

# THE GOAT CONNECTION

VOL.26-5 Newsletter of the GOLDEN GATE GOATS MAY 2020  
GTO CLUB OF THE GREATER SAN FRANCISCO BAY AREA



24th Anniversary 1996 - 2020

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## PRESIDENT'S MESSAGE

Back to Fun In 21,

Is the title to this month's message a question, a premonition, an educated guess, a silly rhyme or something else? Who knows for sure.....

As we enter our second full month of shelter in place it appears that gatherings of any size and personal contact of any kind outside your family unit is not going to be allowed to happen anytime soon. While it seems some loosening of restrictions is soon to come, gatherings won't be among them for the time being.

Seems to me science via developing a vaccine at scale is about the only thing that may come to our rescue, let's hope a vaccine is developed in record time. I don't consider hope a strategy but it appears to be our best shot. Let us all cross our fingers that lady luck shines on all of us and a vaccine appears quickly. Without adequate testing all of the cases by county counts are really understated meaning nobody really knows what percentage of any area have been infected. Hopefully (there is that hope word again) the second wave that we are told is virtually a given won't overwhelm our hospital system. Tough to make decisions on how to safely move forward with opening everything back up with incomplete information.

Taking current conditions into consideration let's control what we can and schedule a meeting on Thursday May 7<sup>th</sup> at 7pm via Zoom. Jim Lent will send each of you an invite via e mail. This will give us an opportunity to touch base and keep in touch. An evening meeting will give more members an opportunity to join in. Hope you can join us, for this round let's just chat a bit about what everyone has been doing. If this goes well we can certainly discuss meeting monthly via Zoom until other options are available to us. Best we can do right now. This too shall pass.

We are living in unprecedented times, certainly the world we live in and how we live our everyday lives especially in the near to medium term will look very different from established norms. As we emerge from this pandemic each of us will have stories and experiences to tell, some enlightening and some sad.

Looking forward to seeing ya in the fast lane; just don't know when!

Hang in there while practicing social distancing.

## Prez John

**GOLDEN GATE GOATS WEB**  
**SITE AVAILABLE AT:**  
**[www.gggoats.com](http://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](mailto: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](mailto: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](mailto:jimlent@comcast.net) or send them by snail mail to:**

**Jim Lent  
118 Iris Court  
Hercules, CA 94547**

**GOLDEN GATE GOATS MEETING TIME**  
**AND TYPE CHANGE**

**High Folks,**

**We are heading into the uncharted territory of Zoom!!!**

**For our May 7th meeting we are going to try a Zoom meeting. I will be sending out an email inviting you to join the meeting. The invite may come early but please don't try to join before 6:50 PM.**

**This is new territory for many. A test run with a few folks uncovered some problems. Those with Microsoft 10 might want to check your settings for microphone and video capability.**

**We may have some difficulty with many participants all trying to talk at the same time. Please be patient and maybe respond when Prez John calls on you. As the meeting leader if this doesn't work I may have to silence all microphones and individually activate them. This is all new to most of us, so bear with us as we try this new medium of communication.**

**Be safe. Be well.**

**Hope to see many of you on May 7th at 7pm**

**JIM LENT**



## 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 BACK FORTY **CANCELLED**

4/26 Sunday Benicia Car Show hosted by Stuart Cole **CANCELLED**

5/7 THURSDAY 7:00 PM **Zoom meeting (new meeting format)**

5/9 Moraga Car Show **CANCELLED**

**June – Summer break – no meeting**

6/6 NORCAL CHEVELLES POKER RUN **details pending**

6/28 PINOLE CAR SHOW RETURNS **details pending**

**July – Summer break – no meeting**

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

8/?? Hot August Niles Car Show (Fremont) **details pending**

**8/??? Benicia car show details pending**

9/3 THURSDAY 11:30 LUNCH MEETING at ???r

10/1 THURSDAY 11:30 LUNCH MEETING at ???

10/10 Saturday Alameda Car Show hosted by Phil Sandri

11/5 THURSDAY 11:30 LUNCH MEETING at ???r

12/5 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.@ per month per ad.

