

THE GOAT CONNECTION

Vol. 18- #1 Newsletter of the GOLDEN GATE GOATS JANUARY - 2012
GTO CLUB OF THE GREATER SAN FRANCISCO BAY AREA



CLUB MEETING SAT, JAN. 28th
at the Englander in
San Leandro 11:00 AM

IN THIS ISSUE

- * **John's** President's Message
- * Final Club Dues reminder
- * Holiday Party Pics
- * Want ADs
- * Club info. page
- * Club Roster
- * Club discounts
- * Car of the Month from the past.

PRESIDENT'S MESSAGE

Greetings Everyone,

Hope all of you had a wonderful Christmas and a Happy New Year!

We had a nice time at our Holiday Party on 12/10. Attendance was a little down over past years but everyone is busy with the Holidays and several

members were unable to attend this year. An additional highlight at this year's party was the slideshow Barb Davis put together covering our history through the years. We were able to tie in to the projector and show it on their screen. Had a nice soundtrack to boot! A future fun activity would be to freeze frame pictures and have a guess the event/year/member contest. Great job Barb! Thank you to Mike Sherman for providing the laptop and speakers. Thanks also to Russ Louthian for telling another great story during our Green Elephant Gift exchange. It is always interesting to see people's expressions when they open their gift. I received the Elvis 75 plastic guitar bank filled with popcorn, works for me! Once again our members brought a wide array of gifts to support our Toys for Tots toy drive.

We will be rolling out our e newsletter conversion starting January. We made every effort to update our database to ensure everyone receives their newsletter at their correct e mail address. We had about a 65% response, thank you. For those of you that did not respond, Jim Lent will use the e mail addresses he had on file. That database is not current which is why we asked for everyone to update their addresses. If you do not receive your January newsletter please contact me at MITYGTO@aol.com I realize those of you that do not receive your newsletter will not have the opportunity to read this unless you visit our website. POCC President Jack Fusari recently contacted me regarding our clubs getting together at a GGG event next April or May in the San Jose to Gilroy area.

South Bay Members, this is your opportunity to have an event in your back yard. Who is going to step up and make this event happen? Please let me know.

Russ Louthian will be contacting the Palo Alto VA to find out if we will have the opportunity to host another Al Harris Memorial show over Memorial Day weekend. Stay tuned for an update on this.

At last count there were only Seven (7) 2012 GGG calendars left for sale. As always, Barb Davis did a nice job on these. If you want one, now is the time. To order yours, please contact Jim Lent at jimlent@comcast.net

As previously discussed, we are going with a new meeting schedule for 2012. The plan is to hold meetings every other month combining as many meetings as possible with stand alone GGG events. Hopefully this will allow a greater number of members to attend. Our Kickoff meeting will be on Saturday Jan 28th starting at 11 a.m. at The Englander. I will send out an agenda via yahoo groups a couple of weeks in advance to give members time to prepare for our topics of discussion. We had previously discussed having this event at The Hidden Wok. I was contacted by several members sharing with me that they did not wish to go there. After discussing alternating meeting locations East Bay/Peninsula for quite some time, member support for doing so is increasing. If that trend continues, look for me to schedule a meeting back at Harry's Hofbrau in Redwood City next fall. Right now only the January and April meeting locations are reserved.

Webmaster Terry Liu is currently working on our website update and will have something to show us in early 2012. We have given a lot of thought and consideration to the changes being made and are looking forward to see what Terry comes up with. The goal here is to give our site a fresh look plus make it more informative and user friendly. We should have the opportunity mid 2012 to once again obtain our .org web address. Our plan is to go back to using .org as it better represents our goals and interests.

Let's preview our 2012 event schedule based on the information I currently have. This represents meetings and GGG events only, many dates to be determined.

Jan 28th: Kickoff Meeting at The Englander

April: 17th Meeting at The Englander

April/May: South Bay Event with POCC

May 26th: Al Harris Memorial Car Show Palo Alto VA Hospital

June: Tilden Park Picnic hosted by Skip Hendricks. General meeting at this event

August: Peninsula Cruise hosted by yours truly. General meeting at this event

With the exception of April 17th, all of these dates are on Saturdays. In addition, I know of two other events in the works, dates to be determined. Tom Schaffer is planning a Delta Cruise and Jim Lent, Mike LaCombe and Steve Beckett are working on an event I believe in the Concord area. Event planning will be the focal point of our January meeting so those of you working on events please be prepared to give us an overview at that time. Many members have shared that they prefer events where there is something else to do besides sitting next to their cars at a car show so please keep that in mind while planning.

