

THE GOAT CONNECTION

VOL.26-2 Newsletter of the GOLDEN GATE GOATS February 2020
GTO CLUB OF THE GREATER SAN FRANCISCO BAY AREA



24th Anniversary 1996 - 2020

IN THIS ISSUE

- * John's President's Message
- * 2020 Dues update
- * New Facebook page info.
- * Article & Pic from Hemmings
- * 2020 Events Calendar
- * Want Ads
- * GGGoats info page
- * Club Roster

PRESIDENT'S MESSAGE

Hey There GGG,

Here we are a month into a new decade already. 49ers had a great season and will play in the Super Bowl. Can our wicked defense shut down Patrick Mahomes and Kansas City's "Air Raid" offense? By the time you read this we just might know..... Hope to see a great game.

Regarding GGG visiting the Disney Museum.... Marsha and I just visited to reacquaint ourselves as we hadn't been there in several years. Great experience overall, lots to see with

many interactive displays. Cost \$60 for two senior combo tickets to include the main museum and the special event display held in a separate building. Metered parking was \$11 additional for the day. We chose to eat something at home before we left. Arriving at 11 am we toured the special exhibit first then on to the main museum. It was very crowded and noisy in the main exhibit area with a couple guided group tours (available for \$100) going on. We finished at 3:30 and had a great visit. Coming in May they will have a new special exhibit about Disney during WWII. Confident beyond a reasonable doubt that many of us would find that exhibit fascinating. Would consider the Disney Museum a must see, doable for a club event if we have the right expectations. Nor Cal visited last year if memory serves me well; let's ask them how it went for them. Can discuss at this coming Thursday's meeting. Fall visit after peak tourist season probably is the best choice as the WWII exhibit runs into 2021 and crowds should be smaller.

Potential big news for our July Tilden Park picnic that would even trump Back Forty BBQ IMHO is the exciting news that member Jim Sloane has offered to debut his 66 GTO currently being restored by member and professional car builder Josiah Coy at the event.. Now THAT would certainly be exciting, wouldn't you agree? But wait there could be more as Josiah is also restoring member John Whitmore's 67 GTO. John's GTO was displayed by Josiah at SEMA last

fall, how cool was that? Perhaps if the planets all line up allowing Josiah to complete both builds by our picnic date we could have a DOUBLE REVEAL so to speak. Both cars with their owners and builder all there to discuss the details, their motivations, etc.....what would be cooler than that? Just the possibility has me stoked. If I was Jim or John the anticipation would be Gargantuan.....Gigantic... or insert your choice of words here..... Yikes, am I losing it?

Our next meeting will be on Thursday February 6th at The Englander with an 11:30 start time. In the meantime please do review our event calendar noticing open dates and kindly consider hosting an event this year, perhaps something we have not done before? Till then.....

See ya in the fast lane and Go Niners!

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 9454**



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**

**Final Call Club Dues
2020 Dues - Payable now!**

The dues amount for 2020 is \$36.00.

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

**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 2020 dues:

**Josiah Coy
Shawn Rowles
Harry Johnson
Nick Ryan
Mark Howard
Patrick Loushin
Damian Schinella**



Golden Gate Goats 2019 Event Schedule



2/6 THURSDAY 11:30 LUNCH MEETING at the Englander

3/5 THURSDAY 11:30 LUNCH MEETING at the Englander

4/2 THURSDAY 11:30 LUNCH MEETING at the Englander

4/26 Sunday Benicia Car Show hosted by Stuart Cole

5/9 THURSDAY 11:30 LUNCH MEETING at the Englander

5/11 Moraga Car Show

June – Summer break – no meeting

6/?? NORCAL CHEVELLES POKER RUN

6/28 PINOLE CAR SHOW RETURNS details to follow

July – Summer break – no meeting

7/18 Saturday Tilden Park Picnic catered by Back Forty BBQ

8/?? Hot August Niles Car Show (Fremont)

9/3 THURSDAY 11:30 LUNCH MEETING at the Englander

10/1 THURSDAY 11:30 LUNCH MEETING at the Englander

10/10 Saturday Alameda Car Show hosted by Phil Sandri

11/5 THURSDAY 11:30 LUNCH MEETING at the Englander

12/5 Saturday Holiday Party at Back Forty BBQ 11:00 – 3:00

STREET FREAK MUSCLE



Pontiac makes ordering a 1972 GTO easier

Thomas A. DeMauro on Jul 18th, 2019 at 2:58 pm

Hemmings Daily

Pre-smog glory!

Art courtesy of the Automotive History Preservation Society.

I wonder how many muscle car devotees conjured up their ultimate 1972 GTO from this ad during the model year. For anyone who construed the GTO's shift to Le Mans' option status for 1972 (after it had been its own series since 1966) as just another sign that the muscle car era was winding down, Pontiac provided reassurance that the Goat still offered the "goods" by listing them right in this ad, complete with boxes to check. Not only did it welcome fantasy shopping for a new Goat, those who actually acted upon the urge to buy one could then enter the dealership already knowing what they wanted, making the ordering process somewhat easier for all involved.

A glance at the 1972 GTO and its available extra-cost items reveals that plenty was still available to build a stylish driver-oriented muscle car. Included with the W62 GTO option was a 250-net-hp D-port 400 engine, dual exhaust with side splitters, Hurst floor-shifted H.D. three-speed manual transmission, G70-14 blackwall tires, Endura front bumper, scooped hood, fenders with air extractors, firm shocks, front and rear anti-roll bars, swirl-finished lower dash trim plate, and GTO identification.

