a long walk ahead of us and some fierce competition on our hands. After trudging up the slope we rounded the bend to the open field where the action was to take place. The field was absolutely jammed with spectators milling about the pallets of parts and rows of cars. We were about an hour early so Layne went to get registered as a bidder and Kurt and I made a hot lap of the field. There was a ton of people on hand including some heavy hitters in the Pontiac world. I did my best to appear calm on the outside as I mapped out my strategy.

My cell phone rings in the middle of the Wisconsin farmland. It's Paul calling from the Mopar show. The auction doesn't start for another 30 minutes but here is Paul calling anyway. “Good news” Paul says over the circuit. He went on to say that he talked to Jim Mattison at PHS on the phone that morning and found that no other inquires were made on the Judge vin number. It was possible that we were the only people in attendance who knew the Judge was actually a RAIV GTO! This was exceptional news and I relayed that info to Kurt and Layne in very hushed tones. When Kurt spoke, his lips never moved, like a ventriloquist he informed me about a potential rival whom he met at the preview who was determined to buy up every Pontiac engine block at the auction that day. From behind his sunglasses he was also keeping very close tabs on the Judge and whoever was taking a close look at it. Kurt continued his vigil at the Judge informing onlookers of its true non-Judge pedigree and the fact it was a factory green car. I remained distant so as to not attract attention. Some people knew I already owned several Judges and if I appeared too anxious I could tip my hand that I knew something. I had already determined in my mind what the car was worth and jotted down my max bid on the notepad to make sure I stuck to my plan.

The auction began at 9am with the parts. They would auction parts until 11:30 then start with the cars. After that they would sell whatever parts were remaining. The first pallet to go consisted of a grab bag of mostly 69 interior parts. When no bidder could be found to open the bidding at $50, they dropped the bid to a very reasonable $25 at which point I raised my hand. After no other bids were placed I had my first win and the auctioneer knew my face which would come in handy later in the day. The auction plodded along at a methodical pace as pallet after pallet of vintage parts, mostly Pontiac was hammered away. At one point Kurt was the winning bidder on a pallet of approximately 30-35 water pumps both new and rebuilt. I wondered aloud how we would fit all that in the truck at the end of the day. Layne was also caught up in the fray as he found himself the high bidder at $30 on a pallet of about 13 small block Chevrolet intake manifolds. I remained somewhat reserved in my parts bidding as I was unsure how much it would take to secure the Judge. I did nab a few good deals in the morning bidding including several items that Paul had on his list.

The cars started at 11:30 sharp with heavy interest from bidders and spectators alike. There must have been almost ten 70-79 Firebirds and Trans Ams that sold and a pile of parts. One brown ‘79 T/A was pretty nice and another friend won a Silver 10th Anniversary T/A which was a decent car too. There was a rare black ’76 455 4-spdt TA that ran sold for $1500 which was barely over another friend’s limit. The first car I bid on was the Gold ’67 GTO hardtop. This car was a total corncob rusted badly with many missing parts. What was there signaled the possibility of something special. They removed a TI setup from the car on Friday and it had a heavy duty A/C radiator support and shrouds on a non-A/C car, and the missing dash, transmission, and rear axle signaled this could be a special car. The incomplete nature coupled with the extremely rough condition and the fact that I never ordered the PHS had me bowing out at $450 which was $200 over the limit Paul had placed the day before. I couldn't justify more than that in case it was a regular car since there was literally nothing left on it for parts. I tried, but in the end Pat from Michigan won the car. Kurt filled him in with what we noticed.
about the car and instead of stripping it on the spot like he intended, Pat loaded the hulk up and took it back with him just in case.