This New Year gives us the opportunity to do different and exciting things. Let's be creative with our event planning. Looking forward to years ahead, we are all going to slow down a bit, some of us will relocate and other interests are always around. There is no better time than now to have fun with our cars and enjoy our friendships. I feel we are entering 2012 with a good deal of momentum and are looking forward to a great year! Working together we can make that happen.

Till Jan 28th, See Ya in the fast lane!

Prez John

Prez John



**DECEMBER
2001**



GOLDEN GATE GOATS CAR OF THE MONTH



MIKE AND TERESA LACOMBE'S 1965 GTO "WHAT IS THE BEST YEAR?"

The answer is simple - 1955! That's the year Pontiac came out with the "Strato-Streak V8". A 287 CID slug! And, I had one. The year was 1963, and after selling my first car (a 1950 4-door torpedo body Chevy), for a big profit, I was able to buy my first V-8 car. It was a '55 Pontiac Chieftain and I paid my life savings of \$200.00 for it. This was for a car that was less than 10 years old! First impressions are lasting. I loved that car. It wasn't very fast but it was a V8 and it looked good. In '64 when the GTO first arrived, I wanted one bad! But, all I could afford was a used "Tri-Power" setup from a '57 engine. It helped performance some but the best results was how it looked! When I was in High School, you had to have a Hot Rod or you were nobody. I didn't have any money so I was somewhere in between nothing and nobody but I had my Pontiac with 3 deuces and that helped my social standing somewhat! Since then I have always been intrigued by multiple carburetion. It just looks cool! And I always wanted a GTO! After a four year hitch in the Navy, a friend bought a used '68 GTO. It was a nice

400cid/400turbo. It ran strong like it should (better than my '55) but not any better than another friend's '68 Firebird 400/400. Neither one had "multiple carbs". I was disappointed! Old impressions die hard. I was also disillusioned! GM decided to get out of the racing business and Pontiac had to say good-bye to its Tri-Power system. But for some strange reason you could still get "Tri-Power" in the Corvette! 435HP/427cid where was the logic in that? I was mad! I gave up on American cars and went out and bought a brand new 1972 Datsun 240Z (multiple carbs)! If I was ever going to have a GTO it had to have (you guessed it) "Tri-Power"!

Twenty years, several cars, trucks and four wheel drives, (both foreign and domestic) 1 marriage, 2 kids, 2 careers and a house or two later I found it! A 1965 Pontiac GTO Convertible! It was in kit form (some assembly required). It had no top, a newly done not stock interior (looks like '66 seats) in cloth and leather and fresh Ferrari red paint. The 389 had a bad rod knock and overheated. But the clincher was the unassembled "Tri-Power" sitting in the trunk.

Knowing this was not a #'s matching car, made my decision to build what I wanted that much easier. The 455 CID engine and turbo 400 trans sitting in my garage finally found a home. A little clean-up, a new white top, some radiator work and vintage "MAG" wheels, made a nice looking and running GOAT! It was now time for the Carbs!

After rebuilding the carbs myself, and purchasing linkage, I installed the set-up on the 455. The car didn't go any faster but it sure looked sexy and it sounded great. I had finally achieved high school social status! Everybody liked looking at the car, especially the engine. I was in heaven. Then it happened!

One morning on the way to work, the engine was running kind of rough. It started hard and was blowing a fair amount of black smoke. I figured the choke had stuck and I would fix it when I got to work. Then it back fired! One of those little pops you hear now and then when the engine is cold and you give it a little gas. Flames started pouring out of the cowl in front of the windshield. Oh-MY-GOD this thing is on fire!!! I pulled over, opened the hood and saw my worst nightmare, the whole top of the engine was on fire and all I could do was spit. I had no fire extinguisher, nothing! All I could do was watch it burn. Finally, a passing motorist with an extinguisher stopped and put the thing out before it totally got out of hand. Then the fire truck arrived and made sure it didn't go any farther. They must have poured a thousand gallons of water in and on that car until it was stone cold. That was a sad day! The good news was it was not a total loss. In fact, thanks to the guy with the fire extinguisher the car is still on the road today. It took a little over a year of rebuilding and refurbishing. It gave me the opportunity to rebuild the 389 that came with the car. So, for the last seven years I ran it with a single Carter AFB carb and a fire extinguisher.

