

THE GOAT CONNECTION

VOL.24-9 Newsletter of the GOLDEN GATE GOATS SEPTEMBER 2018
GTO CLUB OF THE GREATER SAN FRANCISCO BAY AREA



22nd Anniversary 1996 - 2018

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PRESIDENT'S MESSAGE

Howdy Folks,

With Labor Day upon us summer moves out as fall rushes in...or so they say. Weather wise summer seemed a bit fleeting. Our tomato plants are probably thinking that summer never came this year at all here on the Peninsula. And the beat goes on!

A fine time was had by those who attended our GGG Day at the Giants on 8/26. Thanks to member Jeff Allee who was able to find homes for ALL of our tickets.

We return to meetings this coming Thursday September 6th at The Englander. Meet/Eat/Greet begins at 11:30am with the meeting starting about noon. This meeting falls during a holiday week for some so perhaps we will get a break with traffic. Let's discuss our upcoming events, any club business you feel needs to be addressed and it is never too early for discussing ideas for next year's events. Hope to see many of you there.....

Taking a peek into October we have our meeting on Thursday 10/4, the Alameda Car Show on Saturday the 14th, and Fall Wine Cruise on Saturday 10/20. Information on both events can be found in

this newsletter. That's about it for now..... Happy Labor Day!

See ya in the fast lane;

Prez John

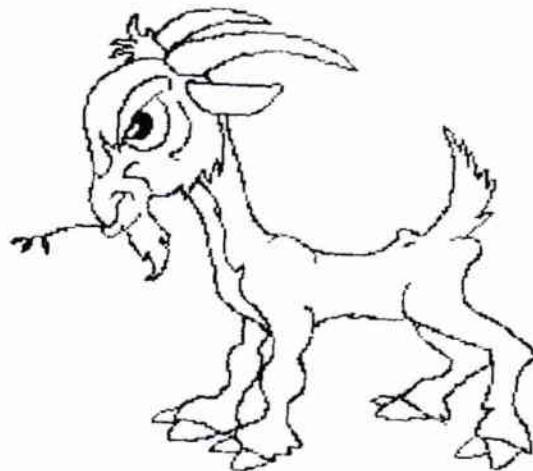
CHANGES, MISSPELLINGS, ETC.

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 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>



CAR OF THE MONTH ARTICLES

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

Golden Gate Goats coming events

**SEPT. 6th, THURSDAY Club meeting at The
Englander, San Leandro 11:30 Meat/eat & Greet.**

**OCT. 4th, THURSDAY Club meeting at The
Englander, San Leandro 11:30 Meat/eat & Greet.**

**OCT. 13, SATURDAY Alameda Car show.
Details in this newsletter
This is a well attended event with about 500 cars.
Parking is assigned so be sure to list Golden
Gate Goats on your online application to allow
us to park together.**

**OCT. 20th, Saturday Fall Wine Cruise
Details to follow**

Downtown Alameda's Classic Car Show is open to 1987 and older cars, trucks, and other classic vehicles.

25th Annual Classic Car Show
Saturday, October 13

Interested in bringing your car? Online registration is now open!

Entry fee is \$35. Participants receive a commemorative silver anniversary t-shirt, dash plaque, and goodie bag.

Deadline for registration is September 14. If space is still available, registration will be accepted on day-of-show. Pre-registration is strongly advised as space is limited and fills up fast.

Parking spaces are assigned. If you would like to park together with club members or friends, be sure to include the same Group Name on each registration.

Parking for pre-registered vehicles begins at 7:30am. Entrant must check-in by 9:15am or space will be released to the waitlist. Stand-by registration waitlist will be taken starting at 7:00am (first come, first served).

The show ends at 4:00pm. Please plan to stay for the duration of the event.

This event is held rain or shine.

