

THE GOAT CONNECTION

VOL.19-#1 Newsletter of the GOLDEN GATE GOATS January 2013
GTO CLUB OF THE GREATER SAN FRANCISCO BAY AREA



NO CLUB MEETING THIS JANUARY

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PRESIDENT'S MESSAGE

Greetings Everyone and Happy New Year!
Here we are starting out another new year, 2013. Hope all of you and your families had a wonderful holiday season.
We enter our 17th year with 96 members. Club dues are due at this time, kindly remit to Mike as per his instructions in last month's newsletter. January is a no meeting month giving us a short winter break.

Looking forward to our upcoming meeting on Thursday February 7th at The Englander in San Leandro our main topic for discussion will be possible venues for our May 18th Jim Wangers event. Our Newsletter Editor Jim Lent, had a nice little blurb to sum up the significance of Jim Wangers' contribution to our beloved GTO's in last month's newsletter, please take a moment to revisit it.

In my humble opinion, this is an event every GGG member should be extremely interested in and planning to attend!

To expand on my last comment let's plan on having a huge turnout for this meeting along with plenty of information sharing and a positive vibe! It would be a plus to have suggestions for several potential locations. Once we have a couple of workable locations we will need to move swiftly, choose our location and at minimum book the facility. A few of you tabled suggestions at our Decemer Christmas party, hopefully you have had a chance to investigate a bit and will have additional information for us on 2/7. To review, a potential venue needs to have proper facilities for Mr Wangers presentation, parking for 50 cars to accommodate the car show portion of the event and food either onsite or

within walking distance. Be creative folks, we have a blank chalkboard here so to speak. Also for our February meeting, if anyone has an event idea they would like to coordinate for something early this year please be prepared to discuss.

There has been member interest from both GGG and the Nor Cal Chevelle club to have a combined event during 2013. If time allows at our February meeting we can brainstorm for that event as well. Club business for our March meeting will be finalizing our Jim Wangers 2013 event details, discussing or finalizing a GGG/Nor Cal Chevells event plus GGG event planning for the remainder of the year.

Each new year provides GGG with a clean slate for club events. Let's see if we can make 2013 our best year yet!

Until Feb 7th, see ya in the fast lane!

Prez John

**GOLDEN GATE GOATS WEB
SITE AVAILABLE AT:**

www.gggoats.com



**GOLDEN GATE GOATS EVENT
PICTURES**

We have a picture hosting site that has lots of event pictures. These can be downloaded to your own computer or you can order pictures directly from the site. Pictures can be viewed at: <http://imageevent.com/jimlent>

Email List

We have an active list that provides frequent updates on club activities and provides links to pictures of club activities. E-mail

jimlent@comcast.net to join or to

update your email address.

CHANGES, MISSPELLINGS, ETC.

IF WE HAVEN'T GOT YOUR INFORMATION MIXED UP YET, JUST GIVE US TIME. WE ARE WORKING AS FAST AS WE CAN.

Please contact Jim Lent with any name, address, phone number or vehicle corrections or changes. (510) 799-6096.

E-MAIL: jimlent@comcast.net

SNAIL MAIL: Jim Lent - 118 Iris Court

Hercules, CA 94547



**CAR OF THE MONTH
ARTICLES**

Would you like to see your car, and its story, published in this newsletter. Take this opportunity now to memorialise your ride!

Tell us about your ride: how you got it, what you have done to it, where you like to drive it, etc. Make your car the star.

You can email your story and pictures to Jim Lent at; jimlent@comcast.net

or send them by snail mail to:

Jim Lent

118 Iris Court, Hercules, CA 94547

Jim Wangers Visits the Golden Gate Goats - May 18, 2013

Jim has agreed to join us on this weekend to continue our journey of learning about Pontiac and the GTO.

What a fitting time as the 50th anniversary of the GTO is upon us in 2013. "What" you say, "Wouldn't that be in 2014." Well, just think back to the old days when the fall preview of the new cars signaled the time to head to the showrooms.

This is the first time in several visits that Jim will present us with a presentation about Pontiac and the GTO. Please set this date as a must attend to learn about your GTO. Below is an excerpt from Jim's book "GLORY DAYS - When horsepower and passion ruled Detroit."