After joining GGGoats in the summer of '00 and seeing all the nice '64's, '65's and '66 GTO,s with "Tri-Power", I decided mine wasn't a Goat until it had its Carbs! So, I got brave this time and had the carbs "professionally rebuilt". I'm glad I did it right this time, they sound so much better than the four barrel and they look so sexy.

So, what is the best year? My car has a little of them all. From the '55 Chieftain of my youth, to the '66 hood and interior, the '71 Turbo 400 trans and the '72 disc brakes. All These parts work in concert to make Gran Turismo Omologato, American style, and I'm glad Im still driving mine! People still enjoy looking at it. These cars are truly a "Wayback machine". People go wayback every time they see one.

The 455 is back in the garage looking for a new home. I was thinking a '64 post coupe would be nice. Doesn't have to be a GTO, already have one of those, but, that's another story.

Mike LaCombe

Part TWO

1965 WAS A VERY GOOD YEAR

The Mustang and the GTO were in their second model year. The Corvette finally had decent 4-wheel disc brakes and big power. And the Mopars were putting big engines in their midsize cars.

At least it was a good year for the auto industry.

After graduating from high school in June of '64, and spending that summer exploring the country side in a friends 1948 Plymouth for "the answer", I ended up in Salinas, CA. where I went to college for the 64/65 year. I had my '55 Pontiac Chieftain for transportation. A good reliable car at the time but I wanted something better. Being a Pontiac guy, I wanted a '65 GTO! How cool was that car? My first impressions of the car were: It had a real looking hood scoop. And the ignition switch was on the far-left side of the dash. I guess the logic was you could start the car with your left-hand when shifting into 1st gear with your right for a quick getaway. Plus it had that checkered flag on the speedo. How cool was that? I wanted a GTO so bad that I quit school to get a job so I could make payments. Problem was I couldn't find a job that paid enough for me to live, let alone buy a new car. Also, Uncle Sam had other plans for young men not in school at that time. 1965 was starting to become a drag.

My GTO had to wait about twenty-five years. After a hitch in the Navy, several used cars, trucks, marriage, kid, and couple of careers taking priority, I finally found it. October 1992. A 1965 GTO Convertible was advertised in the Farmers Market Wholesale Weekly want ads. The ad said it needs some work, \$5000.00. I quickly went to Fairfield and negotiated the price down to \$4000.00 cash and drove it home. Now I have been a member of the Golden Gate Goats for 10 years. Some of you may remember the episode with the Tri-power fire. That incident was described in some detail in the December 2001 Car of the Month article. Fortunately, thanks to the guy with a fire extinguisher, the car is still running strong. From time to time, I have taken it to the drags and it was fairly consistent in the 14s. Then one day I ran across a set of used BF Goodrich "Radial Drag T/As". I put them on the car and things started to "click". I suddenly had some traction. On the last run it broke into the 13s. They asked me to leave. A convertible needs to have a roll bar installed when running that quick. I haven't taken it back since.

I love tinkering with this car. Over the years its had a 455 cid engine with the stock 2 speed auto trans then a turbo-400 trans. It is now running the stock 389 engine with Tri-Power and a 2004-R 4-speed overdrive automatic transmission. Front disc brakes and posi rear. It is a real nice convertible cruiser.

1965 was a very good year. And it continues to be a very good year. We get a lot of Positive Pontiac Points when we drive the car and we hope to continue having a good year for many years to come.

**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:

No items listed.

FOR SALE:

1967 GTO – Yosh Miyako’s family is selling his GTO. See details at Golden Gate Goats website CarFax link or <http://imageevent.com/jimlent/carfax>. Car # 54. \$25,000/offer.
Contact **Matt Masukawa** masuk64@yahoo.com with questions.

Powerglide transmission with shift kit for sale. It was in my 64 GTO and performing well. Asking \$150. Contact club member **John Arvizu** 408-722-8457.

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.

Parts: Black 65-68 Passenger side bucket seat - Complete, needs new skin, frame & all \$100/B.O.
Seven pieces glass for 66-67 GTO. (no front windshield) \$100.
New Blue Racer Cam shaft – 280-2H .442/465 lift (for 67-68 400 V-8) \$50.00
Contact club member **Joe Mangiapane** 510-638-8226

VENDOR DISCOUNT PROGRAM
PLEASE SUPPORT THESE VENDORS WITH YOUR BUSINESS



World Muffler - 10% Discount - 966 E. El Camino Real, Sunnyvale - 408-738-2318 Contact Maynard Rougier or Patrick Karl

Victory Automotive Machine, 10 % Discount - 3500 Pearl Ave, Unit E. San Jose -Contact Vic Anderson 408-266-7570 victorymachine@netscape.com.