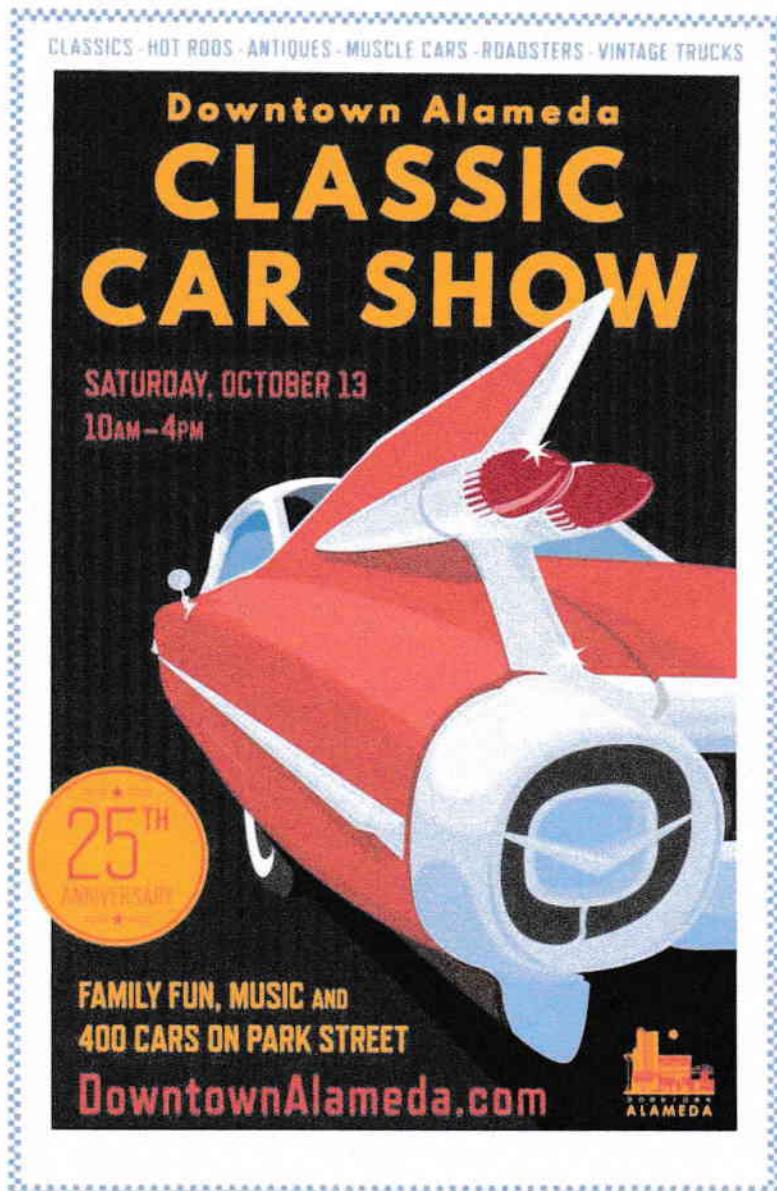
Paper applications are available at Fink's Automotive (<https://downtownalameda.com/bizdirectory/finks-automotive/>), located behind the former Lee Auto Supply.

For questions, email events@downtownalameda.com or call 510.523.1392

Register for the Show

https://downtownalameda.com/events/classic-car-show/#car_registration

BE SURE TO LIST GGGOATS AS YOUR CAR CLUB FOR PARKING



We have started a Facebook page for the club. Here are some benefits of a GGG club Facebook page:

- Provides social media interface, getting more club interest from members. (This will be a closed group, only those invited to join can interact with the page.)
- Blogging - members can open discussions that are open to everyone accepted into the group, building interest and knowledge in GTOs and the club.
- Threads can be used to provide technical information discussions
- News feeds are available
- Members can upload pictures and movies
- Replacement parts needed are seen by a larger audience
- Links to the GGG web site can be placed on the Facebook page
- A GGG member finds a 'better deal' with another parts provider and shares that with all

If you are interested in joining the group, please click on this link, <https://www.facebook.com/groups/1739685286060250/>

Find the request to join on the Facebook page and send your request. Acceptance will take about one day, and you will be notified when you have been given permission. Let's start sharing ideas, stories, parts and recommendations!