Contact: Jlm Lent, 118Iris Ct., Hercules CA 94547 (

510) 799-6096 or email - [iimlent@comcast.net](mailto:iimlent@comcast.net)

### **FREE:**

FREE! Like new GTO car cover. California Car Covers flannel car cover for a GTO. Cover is flannel lined and for indoor use.

Contact Tom Schaffer (925) 447-1578 or [tomandlita@comcast.net](mailto:tomandlita@comcast.net)

### **WANTED:**

Endura bumper for a 1970 GTO.

Contact John Arvizu at: [HOTSS@YAHOO.COM](mailto:HOTSS@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](mailto:kendavis14@sbcglobal.net)

'68' GTO turbo 400 transmission, transmission with stand, 67 trunk skins, engine hoist, ss00 for everything or BO. Contact member Paul Gribaldo @  
Cell: 510-209-3909, Hm: 570-429-6930

[View this email in your browser](#)



Due to the current situation with COVID-19 and the shelter-in-place order, the [Benicia Classic Car Show](#) has been cancelled for April 26, 2020. We are in process of rescheduling the car show for a date in August 2020.

As you know, 100% of the proceeds made from the [Benicia Classic Car Show](#) goes to the Benicia High School Panther Marching band program. We are non-profit and with the band program relying highly on donations and fundraisers, not having a car show in 2020 will make a financial impact for the 2020-2021 band program.

Since we plan to hold the car show in August 2020:

- If you registered your vehicle for the car show, we will give you the option to let us hold your vehicle registration & fees on file (including t-shirt pre-orders), or you can request for a full refund today.
- If you are a sponsor, vendor or provided a donation -we will give you the same option to let us hold onto your information and funds, or you can request for a full refund today.

As always, all contributions to the car show are tax-deductible as we are a 501(c)(3) non-profit organization.

Thank you.



# **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](http://www.gggoats.com)**

## **CLUB OFFICERS**

**PRESIDENT - John Mekisich**  
(650) 349-2095

**MITYGTO@AOL.COM**

**VICE-PRESIDENT - DAVE HARTZ**  
(415) 5057995

**sky ranch@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](http://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)**

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PROGRAM**  
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(1-800-831-7631)

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FAX (800) 600-6006

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

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

- 64-72 Chevrolet Camaro/Monte Carlo • 68-72 Impala • 67-74 Nova
- 67-81 Camaro • 67-81 Firebird • 64-72 GTO • 64-72 Skyhawk/RS
- 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.**

**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.**



## CAR OF THE MONTH ARTICLES

Hi folks,

Now that we are all sheltering in place it would be an excellent time for you to write an article about your car. You know who hasn't done one yet or have made major changes to your car. Stop saying 'there is nothing to do' and send me an article and pics of your car. I will try to do spelling and editorial changes.

So,lets get going!

Wax on - wax off

Hope to hear from you soon.

JIM

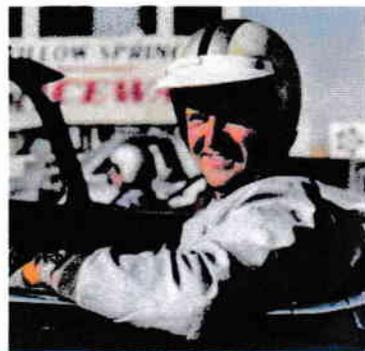


# 'IF WE WANT A SCENE TO LOOK FAST, IT'S BETTER IF WE DRIVE FAST'

WORDS ALEX LEANSE



"The biggest difference, and a plus, is that there weren't any electronic devices making the cars try to save selves," Nagle said. "They were pure everything that happened with was up to the driver. And that's why I liked the drivers I did: I knew they'd be more capable of handling that." James Hill, the Daytona 24 Hour and Le Mans 12 Hour class winner (and son of racing legends and Formula 1 icon Phil Hill),



Hill, son of racing legend Phil Hill, has racing instincts were key to realistic stunts.

was one of those drivers. He attributes his ability to drive for the camera to his motorsports experience. "Ultimately it's the same principles," he said, but, "What the limit is on a racetrack and what the limit is for the camera are very different."