I actually had very little to do with the development of this product, which eventually would be known as the Pontiac GTO. Through the years there have been many incredible misrepresentations of just how that famous car came about. In spite of my futile attempts to set the record straight that I came into the project only as a marketer, I have still been credited with having made too many contributions to the actual development of the car. I did not submit the idea of stuffing our 389 cubic inch engine into the new intermediate "A" body chassis. Chief Engineer John DeLorean and two of his favorite staff engineers, Bill Collins and Russ Gee were responsible for the creation of the car.

Here is how it happened.

DeLorean planned regular "What If?" sessions at the GM Proving grounds in Milford, Michigan, on Saturday mornings. He invited a select group from his engineering staff and a few other important people around the division to come to the grounds, dressed casually, and be prepared to have fun looking over new ideas. On rare occasions, I was lucky enough to be invited.

The birth of the GTO took place inside a proving grounds garage during one of these Saturday morning sessions. It was very early spring, 1963. A prototype 1964 Tempest Coupe equipped with a 326 cubic inch engine was up on a lift. DeLorean, Collins, and Gee were under the car, discussing the chassis. Collins casually mentioned, "You know John, with the engine mounts being the same, it would take us about twenty minutes to slip a 389 into this thing. We'll probably need some heavier springs in the front end, but the engine will fit right in."

John looked at him, caught an approving nod from Gee, and without uttering another word they were all in agreement.

One week later the group at the Saturday morning session was greeted by a prototype '64 Tempest coupe with a 389 engine in it. It had a 4-barrel carburetor and a 4-speed manual transmission. Needless to say, those lucky enough to drive it were overwhelmed. While it was never specifically mentioned, everybody "knew" that this was the car to put Pontiac's new "A" body in a class by itself, way above its Olds, Buick and Chevy sisters.

The 389 cubic inch engine was exactly what this new Tempest needed. It had plenty of low-end torque and lots of mid-range horsepower. With every new change, the prototype kept getting better. They added additional suspension tuning, a heavier clutch, and played with a different tire. DeLorean made it his personal driver. He had a habit of loaning it to some of his close friends, and on many occasions he had trouble getting it back.

As far as the name, that was also DeLorean's baby. Ferrari was using the term "GTO" on one of their new limited production cars. The FIA (Federation Internationale Automobile) owned the name, which in Italian meant "Gran Turismo Omologato" or "Grand Touring Homologated." Both the Ferrari and the Pontiac were indeed Grand Touring Cars, and both had been

homologated, which meant that they were an end-product made out of different parts, all produced by the same manufacturer. In the case of the Pontiac GTO, it was very simple. We took a 389 cubic inch Bonneville engine that had been designed and built for our full-sized car, and “stuffed” it into our new intermediate sized Tempest/Le Mans.

It was the same at Ferrari. They had a very sophisticated dual overhead cam V-8 engine that they had been using strictly on the race track. They decided to install it in a street version of their race car. They called it a GTO, and it too, was a true homologation. Ferrari was using the name incorrectly however, because by FIA standards a manufacturer had to build at least 100 vehicles to qualify for use of the name. Ferrari never came close. Neither Pontiac nor Ferrari could copyright the name, nor could either one prevent the other from using it.

Building and naming it was one thing, getting the car approved for production by General Motors was another. This story has been told many times. DeLorean had shown the car to General Manager Pete Estes and Sales Manager Frank Bridge, explaining to them how timely it would be to use this car to kick-off the new 1964 Tempest/Le Mans line.

The biggest hurdle was an internal policy, stating very clearly that no car built by General Motors could have more than 10 lbs. of vehicle weight per cubic inch of engine displacement. You didn't have to be a brain surgeon to figure out that this car, weighing approximately 3500 lbs., and powered by the 389 cubic inch engine, wouldn't make the cut.

There was no way the Engineering Policy Committee, the corporate group that policed the Divisions, would ever approve the 389 Tempest as a model. It would be foolish to even submit it. Some kind of creative thinking was needed to find a way to slip the car through the system.