Golden Gate Goats 2018 Event Schedule



- 2/3 **Saturday** Club Meeting at The Englander
- 3/1 THURSDAY 11:30 LUNCH MEETING at the Englander
- 3/31 Sonoma Raceway Show & Shine
- 4/5 THURSDAY 11:30 LUNCH MEETING at the Englander
- 4/7 Chevelle club wine cruise
- 4/29 Sunday Benicia Car Show hosted by Stuart Cole
- 5/3 THURSDAY 11:30 LUNCH MEETING at the Englander
- 5/12 Moraga Car Show
- June – Summer break – no meeting
- 6/23 Run Through the Canyon hosted by NorCal Chevelles
- 6/24 PINOLE CAR SHOW RETURNS details to follow**
- JuLY – Summer break – no meeting
- 7/14 Saturday Tilden Park Picnic catered by Back Forty BBQ
- 8/26 Giants VS Texas Rangers ball game 1:00PM
- 9/6 THURSDAY 11:30 LUNCH MEETING at the Englander
- 10/4 THURSDAY 11:30 LUNCH MEETING at the Englander
- 10/14 Saturday Alameda Car Show hosted by Phil Sandri
- 10/20 Saturday - Fall Wine Cruise hosted by Judy & Leroy Anderson
- 11/1 THURSDAY 11:30 LUNCH MEETING at the Englander
- 12/1 Saturday Holiday Party at Back Forty BBQ 11:00 – 3:00

**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:

1964-1967 GTO with air conditioning. Clean, reliable, and ready to drive. Prefer original looking car. Will consider all body styles. PHS and good colors are a plus. Price is up to \$30,000, negotiable. Contact club member Keith Holowecky, 509-993-2965, Sacramento, CA. Send info and photos to keith.holowecky@gmail.com.

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



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

2018 - 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)

**VENDOR DISCOUNT
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Special Car Club Discounts:
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- 67-81 Camaro • 67-81 Firebird • 64-72 GTO • 64-72 Skylark/GS
- 64-72 Cutlass/442 • 66-78 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, Unit E. San Jose -Contact
Vic Anderson 408-266-7570
victorymachine@netscape.com.

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What ever your automotive needs maybe we can handle it.

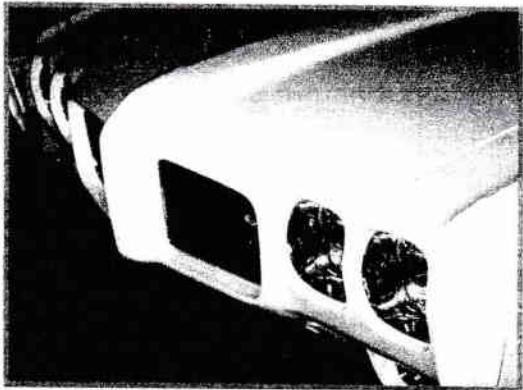
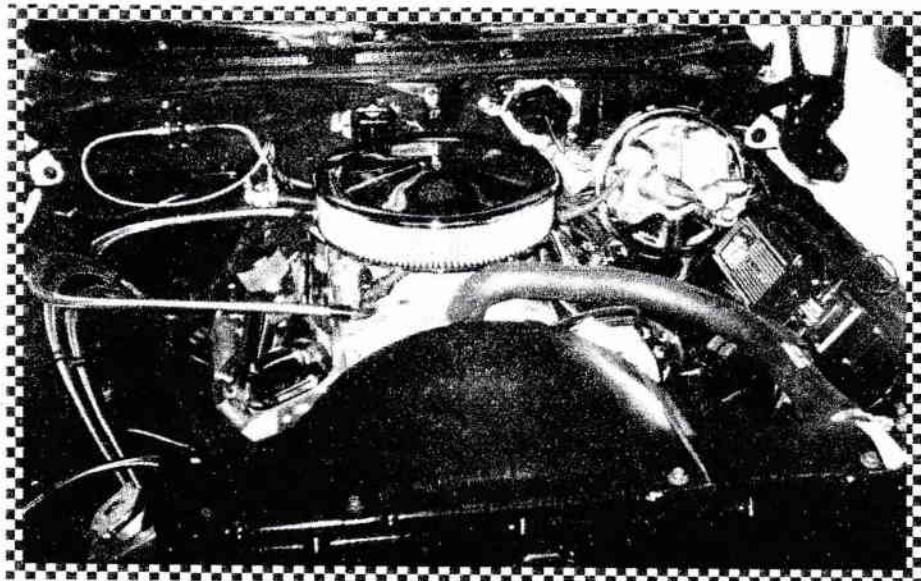