Although safety concerns—and the need for camera cars to keep up—make it rare that stunt drivers go flat-out. The goal is always to make things look realistic and exciting. "We've got to follow our cues and hit our marks, but also give it some action," Hill said. "We might try to make the car move around more than it would on a racetrack at that speed. You have to be precise on a racetrack, but it's a different sort of precision on a movie set—driving within inches of a camera car or keeping in sequence with other stunt drivers to set up a shot."

Rallycross and drift racing champion Tanner Foust also brought his skills to the production. "Virtually all of the drivers involved had race experience, which is a

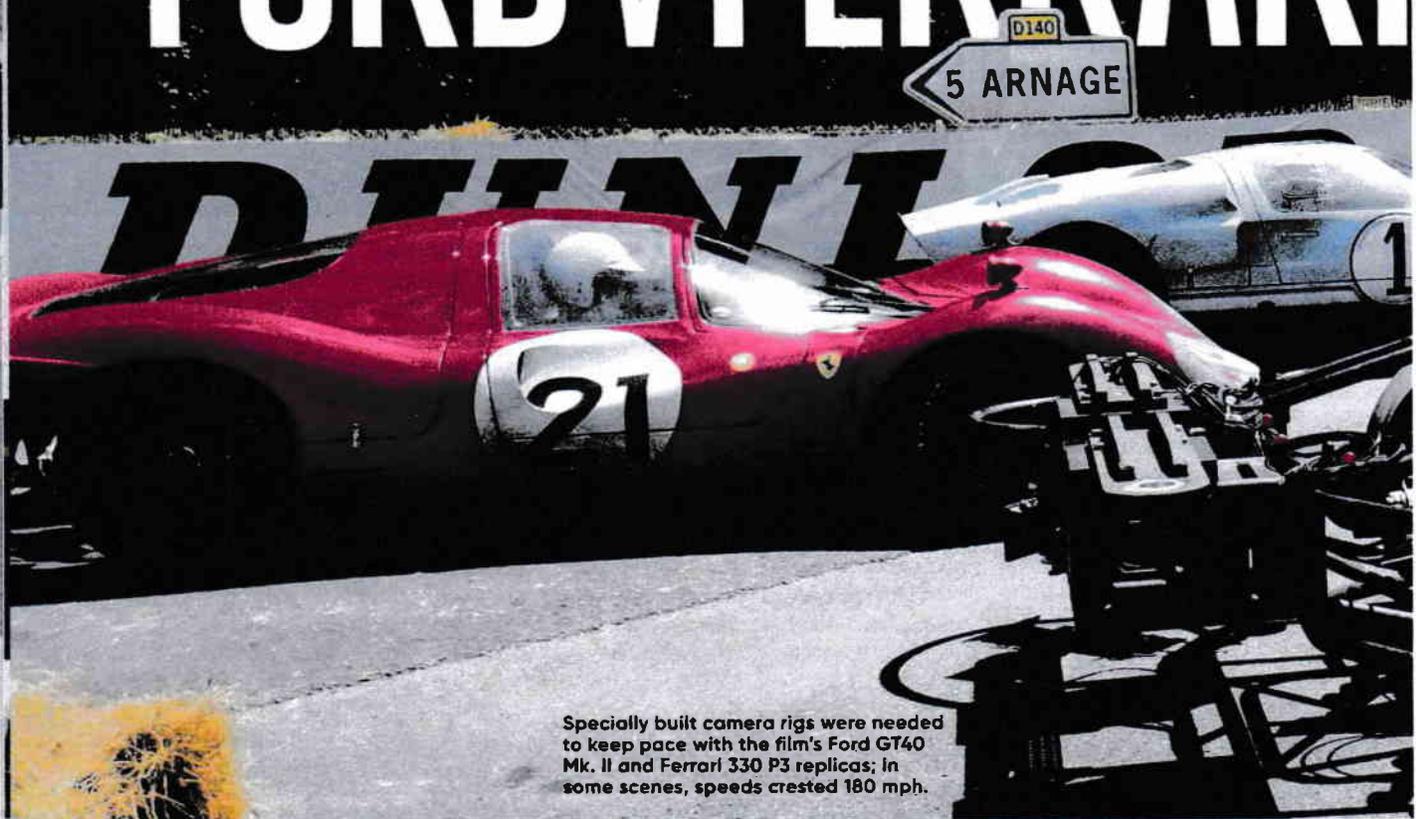
lot different than stunt driving experience," he said. "That, along with real speed, makes a big difference in doing something practically and not having to alter it in post-production—we know viewers can see the difference."