COYBILT

10605 Altamont Pass Rd., Livermore, CA 94551

Our phone number is 925-454-1965

Website WWW.COYBILT.COM

Restoration: from stock to all out custom show stopper.

Brake service: Rebuilds, Performance Upgrades, Disc conversions, etc.

Sheetmetal Replacement: Rust repair, body modifications, panel replacement, etc.

Suspension: Stock rebuilds, Spring replacement, front end rebuilds, Complete Chassis upgrades, etc.

Electrical: Custom harness fabrication, stock harness repair, electrical diagnosis, Fuel injection wiring, etc.

Engine: Rebuilds, tune ups, performance modifications, Drivability improvements, Fuel injection service

What ever your automotive needs maybe we can handle it.

B & A Friction Inc. 10 -20% Discount. - suspension, brakes, bushings. www.bafriction.com -contact Harry Amoroso- 1164 Old Bayshore Hwy. 408-286-9200

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

for club members.
rkibia@earthlink.net



GM & Chrysler Muscle Car Restoration Parts and Accessories



1-800-YEAR-ONE

(1 800 802 7401)

P.O. Box 129, Tucker, GA, 30085
FAX (800) 680 6006

Special Car Club Discounts:
\$0-99, 5%; \$100-up, 10%

Catalogs \$5.00, refundable with 1st order
Catalogs free with order

+ 64-72 Chevelle/El Camino/Monte Carlo + 56-72 Impala + 62-74 Nova
+ 67-81 Camaro + 51-81 Firebird + 64-72 GTO + 64-72 Skylark/GS
+ 64-72 Cutlass/442 + 66-74 Dodge/Plymouth