JANUARY
1999



**GOLDEN GATE GOATS
CAR OF THE MONTH**



**455 PONTIAC POWER from
ROCK & ROLL ENGINEERING**

MITY GTO
By John Mekisich

My 1970 GTO hardtop was a 40th birthday present from my wife, Marsha. Her hairdresser, Pitt, had just purchased the car from its original owner. He also cuts my hair and knew that I was into muscle cars. When Marsha went in for a haircut, he told her about the car. Pitt gets in and out of a lot of cars for the fun of it, and he tries to make a bit on each car. Apparently the original owner just got tired of the car and wanted to sell it quickly, so Pitt bought it for a song. He told Marsha what he was asking for it and she offered to buy it on the spot! She knew it needed fresh mechanicals, but the price was right. Then he told her that someone else was coming to look at it first. When she came home, she told me about the car. It sounded like a great deal, however I did not want a car with air conditioning. Pitt called and said the other party did not buy the car, and we said that we would be right down. There it was, parked in the alley behind his shop. It was wearing LTL GTO license plates! As I began to look the car over, Pitt mentioned that it was bought new in Burlingame and never left the area. This was an original GTO, at a very attractive price. While test-driving it, steam started to pour out from under the hood at a stoplight on Woodside Road, so I pulled into a gas station a couple of blocks from where EVCOR is now located. A heater hose had cracked. I called Pitt and he said go ahead and get it fixed, so I did. The car was white with a black vinyl top and had the deluxe wheel covers. It looked very conservative, to say the least. As I drove it back, the GTO started to grow on me. It was a

done deal. WOW! I just received a GTO for my birthday! Thanks a lot, babe.

Before \$ exchanged hands, Pitt mentioned that the LTL GTO plates were not part of the deal. He would be willing to let me have the MITY GTO plates off his 66 GTO convertible. He explained that MY MIGHTY GTO was a song Jan & Dean did in response to GTO by Ronnie & the Daytonas. Seven letters for a license plate became MITY GTO. I was a BIG Jan & Dean fan and had seen them in concert many times. I had never heard the song, MY MIGHTY GTO. It was out as a single. How many of you remember it? I heard it for the first time in 1996 when I bought a Jan & Dean "All the hits from SURF CITY to DRAG CITY" compact disc. Now that I knew my GTO had plates named after a song, I thought they were way cool! I am pleased to say that the car's new drive train should be able to stand behind what is on the license plate. I had no idea that the purchase of that GTO would be my first step towards starting GOLDEN GATE GOATS two years later, or that SB-42 and friendships that came about as a result of the club would make it possible for me to build the car of my dreams four years later!

It all started with the purchase of the car. As GGGoats grew, I learned a lot more about GTOs. My car "roots" have always been with "modifieds." I was fortunate enough to have owned, modified, and raced several different ponycars, a couple of Corvettes and a couple of muscle cars. My father bought a new Dodge Super Bee in 1968 while I was a freshman at ARAGON right here in San Mateo! Musclecars are pretty much in my blood.

As I spent time around lots of GTOs during club events, I spent a lot of time talking to other owners about their cars. Member Mike Ryder has a "stout" motor in his 64 and referred me to Rock & Roll Engineering and Bruce Fulper. About the same time, the after-market started to come out with some really neat "speed" parts for Pontiacs. As I could not build the motor I wanted in a smog-legal manner, I contemplated what to do. When SB-42 passed, I was totally stoked! Now I could build the car, or could I? Marsha was behind me. I have been around cars enough to know that I could not build this car without professional help in a shop environment. GGGoats member Wayne Barnes, as many of you know, owns ON TRACK AUTOMOTIVE in Burlingame. Wayne and I have become good friends since meeting through the club. I outlined the details of how I wanted to build the car and asked if he would like to be involved in the project. He answered yes! First he wanted to ask wife Jodi if it would be ok with her as it would require a lot of time, at night and weekends. Jodi gave her ok. Wayne then asked partner Bob if he was ok with the car being at the shop for an extended period of time. Bob said, go for it.