To that end, Nagle relied on post-production effects as little as possible. "Your eye knows the difference," he said. "If there's something in the deep background or a car in a very precarious spot, that's a different story. But for the principal action, what you're focused on, I do everything I can to make it real."

As such, high speeds were a necessity. "On the Daytona straightaways, we were doing at least 160 mph," Nagle said. "For the shot at Le Mans' Mulsanne Straight, speeds approached 185 mph. That's the realism I wanted and the realism James Mangold wanted. If we want a scene to look fast, it's better if we drive fast."

Although trained stunt drivers bring awesome skills to a movie set, selecting

# THE STUNTS OF FORD v FERRARI



Specially built camera rigs were needed to keep pace with the film's Ford GT40 Mk. II and Ferrari 330 P3 replicas; in some scenes, speeds crested 180 mph.

**Y**ou can do the same stunt five times and have different results. When physics take over ... who knows what could happen?" That's according to Robert Nagle, who, in his role of stunt coordinator for *Ford v Ferrari*, orchestrated cars going wheel to wheel in racetrack combat—and occasionally flying through the air.

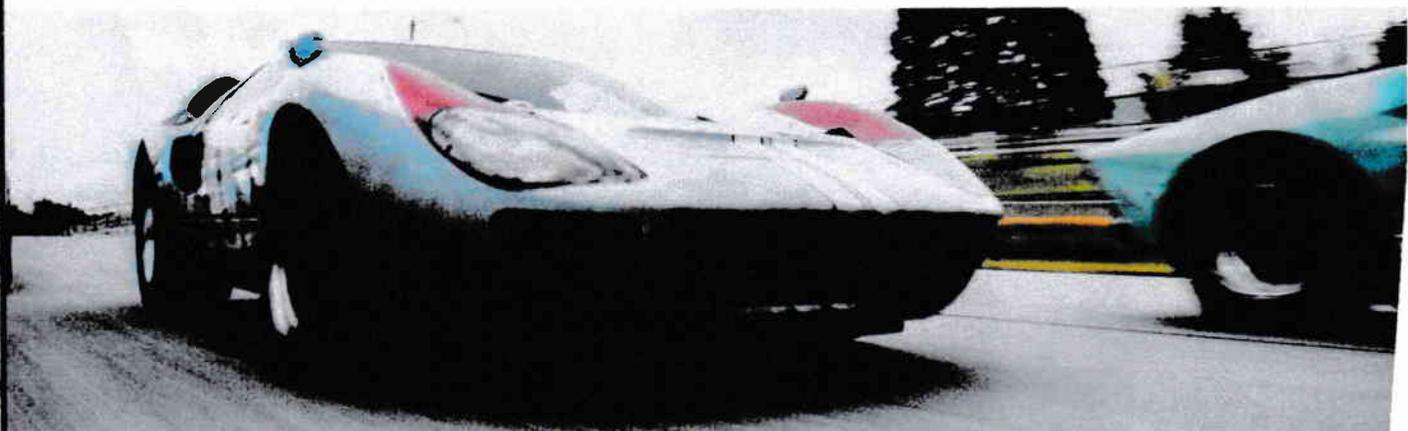
The film transports audiences back to the French countryside of 1966,

portraying the personal and mechanical battles team Shelby American fought as it worked to secure victory against seemingly indomitable Ferrari at the 24 Hours of Le Mans with its Ford GT40.

At the behest of director James Mangold, Nagle enlisted a team that could execute stunts and maneuvers to convincingly re-create the perils of the race. To tell the story of Carroll Shelby (portrayed by Matt Damon) and Ken Miles (Christian

Bale), he'd need cars and drivers that could perform on the edge.