We learned that the Committee only had interest in new models, and did not get involved with approving options. Therefore, why not offer the 389 engine simply as an option, available only on the top-of-the-line Le Mans two-door models? Then it wouldn't have to be approved by the committee.

The GTO was born.

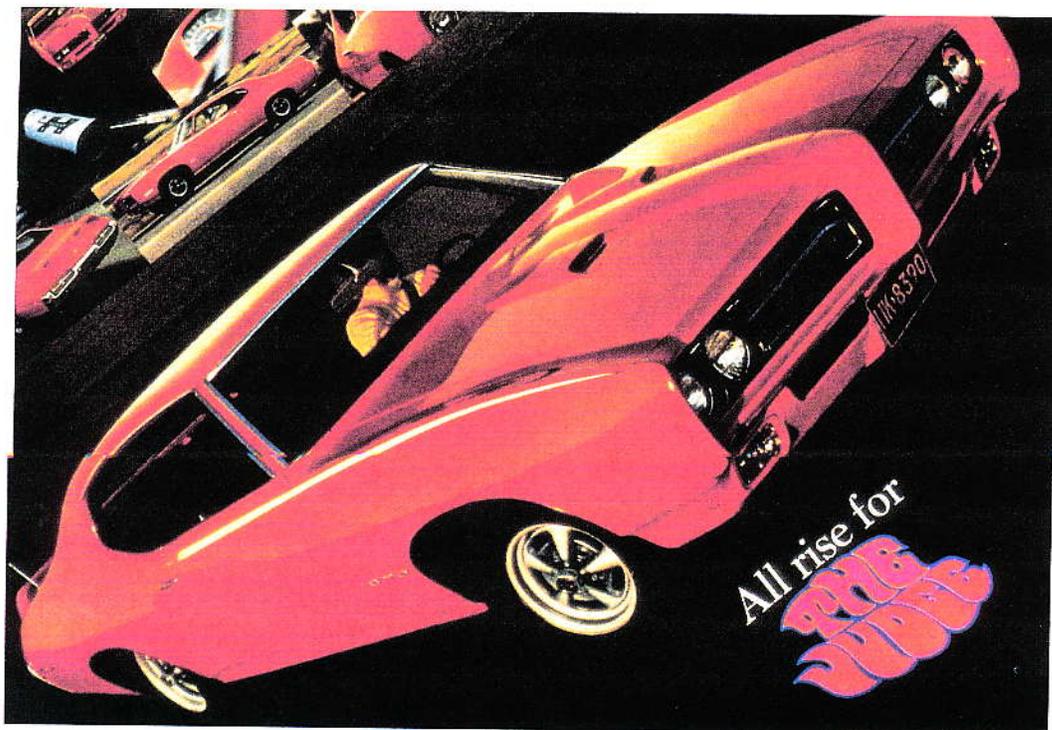




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As good looking as the 1968 GTO was, its provocative styling gave us some concern when we received negative backlash from traditional GTO owners. They disliked the "puffy and fat" look as compared to the taut, leaner lines of the 1964-67 models. To counter this, we created an ad in which we assembled the four previous year models with the new 1968. As it turned out, our fears were unfounded as 1968 GTO sales registered 87,684 units, second only to the record-setting 96,946 tallied for the 1966 model. Few GTO enthusiasts are aware that the 1964 GTO in this ad was the same famous Royal Bobcat used in the Car and Driver Pontiac vs. Ferrari road test (thanks to our retoucher's talent).



This is a classic example of what happens when you have to schedule advertising long before the product becomes available. Not only did we fail to have The Judge ready when this ad ran, but the prototypes shown in the ad didn't even have the correct stripes or emblems.

Club Dues Call 2013 Dues - Payable now!

The dues amount for 2013 is \$36.00.

**Dues can be submitted by mail or paid in person at
our February meeting.**

**PLEASE HELP OUR CLUB TREASURER
BY SENDING YOUR DUES IN TODAY.**

**Don't miss out on the exciting 2013
GGGoats events. Use the envelope
included in the bill sent to you or:**

**SEND YOUR CHECK, MADE OUT TO "GOLDEN GATE
GOATS" TO:**

**GOLDEN GATE GOATS TREASURER
145 Pleasant View Drive
Pleasant Hill, CA 94523**

The following members still owe their 2013 dues.