This was December of 1997. My goal was to build as much horsepower as possible with "reasonable streetability." As my car is not a daily driver, we could push the limits a bit. I wanted a combination as close to bulletproof as possible. I decided early on to "pull" my original drive line and go to the after-market. My choice to build the motor was Bruce Fulper's Rock & Roll Engineering. Bruce took the time to discuss every component with me. Over a couple of weeks, the combination came together. On January 23rd, I ordered my dream motor from Bruce! 455 on 3-inch mains, balanced & blueprinted, Edelbrock heads, custom-ground Comp Cams roller and lots of after-market parts. It would come completely assembled, broken in and tuned, and we would handle the rest. Bruce suggested at least a 3.70 gear, preferably in a 12 bolt as he didn't think a 10 bolt could live. Wayne suggested Larry Woltzen at California Differentials to build the rear end. Larry and I discussed my combination and he also suggested a 12 bolt with the appropriate mods. I chose to run 4.10 gears. Larry built it really stout! I went with boxed control arms from Just Suspension as well. My original plans were to just rebuild the Turbo 400 and live with the high revs at cruising. The current trend is to go with an overdrive trans swap. I began talking to various people and learned that a 200-R had perfect gear ratios. While talking with Art Carr, I discovered that they made an extreme duty version capable of living under my intended application, along with an extreme duty torque converter! Wayne also thought an overdrive would be perfect. The day after I ordered it, I received the latest HI PERFORMANCE PONTIAC magazine with an article on their doing the same swap into a 67! Finding the proper flexplate took a bit of work. As this is a relatively new swap, there are not a

lot of answers out there. Nunzi's in Brooklyn had a SFI approved flexplate from CSI that would be perfect. It turns out that any neutral balanced dual pattern Turbo 400 flexplate will work. The trans swap would require a shorter drive shaft. I ordered a custom steel "nitrous ready" drive shaft from Denny's Drive shafts, again in New York. Denny did not suggest an aluminum shaft, in case any of you are wondering. He did suggest super heavy duty 1350 series U joints, so I went with those. The combination would also include a full-length 3-inch exhaust system. The fuel system would include an electric fuel pump along with the required oversize fuel lines.

We began work on the car on April 20th with the installation of the new rear end. The car had to remain a roller so that it could be moved around the shop. The engine and trans were pulled soon thereafter. We needed to remove the right side fender to remove the a/c box from the firewall. The fenders come off easier if the nose is off the car, so fine, off it comes! As I would be painting the firewall, etc., we took the other fender off as well. Now the car was stripped to the firewall. The project had become a take-apart restification as one thing led to another. Mike McGee was the man to modify the firewall to non-a/c specs. Ed from the Goat Farm was a BIG help during this phase of the project. The plan was to cut out the old section of firewall and graft on the non-a/c section that I got from Ed. Six plus hours later, Mike was done welding, grinding, etc. He did a perfect job! It looks factory under the hood. All of the interior controls were changed as well as they are completely different. Lots of hours spent here. I spent the next month detailing all of the underhood accessories and preparing everything for paint. This part of the project was very tedious. I spent an entire day on the underside of the hood alone! The trans, convertor and drive shaft arrived. There was delay after delay on the motor. Bruce moved into larger quarters, Edelbrock could not produce enough heads, etc. The question "Where is the motor?" was frequently asked. Many of you may have been wondering if there really was a motor. For that matter, did your president really have a GTO! It got pretty comical at times. I finished all the painting and detailing, and all we could do was wait. Since there would be extra time, I had Mike McGee repaint the endura bumper. At last, Bruce has the motor done! It arrives on August 4th. Now the fun begins with reassembly. Most of the parts going back on are after market and will require lots of custom fitting. TIME TIME TIME.

Custom parts on the car include: modified gas tank with AN fittings, sheet metal box to hold fuel pump, aluminum spacer for pulley alignment, custom brake lines, firewall mods, throttle/trans cable bracket and lots of wiring and braided steel lines. The aluminum radiator required a lot of shroud mods. The trans cooler needed custom mounts, etc. We had a lot of fun and enjoyed ourselves. August 4th to November 3rd has us putting parts back on the car. Ed at the Goat Farm comes through with parts time after time. I spend 4 hours mounting gauges and 8 hours the next day plumbing the car. Wayne spends an evening wiring the MSD and the electric fuel pump. And so it goes!