After the hammer had dropped on about 35 cars the Judge finally came up for bids. I had settled onto the front fender of the car next door about 10 minutes prior and waited for the auctioneer to get to the Judge. Kurt and Layne quietly waited with me as they announced lot 17L a 1969 Pontiac GTO Judge. The disclaimer said they did not know if it was a true Judge so bid at your own risk. Perfect for me I thought. The bidding started at $250 and continued at a frenzied pace with about five different bidders going at it tooth and nail. I stayed quiet during this stretch much to Kurt’s dismay. I wanted to weed out the tire kickers and as the bidding slowed at around 30% of my top bid I finally jumped in the fray. The auctioneer recognized me with eye contact and I knew I had it. Just how much would it cost I wondered to myself. I was hoping they would drop the hammer right there but the going once, going twice seemed to take forever and another bid finally came in. I was in a three way bidding war now. Once the bidding reached 40% of my max bid the dust began to settle and I found myself bidding one on one against the same rival Kurt had warned me of during the preview day. Mike from Milwaukee was his name. A friendly enough guy chatting over parts and cars the previous day, now my sworn enemy. Like a teeter-totter we rocked back and forth at $100 increments with a purposeful delay thrown in for effect. Mike was stone faced and serious as he bid. The adrenaline was pumping full bore as the auctioneer was asking me for my next bid. I realized I was on the odd number and thought it would be good to be high bidder on an even number instead. In a calculated but daring move, I upped the bid by $300! Mike grimaced immediately as I could tell he had him on the ropes. I overheard a bidder assistant on the cell phone telling an internet bidder he was out. After what seemed like forever the bidder assistant made a throat slashing gesture meaning the internet bidder was done. Mike gestured that he was done also. The auctioneer then sold the car to me at exactly 50% of my max bid! I was going to try and curb my enthusiasm but when the hammer was about to drop, Guy Wicklander steps from what appeared to be nowhere and signals his bid. Craig is out for sure this time and Guy lands the ’65 GTO in a wild finish. He wanted the motor because he knows the guy who built it and figured the motor alone was worth half of what he paid. The car itself may have been a factory Tri-Power car. Had a rally dash, 4-spd, console, and tri-power radiator. I didn’t run the PHS on this because pre-auction they said they couldn't get the door open. At the preview I opened the door easily and found no vin tag. When it came up for bidding they announced they had the tag and title. I was in it to the end pushing the winner to $3200 but I backed out since the Judge was about 7 cars away and I wanted to make sure I had enough money leftover to bring that one home.

In the end it appears I was the only person who ran the PHS and knew the true identity of the car before the auction started. It is actually a RAIV GTO, 4-spd, 3.90 car. One of 310 produced. Factory colors Verdero Green, Parchment interior.

Honestly most of the 70+ cars that went over the block were parts cars but there were some restorable cars there also. I was surprised at how many of them actually ran. They fired them up before the bidding started on each one that ran which was smart to bring better money. LOL member Guywicklander was there and was the high bidder on a very restorable ’66 Pontiac Ventura 2 door coupe. The factory black car still wore it’s original paint and fired up for them to load on the car dolly for the trip home.

The White/Gold ’65 3x2 4-spd GTO did run and had a strong ’66 WT with 12 heads and a 4-bbl that ran great. A friend of mine Craig Schmidt wanted to get that car and was in the hunt the whole way. When the bidding finally reached his maximum Craig was going to back out. I urged him to go $100 higher to try and bring it home. I was feeling it good after the Judge buy. Just as the hammer is about to drop, Guy Wicklander steps from what appeared to be nowhere and says his bid. Craig is out for sure this time and Guy lands the ’65 GTO in a wild finish. He wanted the motor because he knows the guy who built it and figured the motor alone was worth half of what he paid. The car itself may come back up for sale locally minus the motor. Congrats Guy!

