

THE GOAT CONNECTION

VOL.23 -6 Newsletter of the GOLDEN GATE GOATS JUNE 2017
GTO CLUB OF THE GREATER SAN FRANCISCO BAY AREA



21th Anniversary 1996 - 2017

**NO CLUB MEETING
THIS MONTH
SUMMER BREAK**

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PRESIDENT'S MESSAGE

Greetings Everyone,

Hopefully we all had an enjoyable Memorial Day weekend. Hard to believe that June has arrived especially given the recent weather in our neck of the woods. On summer break from meetings in June, next meeting is in July.

Two events this month, on Sunday June 11th many of you will be enjoying a Giant's game, thanks to Jeff Allee for putting this gathering together. The following weekend on Saturday June 17th NorCal Chevelles has invited us to participate in their annual Run Through The Canyon event. Complete information in last month's newsletter. Fun event giving you the chance to take your car out and give it some exercise..... Talking about exercise, I could certainly do a better job in that area both myself and my cars. I can see Marsha nodding her head in agreement right now.

During last month's club luncheon meeting at The Englander it was suggested we launch a GGG club page on Facebook in order to keep everyone posted with what we are doing as well as develop a social media presence for our club. I fully understand that many people use social media on a daily (hourly?) basis. While I do have a personal page and check it on an infrequent basis, I have no interest in developing and/or maintaining a club Facebook page. Perhaps one of you is interested in taking this on? If so let me know and we can discuss with the group. A great time to do that would be during the meeting portion of our July event which leads into.....

On Saturday July 15th we will once again be at Tilden Park in Berkeley for our annual picnic with lunch

provided by Back 40, meeting, 50/50 raffle, etc. Great cars, great people and great food! How can you miss? RSVP required, see flyer in this newsletter for full details. Now that I think about it the photo on my FB page shows me holding up the cash winnings from our last GGG 50/50 raffle at Tilden. Always a great time and one of our best attended events of the year so COME ON OUT and join in the fun!

Till Tilden, see ya in the fast lane;

Prez John

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

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>

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 9454**



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.

GOLDEN GATE GOATS WEB SITE AVAILABLE AT:





Golden Gate Goats 2017 Event Schedule



- 2/2 Thursday Club Meeting at The Englander
- 3/3 FRIDAY 11:30 LUNCH MEETING at the Englander
- 4/15 **Club Meeting Cancelled**
- 4/30 Sunday Benicia Car Show hosted by Stuart Cole
- 5/4 Thursday Club Meeting at The Englander
- 5/6 Saturday - Pontiacs of Central CA Car Show - Clovis (info only – not a club event)
- 5/13 Moraga Car Show
- June – Summer break – no meeting
- 6/11 Giants versus the Twins, Sunday afternoon
- 6/17 Run Through the Canyon hosted by NorCal Chevelles
- 7/15 Saturday Tilden Park Picnic catered by Back Forty BBQ **with club meeting**
- 8/13 Sunday, American Iron Car Show, Pleasant Hill - **NEW EVENT**
- August & September – Summer Break – no meeting
- 9/24 Sunday Altamont Cruisers Show
- 10/5 Thursday Club Meeting at The Englander
- 10/? Saturday Alameda Car Show hosted by Phil Sandri
- 10/21 Saturday - Fall Wine Cruise hosted by Judy & Leroy Anderson
- 11/2 Thursday Club Meeting at The Englander
- 12/2 Saturday Holiday Party at Back Forty BBQ

GOLDEN GATE GOATS 20th Anniversary Club Picnic

Saturday, July 15, 2017
Island Picnic Area
Tilden Park, Berkeley
10:00 a.m. until ???



Join us to celebrate our 21st YEAR!

Location: Tilden Park in Berkeley, Island Picnic Area (Next to the Brazil Room)
Date: Saturday, July 15, 2017
Start Time: 10:00 a.m.

The Meal:

The Club will provide catered by Back 40 Texas BBQ;

- Barbecued chicken, pork ribs and slow smoked beef brisket
- Ranch rolls, bbq beans and corn cobettes
- Assorted cookies, sodas and bottled water with ice
- Plates, utensils/napkins, condiments and table clothes

Members, please bring:

- Your favorite adult beverage (see below)
- 50/50 Raffle item(s) Theme based suggested 1964 to 1974 cars/music/movies or?

Please note:

- [RSVP to John by July 7th](mailto:MITYGTO@aol.com) MITYGTO@aol.com
- Beer and wine are permitted in the picnic area; hard liquor is not allowed.