At last on October 29th, it is time for us to fire it up! We have no throttle linkage hooked up, so Wayne works the throttle and I work the key. Oops, BIG fuel leak. Turns out to be a defective part. We unplug the pump and start it on what is in the carb. I crank the key and the motor roars to life. Wayne comments that he is amazed that the motor will idle and responds instantly to the throttle. The next day I buy another carb inlet kit. I take off work early and rush to the shop to install it. I am like a kid in a candy store. As Jeannie Lent would say, my testosterone level was maxed! We hooked the fuel pump back up and checked for leaks. Everything was dry. We fired it up and checked the whole car for leaks. Everything was tight. Wayne set the idle speed and adjusted the timing. It sounded "right" at 850 RPM so that is where we left it. Tomorrow, Wayne would spend several hours fabricating a bracket for the throttle and trans cables to mount to. These two cables need to be adjusted perfectly for the transmission to shift correctly. Partner Bob helps with the welding chores. After a lot of trial fitting, Wayne has a bracket installed that will allow us to test drive the car. I take the car out for a little spin. My co-pilot is club V.P. Tom Gormley who stopped by the shop to see what was going on. Upon entering the car, Tom immediately buckles his suitability! The car has nothing forward of the radiator and is too high in front so it looks kinda odd. The first thing Tom and I notice is that it is kind of loud in

here! The trans bangs into 2nd gear and we both smile. I drive it around a bit and take it back for Wayne to drive. I say to Tom to go for another ride as member Karl Vorsatz and his son have stopped by. When they return, Tom has this huge grin on his face and Wayne "chirps" the tires going back into the shop. We are both very happy with the way it drives. Wayne would like a bit more adjustment on the trans cable, which will require more modifications to his bracket. Everyone goes home to get ready for trick or treat. Wayne and I stay and mount the nose. We leave about 6 PM.

On Monday, November 2nd, Wayne modifies the trans bracket again. It comes out exactly as he wanted. I am out chasing a few last parts. The reproduction lower ram air pan from Year One is fiberglass and fits the Holley very poorly. I will run an open element air cleaner for now along with a K&N valve cover breather. That night we install the drive shaft loop. Mike McGee comes by to help us align the front end sheet metal. By midnight, MITY GTO is whole again! All that remains is to mount the new tires & wheels, lower the front end and align the front end and headlights. Wayne gets that done and the car is ready for its maiden voyage to our November 3rd club meeting. Total build time was 6 1/2 months. Initial testing has the driveability of the car exceeding my expectations. The gear ratio change has the speedo way fast so everything is "seat of the pants." The overdrive makes for comfortable freeway cruising. It drives really tight. This car is gonna be FUN! I would like to thank the many people that helped on this project. Marsha Mekisich for all her support and for cheering me up when things didn't go as planned. Oh yeah, and thanks for helping me pay for it! Jodi Barnes for tolerating our crazy work schedule. Ed at the Goat Farm for his endless ideas and supply of parts. Mike McGee for the firewall mods, repainting of the nose and help aligning the front sheet metal. Performance Fabrication for the gas tank mods and the sheet metal box for the fuel pump. Wayne's partner Bob for his help with the trans bracket. Ken at Perfection Tool for the aluminum pulley spacer. Special thanks to Bruce Fulper for building the motor and Larry Woltzen for building the rear end. An Extra Special thanks to Wayne Barnes. He made this project possible to begin with and without his help, this car would probably still be in pieces! A project like this requires a total commitment and Wayne did whatever it took throughout the project. No words I write could ever thank him enough! Nuff said! It is extremely gratifying to complete a project like this. The time it takes to research and develop a drive train combo like this is amazing. The build time in hours defies description, appearing to be never-ending. Hours I spend chasing parts turns into days. That's ok, it's a blast!

I looked at every individual component and chose the part I felt would do the best job. On a "modified," you end up with "purpose-built" parts. They may or may not fit without modifications. You also don't know how or if they are compatible with everything else. When you are done and everything works in "total harmony," it gives you a feeling you can't explain. Building this car was one of the most rewarding things that I have ever done. It makes me happy!