The ’64 GTO coupe that they took the Tri-Power off before the auction started was a Nocturne/Blue car that I think could have been a factory Tri-Power car. Had a rally dash, 4-spd, console, and tri-power radiator. I didn't run the PHS on this because pre-auction they said they couldn't get the door open. At the preview I opened the door easily and found no vin tag. When it came up for bidding they announced they had the tag and title. I was in it to the end pushing the winner to $3200 but I backed out since the Judge was about 7 cars away and I wanted to make sure I had enough money leftover to bring that one home.
For parts I scored a number of good deals. 69 GTO dash core, door panels, nice headlight bezels, 48 heads, 66 doors with tinted glass & door edge guards, 65 buckets, 64 Tri-power setup, 7027263 carb, dual snorkel, pile of pulleys and balancers, 66 4-spdr shifter, and perhaps the score of the day a 65 WT 389 with 77 heads for only $35. There were only two GTO tripowers that sold. The ’65 setup was very nice and original and brought $1400. The 64 setup was a decent unit with correct carbs that I was able to secure for my friend John. The others were pre-’63 bare intakes. There were at least 330 registered bidders plus online bidders on the cars.

The sight after the auction was done was almost surreal. All kinds of trucks and trailers bobbing and weaving in and out of pothole filled farm fields. Two skid loaders were humming continuously for hours one helping load cars that wouldn’t (or couldn’t) roll onto trailers, and another loading hundreds of engines, transmissions, and rear ends. A couple cars literally broke in half being loaded on trailers.

Winning bidders were allowed to part cars on the spot and they would crush what was left behind. One 69 GTO was purchased for $225 and the winner took out the 3.55 posi (which turned up for sale for $650 at the fall Jefferson swap meet) and a few other items on the spot and left the rest. Cars that failed to receive a minimum $150 bid were destined for the crusher. Included in that group was a 64 Catalina convertible, 66 LeMans hardtop, 76 Firebird, 67 Ford Galaxie, and 68 Olds Cutlass with a “C” headed motor.

A real fun (and long) day but sitting here today I would do it all again tomorrow. These auctions are so much fun even if your not going after a RAIV car nobody else knows about. In hindsight I should have been more aggressive on some parts as I let a pair of 093 heads go for $175 and a 69 WT block went for $45. I didn't need either one but those were bargains.

There were many spectators and a loyal pool of bidders (with many familiar faces) that really came to life when the selection turned to intakes, timing covers and, of course, engines. In fact, the owner's wife said, at one point, that there was a line of trucks with trailers more than 1 mile long on the side of the county road by their house. There were a surprising amount of GTO engines lying there. Some engines were purchased at bargain prices and others were expensive. 1970 GTO WT engine, complete from Carb to pan, WITH transmission bolted on. Distributors, carburetors, wheels... It was all there but you had to do your looking and homework.

We came prepared with a Game plan, knew where parts were and understood the process. I think Kurt scored a couple of other pallets of parts, including 12 valley pans for $10, a 68 GTO distributor, dual vacuum advance, for $25, 66-67 door sill plates (two pair), several auto shifters for 69, valve springs, main caps...all for $30. Scored 3 oil pans for $25 total, including one in which sat a 1968 4-piston caliper. Timing covers were bid up to ridiculous prices, in my opinion, as were some 4-bbl intake manifolds. 4 rally wheels for $20. There were deals, if you were paying attention.

I spoke to the owner Dana Lerum at the preview on Friday. He appeared in his late 40's and in good health. His wife was there also. Very nice guy who just wanted to clean up his property and clean out the collection. Story is they want to move (retire) to Montana and he could not take all these cars/parts with him. They wanted to sell off the collection, then sell the 60 acre property and move to Montana later in the year.

As far as the RAIV GTO is concerned he said he bought the car about 25 years ago in its present state with less rust. It was already painted Orange and the prior owner said it was not a real Judge but never mentioned RAIV. Prior owner was the brother-in-law to three brothers who raced the car during the ’70s. Evidently they sprayed it orange and cloned it into a Judge for an X factor against the competition. It is unknown what engine was in the car when it was raced and two of the three brothers were already dead by 1984 when Dana got the car. Mileage is 35,662 which could be original but with the trailer hitch and snow tires this car could have rolled over once as a tow vehicle for the family camper of the brother-in-law.