Directions: From Highway 24, take the Fish Ranch Road exit (immediately east of the Caldecott Tunnel). Take Fish Ranch Road to Grizzly Peak Road. Turn right on Grizzly Peak Road. Turn right on South Park Drive, then left on Wildcat Canyon Road. The Island Picnic Area is on the right side of Wildcat Canyon Road, just past the Brazil Room.

Parking:

- Goat parking for about 25 cars immediately in front of the picnic area
- Overflow parking and space for daily drivers directly behind the picnic area

Things to Do at Tilden:

- The Little Train (scaled-down steam train) offers rides along the scenic ridge.
- 18-hole public golf course with driving range, pro shop, and coffee shop.
- Regional Parks Botanic Garden - the most complete collection of California native plants, including rare and endangered species - offers tours and lectures.
- Lake Anza offers swimming in season, with a sandy beach, bathhouse and food stand. Fishing is permitted all year.
- Tilden's merry-go-round – an antique carousel with hand-carved animals and a calliope.
- Children's pony rides, in season.

Check out their website for up-to-date information about availability of these and other attractions:

<http://www.ebparks.org/parks/tilden>

RSVP no later than July 7th to John Mekisich by:

- Phone 650-477-8540, or
- Email MITYGTO@aol.com

**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:

FOR SALE:

N O S 1965 PONTIAC GTO Passengers Side Grill Insert. Slight Shelf Wear, no original Box. Never installed. \$600.00. You'll likely look long and hard to find another one. Don't wait for your Insurance Company to try to find one of these. I have one in Heated Storage protected by Sig & Sauer.

Call Ken Davis. 408-209-2553. kendavis14@sbcglobal.net

'68' GTO turbo 400 transmission, transmission with stand, 67 trunk skins, engine hoist, \$500 for everything or BO. Contact member Paul Gribaldo @ Cell: 510-209-3909, Hm: 510-429-6930

Full set of front and rear Urethane Control Arm Bushings (Prothane Motion Control). New in boxes. Fits '65 to '72. \$125.00. Call Tom Schaffer (925) 447-1578 or email tomandlita@comcast.net

Golden Gate Goats coming events

June 11, Sunday. Giants vs. the Twins

June 17, Saturday. Run thru the Canyon Hosted by the NorCal Chevelles

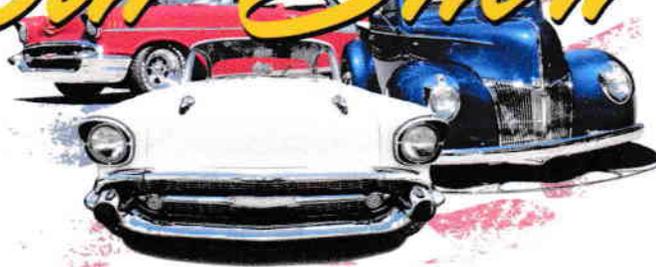
July 15, Saturday. GGGoats Club picnic & meeting

**August 13, Sunday. American Iron Car Show,
Pleasant Hill**

Pleasant Hill Recreation & Park District's 16th Annual

AMERICAN IRON

Car Show



SUNDAY, AUGUST 13th

10am - 3pm - Downtown Pleasant Hill

Bring your Pre-80s American car and enter the competitions!

AWARDS INCLUDING (but are not limited to)

- Best Paint
- Best Interior
- Best of Decade

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- Best Make-Out Car
- Best Beach Car
- Ladies Choice

**Entry Fee
\$30**

Need More Information? call 925.682.0896 or www.pleasanthillrec.com
Registration deadline August 7th. Space limited, so call to verify available space after this date.

Cut here and mail form to: PHR&PD, 147 Gregory Lane, Pleasant Hill, CA 94523

Make checks payable to PHR&PD or if you are using a credit card, you may fax the completed, signed form to (925) 682-1633

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NAME _____	PHONE _____
ADDRESS _____	Shirt Sizes: M L XL 2XL (circle one)
CITY _____	STATE _____ ZIP _____
E-MAIL _____	YEAR _____ MAKE/MODEL _____
COLOR _____	LICENSE PLATE NO _____

Check enclosed for the amount of _____ (make payable to PHR&PD)

or please charge my **VISA MASTERCARD AMERICAN EXPRESS** (circle one)

CREDIT CARD NO: _____ EXP DATE _____

I understand that I am responsible for my automobile and its contents and I agree to release Pleasant Hill Recreation & Park District (including its officers, agents or employees) from liability for any damage, injury, lost or stolen property incurred during this event. I understand that I must have valid insurance on the day of the show. I further permit the use of photos of my vehicle in PHR&PD publications. Only advance registrations receive free t-shirt; all others may purchase at event.