**Bob & Clare Prichard
Rick Guaglardo
Al Rojas
Ken & Barb Davis
Larry & Mary Holt
Mike & Stephanie Sherman
Paul Fujimori
Bob Doten
Tom Reeder
Paul Goldman
Brad & Francine Lopacinski**

**Tad Kuwano
Leo Maguire
Joe Salerno
Al Bender
Jim Kendall
Robert & Dora Woods
Terry & Melanie Kish
Doug Hatch
Dave Hansell Jr.
Greg Merz**

**YOUR AD COULD BE HERE! PERSONAL ADS FOR ALL
GOLDEN GATE MEMBERS ARE FREE -**

NON-MEMBERS Ads - \$10.00 per month per ad.

**Contact: Jim Lent, 118 Iris Ct., Hercules CA 94547 (510) 799-6096 or
email - jimlent@comcast.net**

WANTED:

Wanted - Someone with better mechanic skills than mine! Need to get my '70 Goat back on the road, but short on time and know-how. Most everything has been rebuilt or is new and needs to go back together. Call if you can help on one task or many. Contact club member Joe Salerno to discuss: 650-888-9259.

FOR SALE:

1967 GTO convert, 2nd owner for 42 years. All original sheet metal, very clean Original cameo white repainted base coat clear cote, White power top, black interior. Power windows, Quick ratio power steering, power disc brakes in front, Power antenna, AM/FM orig radio, AC blows cold (no smog pump as from Fl.) Power drivers seat, all original upholstery All original #s matching engine, 5000 miles on rebuild (to original specs) His-Hers Hurst auto shifter, turbo 400 shifts perfect(rebuild 5000 miles) Posi-rear 2.93 ratio, New tires on orig rally 1s, 1.25" front sway bar, rear 7/8 sway bar. Fun car to drive (not a racer) Draws lots of attention. 167,000 easy miles.
\$39,000 OBO Please email club member Peter at pwr78@hotmail.com



Weatherstrip set for '68 to '72 GTO's and GM A body hardtop. Set consists of left and right door weatherstrip, left and right roof rail weatherstrip and trunk weatherstrip. Made by SuperSoft. Items are in original packaging and unopened. \$100.00.
Contact Tom Schaffer, 925 447-1578 or leeandrae@comcast.net

1965 GTO Tri-power setup. Used. in very good condition. Complete with correct water neck and alternator bracket. Ready to bolt-up on and run. Painted late model metallic blue. Foam filters. 4 speed carb tags. ran on my 69 Judge less than 3k miles. Contact club member **Charlie Neefe** at home: 775-867-3086 and cell 775-426-9815 or charlie_neefe@yahoo.com. \$1,500.00.



Greater San Francisco Bay Area Pontiac GTO Club

www.gggoats.com

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**Our goal is to preserve
and keep the legend of the
Pontiac GTO alive. We plan
to do this by having fun as
we learn more about our
GTOs through various club
activities: Cruises, Parades,
Car Shows, Picnics & MORE!**

CLUB LOGO ITEMS

**In 2005 we opened our online
club store on our website. The
store carries a full line of
apparel, house wares, and gifts
with the Golden Gate Goats
logo, Outlaw GTO Association
of Western America logo, and
images of our club cars! Go
check it out at:
www.cafepress.com/gggoats**

2012 - Club Meetings

**Club meetings are scheduled for the
following months:
January, April, June
August, October,
and December.
Check newsletter or website
for updated dates, times & locations.**

**GOLDEN GATE GOATS EVENT PICTURES
CAN BE VIEWED AT:**

[HTTP://imageevent.com/jimlent](http://imageevent.com/jimlent)

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Please contact Ray Ibia if you have a vendor that will provide discounts

for club members.
rkibia@earthlink.net



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+ 67-81 Camaro + 67-81 Firebird + 64-72 GTO + 64-72 Skylark/GS
+ 64-72 Catalina/442 + 66-74 Dodge/Dodge

Bethel's Goat Farm - 10% discount - ask for Ed (408) 295-7611

Performance Years - offers discounts to club members on orders up to \$500 of 3% w/charge card or 5% prepay. Orders over \$500 8% with charge card or 10% prepay. 215-712-7400

Paddock West - offers club members a 10% discount on their orders. Identify yourselves with the code "GGG1" to get the discount. 800 854-8532 or (909) 798-4166.