Two days after the auction Kurt received a phone call from the guy who got the Gold ’67 for $450. He ran the PHS and it came back as a real XS Ram Air M-21 4-spdr, 4.33 posi car with TI ignition and rally dash! One of 751 cars ever made. I’m sure glad we told Pat all that we saw on the car that signaled this was a potentially special car. He was buying it for parts and fully intended to cut up what was left. He ran the PHS based on what we told him, and bam - instant Ram Air car. Now it will be saved and restored. Only thing better would have been if we had acted on what we saw and won the car ourselves, but we can’t get them all can we? Best wishes to Pat.

It is now evident that there were two previously unknown Ram Air cars sold at the auction. The ’65 3x2 4-spdr was real and I suspect the ’64 coupe will turn up as a real 3x2 car as well. There were definitely some diamonds in the rough and a story to remember for a lifetime.

John Robinson
With segments of this story from Kurt VonSchmidt-Pauli
# Quartermaster Merchandise For Sale

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Price</th>
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<tbody>
<tr>
<td>TIGER TERRY CLOTH FLIP FLOP SLIPPER - SIZE SMALL</td>
<td>3.00</td>
</tr>
<tr>
<td>MUSCLE CAR CLASSIC XXIII 2009 COMMEMORATIVE TANK TOP - SIZE XL</td>
<td>15.00</td>
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<tr>
<td>MUSCLE CAR CLASSIC XXIII 2009 COMMEMORATIVE TANK TOP - SIZE L</td>
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<td>MUSCLE CAR CLASSIC XXIII 2009 COMMEMORATIVE TANK TOP - SIZE M</td>
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<td>MUSCLE CAR CLASSIC XXIII 2009 COMMEMORATIVE T-SHIRT - SIZE 3XL</td>
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<td>MUSCLE CAR CLASSIC XXIII 2009 COMMEMORATIVE T-SHIRT - SIZE 2XL</td>
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<td>MUSCLE CAR CLASSIC XXIII 2009 COMMEMORATIVE T-SHIRT - SIZE L</td>
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<td>MUSCLE CAR CLASSIC XXIII 2009 COMMEMORATIVE T-SHIRT - SIZE M</td>
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<td>MUSCLE CAR CLASSIC XXII 2008 COMMEMORATIVE TANK TOP - SIZE XL</td>
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<td>64-67 GTO/LEMANS CONSOLE LID REPAIR KIT</td>
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<td>SILVER GTO CHARMS</td>
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<tr>
<td>TIGER BROOCH/PIN</td>
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<tr>
<td>GTO BRACELET</td>
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<td>1966 GTO HARD TOP POST CARD</td>
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<td>1964 GTO CONVERTIBLE POST CARD</td>
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<tr>
<td>4x5.5 GTO ORIGINAL AMERICAN MUSCLE MAGNET</td>
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<td>11x17 GTO YEARS 1964 PRODUCTION CODE PLACARD</td>
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<tr>
<td>LAND OF LAKE GTO CLUB BUTTON</td>
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<tr>
<td>20&quot; SQUARE CRINKLE TIGER PATTERN POLY SCARF</td>
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<tr>
<td>BENGA TIGER ON BLACK COTTON/POLY BANDANA</td>
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<tr>
<td>SILK FEEL TIGER CUB SCARF</td>
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<tr>
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<td>SOLID BLUE MIRA COOL BANDANA</td>
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<tr>
<td>GREEN SOUTHWEST PATTERN MIRA COOL BANDANA</td>
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<td>PURPLE TRIBAL PATTERN MIRA COOL BANDANA</td>
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<td>RED TRADITIONAL PATTERN MIRA COOL BANDANA</td>
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<tr>
<td>18&quot; TIGER TAIL</td>
<td>7.00</td>
</tr>
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</table>

Items on display at regular monthly meetings or call Anne Findley @912-327-8934 to arrange for delivery. Thank You!
Members present: Kurt von Schmidt-Pauli, Dean Brendal, Dean Ekegren, Layne Otteson.