Signature _____





Nor-Cal Chevelle Caminos 2017 Run Thru the Canyon
Saturday, June 17, 2017



Registration & Poker Stop #1
Niles Canyon Railroad Station, Downtown Sunol



Poker Stop #2
Specialty Sales Classics Showroom, Pleasanton



Poker Stop #3
Rubino Estates Winery near Ruby Hills, Livermore



Ruby Estates Winery Tasting Room



Poker Stop #4
Attitude Aviation Hanger, Livermore Airport



Poker Stop #5 & BBQ Location
Tassajara Old School House Picnic Ground, Danville

Come cruise with us!

Each year our Chevelle-Camino car club has a premiere event that welcomes all makes of classic cars enthusiasts to attend. We invite you to join us for a day of relaxation, cruising and our annual scenic Poker Run. More details about the Poker Run route and delicious BBQ ribs and chicken lunch afterwards can be found on our Club website and will be mailed out to early registrations. Participants will enjoy several raffle prizes, and the person who ends up with **the best poker hand wins a \$100 cash prize**. So come join us and be a part of our annual get together! Bring the whole family! You'll enjoy a great day with our classics, share a few stories along the way, kick a few tires and brag about our cars. Be sure to check out our Run Thru the Canyon section in the Events portion of our website, and please note our address at the bottom of this flyer for returning your registration.

9:30 a.m. check-in and "late" registrations - 10:30 a.m. "Run" start
(Registrations must be received no later than June 10th)

-----Please return bottom portion with your payment-----

Email address: _____ (to be used to confirm your entry)

Name: _____ Car Make _____

Address: _____ Car Model & Year _____

City: _____ Zip: _____ Phone: (____) _____

Cost: \$25 per adult, \$10 per child (12 & under) **(\$35 after June 10th and day of cruise)**

Number of people in your party: _____

In consideration of acceptance as participants in the Nor-Cal ChevelleCaminos Run Thru the Canyon, by execution of this entry, I/we hereby release the Nor-Cal ChevelleCaminos car club, its members, officers and anyone connected with this event, of and from any and all known and unknown damages, injuries, losses, judgments and/or claims from any causes whatsoever that may be suffered by participating in this event or any spectators.

Signature: _____ Date: _____ License Plate Number: _____

Nor-Cal ChevelleCaminos
P.O. Box 36046, San Jose, CA 95158
<http://nor-cal.chevelles.net>

For questions, call Randy Ochs (925-963-2999) or Mike Crusco (650-238-7035).



Greater San Francisco Bay Area Pontiac GTO Club

www.gggoats.com

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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

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!

2017 - Club Meetings

Club Meetings are scheduled for the following months:
February, March, April, May
July, October, November
Check the 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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• 67-81 Camaro • 67-81 Firebird • 64-72 GTO • 64-72 Skyhawk/RS
• 64-72 Oldsmobile/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.

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, Uniit E. San Jose -Contact Vic Anderson 408-266-7570 victorymachine@netscape.com.

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GOLDEN GATE GOATS CAR OF THE MONTH



“Two Old Goats”

(Story as told by Marvin Cooper & edited by Cheryl)

My love of cars started when I was just a young guy. My dad owned the Shell service station on the corner of 19th and Lincoln in San Francisco. My uncles were involved and whatnot, and golly, I grew up around cars. My dad got out of the service station business, but by that time, it was too late for me. I was a little “gear head.” Anyway, it was “car this” and “car that,” and I ended up getting a 1948 Chevrolet convertible one Christmas eve when I was 15. My job was to rebuild it. And boy, was my dad a hard guy to work for! I had to hand lap the valves and the whole nine yards. But it fired! Then I sold it and went on to bigger and better things. I ended up getting a 1960 Pontiac Catalina two-door sedan, 389, with a three-speed manual transmission. It was a pretty neat car—even had cut-outs!

When the '64 Goats came out, I just had to have one. I'd seen them run over at Fremont Drag Strip and I thought, wow! They were quick (if they could get traction); just a good looking car. So I went down to Key's Pontiac in Palo Alto, California in the spring of '64, and I looked at a Starfire red, four-speed, tri-power, 3.90, and I thought—whoa, 3.90 gears, this would be hot! They only wanted a little over \$3400 for it, sticker price. Anyway, so I thought about it—I have a part-time job, I'm a junior in high school, I'm cool. And I could have bought the car, but I didn't... for some reason. Which, as it turned out, probably was a good decision because after graduating from Sequoia High School in Redwood City, California in 1965, just eleven months later, I got drafted.