Vic Hubbard Auto Supply -Preferred Buying Program 1-510-537-9001. Club members receive a Car Club Account Card. Simply present the card every time you shop at any of the Vic Hubbard locations. While there, don't forget to pick up your FREE Parts Pro Catalog. Make sure you give your Account Card to your sales agent prior to making your purchase to insure you receive your special Golden Gate Goat Club Discount.

HUBBARD MACHINE - 10% DISCOUNT
21030 Meekland Ave., Hayward 510-537-7885 Contact Wade Cook or Jim Casares



**NOVEMBER
2007**



GOLDEN GATE GOATS CAR OF THE MONTH



TALE OF TWO GOATS JEFF BOND'S GTOs

I found my '64 GTO merely by accident. My wife had a lady from her work come out to set up our computer so she could work from home. Her husband just happened to own a '65 GTO. We got to talking about our Goats, I had a '66 GTO that I had started to restore. I made mention that I was looking for a 64 and she jumped in and said that she knew where one might be for sale. She got the info to my wife and I called the owner and made arrangements to go and see it. As he pulled off the cover of this Grenadier Red beauty I started to drool, red with black interior 4-speed. He then opened the hood and staring me in the face was the Tri-power 389 c.i. that I had always heard of but never seen. He said that the car had been sitting for 5 years and if I was truly interested he would have the carbs gone through, flush the cooling system and get her ready to drive. A couple weeks went by and he gave me a call and said that I could come up and drive it. After that we agreed on a price, which was a deal made in heaven. I didn't want to drive it home because of the rock and tar roads, so I rented a truck and trailer and brought it home. The next day, I entered my newly found jewel in a local car show and took a second place. All I had done to it was a quick wash and wax job.

After that, I started entering shows in the area and now have my office lined with trophies. So many that it takes most of the day to dust them. There are just not too many '64 GTOs around my area. I know of two. My '64 beauty has graced our local paper when the 2004's came out and the local Pontiac dealer asked if I would bring it up when they made delivery of their first 2004 GTO. It has also been used for a local TV

commercial for our local Pontiac dealer. Then in July of 2003 my wife told me that a man had called and wanted to talk to me about taking pictures of my car for his project. So being obliging I returned his call to find out that his project was to get detailed pictures of a 1964 GTO 2-door hardtop for a prototype for possibly making a model from my car. He found my name through GTO Association of America. John Mueller was working for Polar Lights, formerly a division of Playing mantis and had taken numerous pictures for various models made. He spent six and one-half hours and sixteen rolls of film on my car. In December of 2004 I received a case of the finished product. I have since ordered many more to hand out to my friends and family. For the full story see the December 2005 issue of The Legend from GTO association of America. Yes, my 64 GTO has graced the cover of the monthly news magazine.

The short and sweet behind my 2004 GTO, or I should say "our" GTO was we had to go to the grocery store and I noticed what appeared to be a new 2005 on the lot of our local Pontiac dealer, Quality. I talked my wife into going and just taking a look. Well after taking a closer look, I saw that it was a 2004 and the dealer had installed a hood with scoops and grill inserts. After all, it's not a GTO without hood scoops. I asked if we could take it for a spin and with a smile the salesman said "sure." Well that was all it took. We went for a spin came back talked a deal and after my wife and I took home the groceries we were driving down the highway in our new GTO. During this episode, my son who was at college, called and we told him what was transpiring and he could not believe it. Well a week later when we saw him he believed. I now have a 1964 and 2004 GTO sitting side-by-side in our garage.

We went to the GTO Classic Weekend/Dream Cruise in Pontiac Michigan in August and drove the 2004. We had a blast. There were 1.2 million people there and I had never seen so many GTOs in my life. I got to meet and talk with Mr. Jim Wangers. Quite the experience. He had given some advice on my 2004 GTO. He said to hold on to it, like the first it too will be valuable someday.