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



Greater San Francisco Bay Area Pontiac GTO Club

www.gggoats.org

CLUB OFFICERS

PRESIDENT - John Mekisich
(650) 349-2095

MITYGTO@AOL.COM

VICE-PRESIDENT - SKIP HENDRICKS
(510) 727-0221

sixty5gto@comcast.net

TREASURER - MIKE LACOMBE
(925)939-8087

mike.lacombe@comcast.net

**OUTREACH COORDINATOR -
DON MICALE** (925)846-5157

dfmicale@hotmail.com

**NEWSLETTER EDITOR
JIM LENT**

(510) 799-6096

jimlent@comcast.net

CARFACTS MANAGER

MIKE LACOMBE

(925)939-8087

mike.lacombe@comcast.net

**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:**

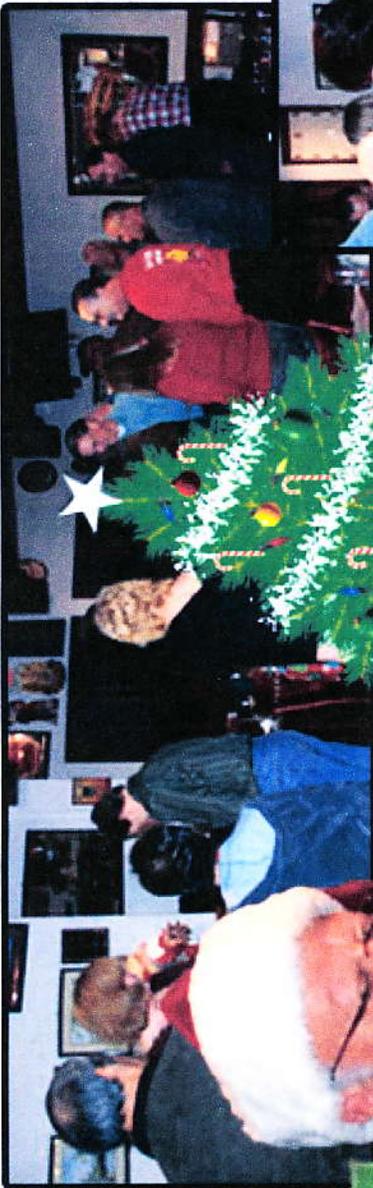
January, April, June

**August, October,
and December.**

**Check newsletter or website
for updated dates, times & locations.**

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

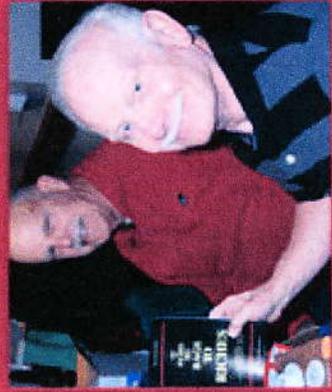
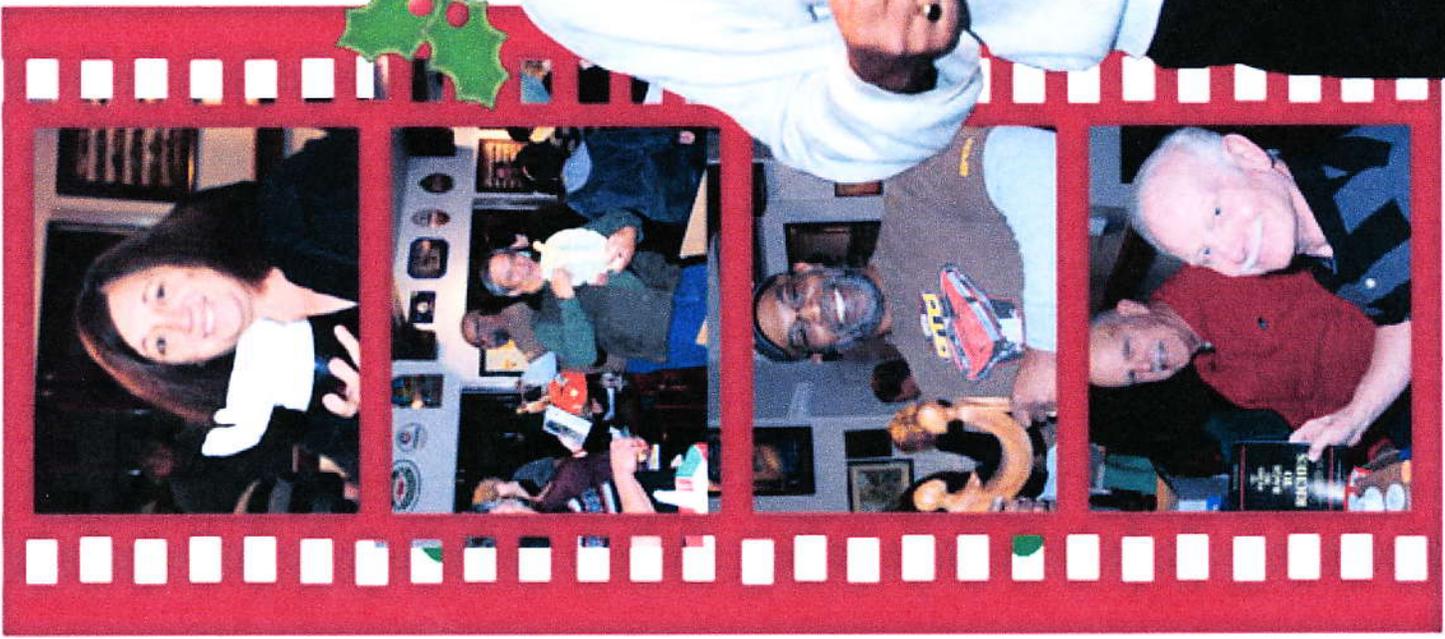
[HTTP://imageevent.com/jimlent](http://imageevent.com/jimlent)



Happy Holidays



GOLDEN GALE GOALS
G10



FINAL 2012 DUES CALL

HI FOLKS,

THIS IS OUR LAST CALL FOR 2012 DUES. THOSE LISTED BELOW MAY BE DROPPED FROM THE CLUB ROSTER IF THEY DO NOT PAY THEIR DUES BY OUR FEB. NEWSLETTER PUBLISHING DATE.

OUR CLUB DUES ARE NOW AT \$36.00 FOR 2012. THOSE LISTED BELOW STILL OWE THEIR 2012 DUES.

CHECKS SHOULD BE MADE OUT TO: GOLDEN GATE GOATS.
PLEASE SEND TO:

GGGOATS TREASURER
145 Pleasant View Drive
Pleasant Hill, CA. 94523

Thomas& Katherine Allen Hebert
John Arvizu
Josiah Coy
Paul Fujimori
Rick Guaglardo
Pam Harris
Jim Kendall \$18.00
David & Shawn Pillado \$12.00
Bob & Clare Prichard
Curtis Smith

Robert Arthur
Raymond Bell

Richard Gigler
Timothy Haran
Mark & Diane Bissig
Yosh Miyako Family
Jason Piniak
Mike & Stephanie Sherman
Noel & Betty Turner

Please send an email to jimlent@comcast.net if you are not planning to continue in the club. Thanks.