Dean Ekegren gave the Treasurer's report.

Respectfully submitted by Carol Brendal

7:00 p.m.

Kurt von Schmidt-Pauli called the meeting to order at 7:35. A motion was made, seconded and passed to accept the Board Meeting minutes, from this evening, and the Membership meeting minutes as printed in the January Tiger Times.

There were twenty members present.

Treasurers' Report

Dean Ekegren gave the Treasurer's report. A motion was made and seconded to accept the report as read. The motion passed.

Sunshine Committee - Judy Thomasen

Judy gave her report. A Get Well card and gift certificate were sent to Dennis Wolfe after his hospital stay. He called Judy to say Thank you.

Paul Kilker reported that Neil Cofell is doing well with his illness.

Judy also reported that there will be a raffle at the Banquet – proceeds used to help replenish the sunshine fund.

Membership - Dean Brendal

Dean Brendal reported that he is taking membership dues this evening.

Quartermaster Report – Ann Findley

No report.

Old Business

There was One Hundred and Twenty-nine pounds of Food Shelf items donated at our December meeting.

The 48th Street Business Alliance, 48th and Chicago, Is having a block party either the 1st or 2nd Sunday in June. They want to know if we would like to participate in a potential car show at this venue. Tom Piheon discussed the idea with the group previously and mentioned that the Alliance was to have a Board Meeting within the week to discuss the inclusion of a car show. Questions arose surrounding the need for insurance if this were a club sponsored show. Consensus was in the affirmative. However, club member participation does not meet the same standard. Tom will provide us with an update next meeting.

Shelia passed out Banquet flyers. It is our 25th annual banquet and it will be held on Saturday, February 13th at Elsie's. February 8th will be the deadline to sign up. Dean Brendal sent out the electronic version to all club members.

New Business

No report.

Monkey Business

No report.

Racing – Bill Meyer

No report - surprise, it's Winter!

Newsletter Committee

No Report.

Muscle Car Classic Report - John Scheunemann

Andy Bigbee reported that Sue Jungclaus and Anne Findley will get together to change over the bank account for the MCC. The next meeting will be January 19th at the Davanni's Pizza shop on Highway 7, west of 494 approximately 1 mile, just past Williston Road.

The draft for the MCC flyer is in process so that we can get a solid poster to present at the Minnesota Car Club Association meeting in February. It should be ready by their January 19th meeting.

The Parts for Sale clipboard was passed around.

Continued on next page
Toys for Tots

Thanks to everyone that contributed this year for the Toys for tots. The total that was collect this time was 82 toys or gifts! As in the past there was some really nice ones that were received. The toys were brought to the American Legion Post 225 in Forest Lake on December 17th. They were very appreciative for the large amount of donations. While talking to them there, they said that this year the donations were down at this time. Again I say, thanks to all who gave to this worthy cause. I hope you all have a great Merry Christmas and a Happy New Year. See you at the January meeting.

Dave Christensen

Membership Meeting Minutes

Richfield American Legion | Richfield, Minnesota | January 7, 2010

Nominations

Kurt asked for any further nominations for the following positions:

• President
• Vice President
• Secretary
• Treasurer
• Membership Director

No additional nominations were received.

Due to uncontested nominations for the aforementioned positions, a motion was made and seconded to cast a white ballot. The motion passed and the following members were elected to their respective positions for the 2010 Calendar year.

President: John Robinson

Vice President: Layne Otteson

Secretary: Carol Brendal

Treasurer: Dean Ekegren

Membership Director: Dean Brendal

Board Member at Large:

• Ed Dahlby and Steve Johns were both nominated. Ballots were cast and Ed Dahlby received more votes.
• Dave Christensen continues on with an additional year on his term for our other Board Member at Large.

Congratulations to all and good luck in your positions!

Gift Certificate drawing

The winner of the Richfield American Legion Certificate was Tom Snook.

