



## Valley of the Goats

### This Goat is back to some (high speed) grazing again

In 2014, I sold my first 1970 GTO that I had purchased in 1978 and restored. I still regret that decision daily, but about 4 ½ years ago, I started looking for another project – obviously, another GTO as I had previously owned 8 of them since 1965.

I purchased a Pontiac 400 engine from Frank Gostyla in 2015 to install in a Pontiac Grand Prix I owned at the time. I determined that was not going to be a logical swap, so I sold the GP.

Frank asked me if I would be interested in purchasing the GTO where the motor had come from (it was a matching numbers car). The timing was perfect, so I purchased the car. The engine - Frank had overhauled it already - was ready to be reinstalled in the GTO. On January 9, 2016 we closed the deal. Frank installed the motor and drove it to my home in Desert Hills.

Over the next couple of years, I fiddled with the car, off and on, taking it apart. While it was mostly stock, it needed some attention. The prior owner to Frank was handicapped and had changed several items that had to be returned to original.



Being a California car (sold originally at a Pontiac dealership in Beaverton, Oregon), it was for the most part rust free. Exceptions included the typical lower rear of both front fenders and a minor amount on the hood. I had the rust items repaired during that time and was purchasing parts that I wanted to change or needed replacing to make it a nice driver. Finally, in early 2019 I got busy putting it back together and ready for new paint. My son-in-law is the lead painter at Sands Chevrolet body shop in Glendale. I took it there in early 2020 to have it prepped and painted. We chose a Chevrolet color - Seraph Orange - and once done, it went back into the garage for

#### About My Pontiac

##### 1970 GTO

Owner: Mike Jewell  
Desert Hills, AZ

##### Engine Specs:

Bored .30 over, Melling 60# Oil Pump, bearings .10000s under, Rods .20000s under, Pistons dished 9.5 to 1 compression ratio, ring gap .15000 under.

New water pump, crankshaft is stock (cleaned and polished), hardened valve seats, 3 Angle valve job, New stock rockers, push rods, lifters, Cam is new with 068 grind (HO Cam grind), Edelbrock Performer intake and New Edelbrock carburetor 650 CFM, Distributor new HEI, Hooker headers were on the engine 14" Rally II wheels to 15" Rally II wheels (powder coated).

Paint: Saffron Orange (originally gold)

Transmission: Turbo-400 (overhauled)

Suspension: new bushings, etc.

Disc brakes: (original to car)

AM/FM radio

Fitted with Nostalgic Air, B Cool radiator

Dakota digital instruments

Posi-traction (factory)

Member: Cactus GTO Club



(left) GTO during disassembly and repair work getting done.  
(below left) final outcome vs. original (right)



reassembly. I, along with help from Cactus GTO friends Stan Ford, Denny Deal, James Einck and Roy Brotherhood, got it back together.

Of course, there were hiccups along the way to delay the progress. The wiring under the dash was a total mess along with many other items on the car that were incorrect and poorly installed by a California repair shop that specialized in, of all things, Japanese cars. They used metric bolts and nuts to screw everything back together. I changed all metric back to SAE.

Tim Blattner recommended that we strip the wiring and start over, which he did. He replaced the stock instruments and installed Dakota Digital Instruments (they fit perfectly, are beautiful and look almost stock). The gas tank leaked after I had restored and reinstalled it. I removed it again, repaired it and once again reinstalled it.

The rest of the year up through September was spent completing all the detail work, correcting other wiring, etc. that goes with a restoration of this kind.

I started test driving it locally to work out any major problems, of which there were few. However, when hot, the transmission (an automatic) hesitates frequently when shifting from 1<sup>st</sup> gear to 2<sup>nd</sup> gear.

After much driving and discussion with experts, we believe it is caused by low vacuum. The power brakes and tranny vacuum modulator (new) both work off the same vacuum outlet on the carb. I decided it was completed enough and ok to drive to our joint Cactus/Renegades meeting on Oct. 19 at the Martin Automobile Museum. Drove it on the freeway for the first time and it handles beautifully. I still have some interior work to do as the car sat too long not being used and the upholstery needs some TLC.

But these projects are never finished; there is always something that needs attention or changing. The car goes like snot as you can tell from the following engine specifications as completed by Frank Gostyla.

I am looking forward to driving it more as the A/C works great and I plan to go to car shows this winter.

- Michael Jewell



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[www.cactusgto.com](http://www.cactusgto.com)

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