When I first got out of the service, my wife and I purchased a '65 Chevelle. This was before the kids came along. It was a 283, four-speed, 411s. It was a cool car... until I tore it up. It didn't last very long. I tore it up BAD. Soon my son was born and we were into buying a house and doing the workday deal. Then my daughter was born. We replaced the Chevelle with a '68 Roadrunner, which was also a cool car. I still wanted a hot rod. Not a stocker, but a hot rod. Then I bought a '57 Chevy Belair

hardtop. I think I paid \$600 for it. I ended up putting a 327 short block, brand new, got it from Mom's Speed Shop here in Redwood City. I think they had picked it up at Fairway Chevrolet. It was a 327/365 without the FI, Edelbrock manifold, a 650 double pumper, Sanderson headers, and 411s. I raced it, I don't know, 250 times, pretty easy. Did pretty well. Anyway, it was a lot of fun.

The kids were getting older, and a bigger house came into the picture. Very regretfully (and I DO mean this), I sold that '57 Chevy to a good buddy of mine. I traded in the '68 Roadrunner for a (check this out) 1972 Ford Pinto station wagon. Yep, a family car! This thing had four cylinders, an automatic transmission, and it was SLOW. We then outgrew that and got into the bigger station wagon syndrome. Non-descript cars that were transportation. After years of driving station wagons, Ford Bronco's, and trucks, the wife and I parted ways. My daughter was 14 and my son was 17.

Now I'm a single guy, and once again, I'm buying homes and fixing them up. I was into real estate for awhile, buying and selling homes. But the love of cars was still alive, and I had always wanted that elusive '64 GTO. Then, one day I saw an ad in the San Francisco Chronicle for a '64 Goat. It was over in Concord, California, so my buddy and I went over there and looked at it. It didn't look bad. It was Starfire red, black interior, four-speed, just a single quad, AFB, but darn! This sucker hauled ass! It was fast with just the single four-barrel and 3.23 gears. So I gave this guy, who called himself the "High Llama of Pontiacs," 2200 bucks and I brought the car home. We did some sanding on it, some body work, and I had it painted. I had a couple of other cars in the interim, a Porsche and an old Plymouth Duster. But the Goat was "the guy." I drove it to and from work, wherever I was going.

My son, Todd, moved up to the Redding area in Northern California, so I used to pack up the dog and go up to see him. The car had a lot of power (I-5 power). You know, you get on I-5, see a truck and GO(AT) around it. It was cool! I really enjoyed the car. One day my son called and said that he was going to be getting married. He'd met a country gal up there and they were getting hitched in Tahoe. Shortly thereafter, I got a call from Cheryl. We had known each other since we were teenagers, both got married and divorced, and had kept in touch through the years via Christmas cards mostly. My daughter (Lisa) and her daughter (Wendi) had remained good friends. When Cheryl's daughter couldn't get in touch with my daughter, Cheryl called me to get Lisa's phone number. I told her about Todd and his wife to be, Ericka, and she wanted to be there. So she met us all in Tahoe, and we hit it off! All of a sudden, I found myself making a lot of weekend trips to the Lake Oroville area where she had a home. Me and the dog and the Goat. Finally, we rented her house out and she moved in here, the prudent thing to do under the circumstances. We'll be getting hitched one of these days soon. The Goat really served its purpose and did a fine job of it.

The Friday before Halloween, 1996, I drove the Goat home from work, and it wasn't doing real well. It had blow-by so bad that I thought the fire department was going to come by and hose the thing off! I came through the back door and told Cheryl, "Tomorrow I'm going to dig into the Goat. It's got to be rebuilt. It's tired." Now, this did not come at a real nifty time for us, because it was going to involve quite a bit of money, which we didn't have. But ever onward with the plan went I. The next morning, I got up and started tearing it down, big time. On January 2, 1997, my future son-in-law, Dave Miller, came over and we threw the block and the crank and everything else into the back of his truck and took it to Techcraft here in Redwood City. I'd interviewed a lot of different machine shops, and Chris and Ted and the guys down there fit the bill and came very highly recommended. (I spent more time looking for a machine shop than I would have had I been having open heart surgery, interviewing surgeons!) In any case, they took care of business there at Techcraft, and they magged the crank, the block, the rods, and the heads. Then I brought the heads back here and ported them and cleaned up the runners.. What a process that was! The heads were beautiful, for a set of old cast heads. Since the car is "numbers matching," I wanted to retain the numbers matching heads, even though the '64 heads have pretty small valves and aren't the best flowing heads in the world. But I did want to retain some originality to the Goat.