The meeting was adjourned at 8:40.

Respectfully submitted by Carol Brendal

Gift Certificate drawing

The winner of the Richfield American Legion Certificate was Tom Snook.
All ads are free to Land of Lakes GTO members. Send your ads to the editor. All ads are dated and will be run for two months unless the editor is notified that a longer run is desired. Since we exchange newsletters with many other GTO clubs, your ad will go around the country and on occasion may appear in additional publications.

We have room for your ads. Don’t forget the want ads are a free service to all club members.

Call Dick Kos at 507-433-6976 or email at kosx2@msn.com or fax to 651-647-1088 to place your free ads in the next issue.

CARS AND MORE FOR SALE

1970 GTO auto A/C project car
1969 GTO 4-speed A/C runs & drives

John Robinson
763-458-2865


John Zeglin
320-255-9452


John Zeglin
763-458-2865

PARTS WANTED

1964 GTO tail light assembly L&R
1964 GTO turn signal assembly L&R
1964 GTO turn signal assembly lens & bracket
1966 GTO tail light bezels – L&R
1967 Lemans tail light assembly – L&R
1970-1972 wheel well molding set-near NOS
1970-1972 wheel well molding set-driver quality
1971 GTO custom hubcap set of 4
1973 Firebird-No rust

Paul Kilker
952-474-8201

Air condition compressor and brackets 1967 GTO
1967 GTO 400 Motor Auto Code.

Andy Bigbee
612-281-2532

1965 GTO Auto. Radiator Good condition.

Dave Schoening
763-263-04

Many GTO parts for sale:
www.minnesota-muscle.com
1971 GTO, 68-69 GTO.

John Robinson
763-458-2865

Seasonal storage available in Eagan. Inside heated storage is sprinklered, alarmed and monitored. Outdoor storage is in locked fence and very well lit at night. October thru March. Month to month lease is also available at 1.5 times the standard rate.

Heated indoor storage:
Motorcycles $120.00 for 6 months
Cars (18’ max.) $280.00 for 6 months
Boats on trailers $14.00/ft. for 6 months
RV’s and Campers $14.00/ft. for 6 months

Outdoor fenced storage:
Cars (18’ max.) $135.00 for 6 months
Boats on trailers $9.00/ft. for 6 months
RV’s and Campers $9.00/ft. for 6 months

Denny Wolfe
612-919-4760
dwolfe@mid-northearelectric.com

I offer very safe and secure heated winter storage for $252 for the season. I’m 12 minutes west of Ridgedale. I cater to high end collectibles.

Dwight
952 475 9021
dwpost@mchsi.com

ENGINE REBUILDING

**Lots of Engine Parts**.

Bill Meyer
952-472-6481

Heated Storage

Car storage-$525 for season- 22 min from 7&494
Safe clean heated secure indoor storage-2 spaces left.

Paul Kilker
952-474-8201


Kathy
612-916-9467
GTOAA Information
Your Chapter is an affiliated Chapter of the GTO Association of America.
You can join the National GTO organization, the GTOAA, and receive the Golden Quill Award winning publication The Legend.
To join, please send a $35.00 check to:
GTOAA
Box 455
Timmath, CO. 80547
www.gtoaa.org

GTO Documentation
Looking for documentation on that GTO...original equipment and options? The information is available from Pontiac Historic Services. This organization is not affiliated with Pontiac Motor Division, but has access to production and build invoice information. Send your vehicle identification number (VIN) along with a check (a cashier's check or money order will speed up the process) for $50 to:
Pontiac Historic Services
P.O. Box 884
Sterling Heights, MI 48311-0884
In about six to eight weeks you will receive a copy of the factory build sheet, information on decoding it, and copies of press information from when the car was introduced.

Use the Land of Lakes Hotline to check the time, location and announcements for the next board meeting, membership meeting, or event.

LOL Club Hotline
651-649-4518
Membership Meeting Map