The optional 8.4:1 compression ratio 455 H.O. engine, which debuted for 1971, returned. With its dialed-in Quadrajet, light aluminum intake manifold, free-flowing round-port heads, 288/302-degree advertised duration cam with .414/.413 lift, 1.50:1 ratio rocker arms, cast reciprocating assembly in a 4-bolt-main block, and streamlined exhaust manifolds, it produced 300-net-hp. Functional Ram Air and Unitized Ignition were required with the 455 H.O. The D-port 455 engine with an iron intake, less cam, and standard exhaust manifolds, offered 250-net-hp.

Compression ratios had dropped in 1971, which allowed engines to run suitably on unleaded fuel, but the move also reduced output a bit. In that same year, gross and net power ratings were published together to ease the transition to using net ratings from 1972 forward. The net figures were generated from testing engines with more of the equipment installed that would be used in the car, so the numbers were closer to the actual engine output, but they were lower than previously used gross ratings.

Some of the subtle styling updates for the 1972 GTO were deeply recessed grilles with blacked-out centers in place of the nearly flush bright mesh grilles of 1971, air extractors for the front fenders, and new exhaust splitters that exited under the rear quarter panels like the optional ones for the 1964-1965 GTOs instead of through the rear valance panel like the 1970-71 models. The parking lamp bright trim was revised, the "GTO" decals were moved to the rear quarter panels, "Pontiac" lettering was on the decklid, Le Mans taillamp lenses were used, and "455 HO" callouts were added to the rear quarters and "HO" to the decklid under the "GTO" decal when that engine option was ordered. And the extra-cost bodyside stripe design was new.

The GTO option could be specified for the Le Mans hardtop or, for the first time since 1967, the slightly cheaper pillared coupe, which came with a cloth-and-Morrokide bench seat and a rubber floor mat, with all-Morrokide upholstery and a carpet optional. In the hardtop, a front bench seat upholstered in cloth and Morrokide and floor carpeting were standard and an all-Morrokide bench seat cost extra, as did bucket seats with upgraded door panels.

Despite all the choices available for the GTO, by the end of the 1972 model year, just 5,807 were built, down from 10,532 in 1971 and 40,149 for 1970. To be fair, as has been documented many times before, significant obstacles faced all muscle cars in the early 1970s. Rising insurance surcharges, increasing emissions and safety regulations that affected performance, competition from previous models that were cheaper used cars and had more power are a few examples.

The GTO also still had considerable competition from other automakers. Some of their muscle cars were redesigned for 1971 or 1972, so a portion of the buyers were likely lured away from GM's carried-over 1972 A-bodies, which were a stopgap for the late-arriving Colonnade cars that were delayed until the 1973 model year. A few potential GTO buyers may have decided to wait to see what the new 1973 Colonnade Goat would bring.

Additional competition came from within Pontiac. Other Le Manses could be equipped with most of the standard and optional features that were offered for the Goat. The Judge option and GTO convertibles had been retired, but Le Mans convertibles were still available.

Despite the trials and tribulations that year, I've always felt that the '72 GTO was still one of the Great Ones. Had I been afforded the opportunity to buy one back then and not been five years old at the time, I would have ordered a Lucerne Blue hardtop.

The WW5 Package for the GTO, which I would have likely specified, is not mentioned in this ad, but its contents are, and they were also available individually. It included the 455 H.O., Unitized Ignition, functional Ram Air, close-ratio four-speed or automatic (I'd take the four-speed), Safe-T-Track axle, body-colored mirrors, Formula steering wheel, power front disc brakes, Rally gauges, and handling package (included G60-15 RWL tires, power steering, special springs and shocks, and larger rear anti-roll bar), and GTO/HO identification.

I would have also added 15 x 7 Honeycomb wheels, Ivory bucket seat interior, console, AM/FM stereo, 8-track tape player, the special body stripes in white, and a rear spoiler. (Evidently my fictional exercise includes me having a job that pays well.)

Now that you have a list of options in front of you, how would you have ordered your GTO for 1972?

**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:

Endura bumper for a 1970 GTO.
Contact John Arvizu at hot_ss@yahoo.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

GOLDEN GATE GOATS FACEBOOK PAGE

Join our club Facebook page!

- Open discussions with members
- Share links with GGG web site
- Buy/Sell your auto parts

Join the blog by clicking on this link:

<https://www.facebook.com/groups/1739685286060250>

Find the 'Request to Join' on the page and send your request to us. Acceptance will take about a day, and you will be notified when you have been given permission.

Start sharing your ideas, stories, parts and recommendations with the club!



Greater San Francisco Bay Area Pontiac GTO Club

www.gggoats.com

CLUB OFFICERS

PRESIDENT - John Mekisich
(650) 349-2095
MITYGTO@AOL.COM
VICE-PRESIDENT - DAVE HARTZ
(415) 5057995
skyranch@msn.com
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

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!

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 PROGRAM
PLEASE SUPPORT THESE
VENDORS WITH YOUR BUSINESS



GM & Chrysler Muscle Car Restoration Parts and Accessories



1-800-YEAR-ONE

(1 800 932 7403)

P.O. Box 129, Tucker, GA 30085

FAX (800) 680 6806

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 • 58-72 Impala • 67-74 Nova
- 67-81 Camaro • 67-81 Firebird • 64-72 GTO • 64-72 Skylark/GS
- 64-72 Cutlass/442 • 66-74 Dodge/Plymouth

COYBILT

5259 Jerusalem Ct., Unit 4
Modesto CA 95356

Our phone number is 209-572-1965

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.

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.