The motor was balanced from the damper, all the way out to the pressure plate, which is a Hays 10-1/2", and the block was squared, align honed, etc. We went with some stainless steel valves for the heads, which I got from Bruce Fulper of Rock & Roll Engineering, along with some guide plates and screw-in rocker studs. I'm running a Cloyes true roller timing set, a Mellings pump, Speed Pro rings, Clevite bearings, rod and main, and a Competition Cams cam shaft. It's a 276 magnum cam, which is in the back of the catalog, under "Additional Cams." It's got the longer duration on the exhaust, very similar to what Pontiac used to use, or uses stock. It's got a 507 lift on the intake, a 508 on exhaust, and cam duration at 50 is 228 on the intake and 236 on the exhaust. I'm also running 1.52 Competition Cams roller rockers, Hooker headers, 2-1/2" out to some Dynomax super turbo mufflers, 2-1/4 from the mufflers out. (I didn't want something real loud, being this is my daily driver.) I used some Ohio dished pistons and had the block and the heads milled. The compression was set at 9.25 to 1, so I could run this garbage gasoline that we all have to buy now. The motor was bored out 30, align honed, and the block was squared. The crank was polished, it didn't need to be turned.

Once again, enlisting the help of my future son-in-law, we unloaded the bare block, crank, etc. from their cart into the back of his truck. We brought it back here to the house, pulled it in the driveway, opened the garage door, and ran out an engine stand. Got the thing bolted up to the stand and I looked at it. It was cherry! I did a little grinding on a couple of spots, washed it down with some warm soap and water, blew it off with the air hose, wiped it all down, and oiled the bare cylinders. I primed the block and put some of that good ole' Pontiac blue on it and engaged in putting it back together, crank and all. There was no TV, no radio, and no neighbors, so that I could concentrate, especially when I was setting the crank and checking the side-play in the rods, putting the rings on, and whatnot. Anyway, I got it all together. Wasn't too bad, to tell you the truth. It was a great big pain in the butt running those Hooker headers with the Z-bar that comes down for the clutch linkage, but I managed to re-weld it and re-position it so it would clear the headers.

Then came the time to fire it! June, 1997. I had a couple of buddies come over, Vance Smith and his cousin, Dale Smith. I was behind the steering wheel and I had Vance in charge of just keeping the sucker running, as far as timing. Dale played fireman, just in case. Cheryl was in charge of champagne and beer. It fired. What a feeling! We got our 30 minutes cam break-in time and it was cool! Then I killed the ignition and we all took a party break! Lots of you guys out there that have done this, you know how it feels. There's nothing like it. It's a great feeling.

I'm quite happy with the whole set-up. I've been tweaking with the Goat ever since, and it's running very well. It had been quite some time since I'd put a motor together. About 12 years ago, my son, Todd, and I bought a '64 Chevelle and built it. He ran the car over at Fremont (before they closed it), and did real well. He got three trophies with it. I remember that first trophy he won, and the grin on his face. He went up to get the trophy and came back and gave me a big hug. Man, it almost brought tears to my eyes!

This "car thing" is a real heartfelt thing. Yeah, it's a pain in the butt a lot of times, but the rewards make it all worthwhile. I had some great help with this project, and believe me, it was a project! Many thanks to Bob Peardon; Vance Smith; Dale Smith; Larry Hosking (Performance Fabricators, Redwood City); Bruce Fulper (Rock & Roll Engineering, Grand Terrace, California—this guy's a real book of knowledge!); Dave Miller and my daughter, Lisa Cooper; Gary Riley (a long-time Oldsmobile builder and good friend); and Ron Bean. And an extra special thanks to Cheryl for her help, bringing breakfast, lunch and dinner to me out in the garage, a beer here, a beer there, and just understanding this crazy old goat and his Goat.

We're planning to go up to Cool April Nights in Redding, and with a little bit of luck (okay, a whole lot of luck) we might race the Goat. Still need slicks, drive shaft loop, gears, and traction; also providing I don't have to put a scatter shield on it. I know the Goat would run 13s.

It's a gas to drive. Lots of thumbs up. I enjoy being a member of the **Golden Gate Goats** and what a group of great people we've met! Looking forward to Sequoia High School's **Horses to Horsepower** on Sunday, October 4, 1998 here in Redwood City. See ya there!

Editor's Note - I assume that the two old goats referred to in the title are Marvin and his GTO in the picture. Also shown is the lovely Princess Cheryl!