Those vehicles included classic Corvettes, Shelby Cobras, rebodied 911s, and tube-frame replicas of Ford GT40s and Ferrari 330 P3s running LS3 V-8 engines. Compared to the modern cars Nagle worked with on productions such as *Baby Driver* or the *Fast & Furious* franchise, the ones used for *Ford v Ferrari* were intentionally stripped down and



## Interview

## Jim Mangold

Director,  
*Ford v Ferrari*

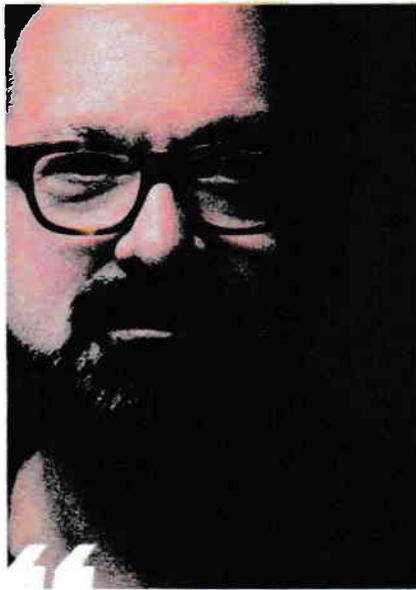
**F**ord *v* Ferrari is Jim Mangold's first time directing a film about racing, or even about cars. As the car nerds that we are, should we be worried about his depiction of that historic 1966 Le Mans race? The short answer: No.

In the following excerpt from a (much) longer interview, available at MotorTrend.com, Mangold delves into his core beliefs about movie making, his relationship with facts and the truth in creating a dramatic narrative arc, and how directing a racing movie changed the way he views cars.

**Before you saw the script, did you know the story?** I had heard of Carroll Shelby, and I knew of him, and I knew the cars he had designed. And I knew he had moved from being a driver to a designer. And I knew he has joint ventures with Ford. But I had never heard of Ken Miles before and certainly didn't know the story at all until I'd read the script.

**Had you ever seen yourself making a film about cars before?** Not about cars, about car racing specifically. I wouldn't have seen that as a logical thing or something I would've predicted. In fact, that's part of my attraction to movies, is that I can't imagine making them. But I've got to believe that every movie requires world building. That you have to understand what Detroit was like in the mid-'60s. You

have to understand what Southern California was like at that moment. You have to understand what it is to be part of the hot-rodders' circuit in the early '60s.



MEL MELCON

**IF I GET CONSUMED WITH FEAR ABOUT WHAT PEOPLE ARE GOING TO SAY, I STOP FUNCTIONING AT MY BEST.**

This is almost like a holy subject. It's like telling a story from the Bible. You've got to get it right. Well, you can never get it right for everyone. But what you can do is try to make something that, within the context of the fade-in and the fade-out at the end, is truthful, or has a truth to itself. If I get consumed with fear about what people are going to say, I stop functioning at my best. Then I'm even in worse shape for those fans.

The racing sequences were a nice blend of accurate but also stylized. Because if you just watch racing footage, it's pretty dull. When I watched a lot of old country music biopics or musical biopics, I would notice whenever someone sang, the camera ended up going into the best seats in the house, and you'd just watch from

the audience as they sang. And I thought that was really boring. [With *Walk the Line*] I thought, "I'm tracking Johnny Cash, June Carter, and all these other characters on the stage. Why am I leaving them when they're singing and watching them sing?" So we made it our goal to keep the camera on the stage. You really were getting to see what it felt like onstage and backstage in a concert. What I wanted to do in *Ford v Ferrari* was to give you a feeling of what it's like to be in the pits or in the car, to feel the claustrophobic cockpit and that speed and danger.

Shelby had a personal beef with Enzo: He wanted to race for him, and Enzo didn't let him. And some Ferrari drivers were killed who were friends of Carroll's. Was there any— Well, these are facts. But there aren't scenes. I learned this lesson making true-life movies, which is that I can't make scenes about facts.

I said in my review, "There's a bunch of 'mistakes.'" And then I said, "Now forgive all that. This is not a documentary. This is Hollywood." It's also what you have to leave out. Hollywood or not, you have to leave stuff out. Three-quarters of writing is actually what you *don't* say. Movies are no different. The reality is that in telling a concise story, you have to leave stuff out.

**Has your personal relationship with the automobile changed after making this movie?** Yes. I definitely think that it made me think more about these conveyances that take us through our lives. Not just about the speed and the handling and what it's like to hug the road. That's the biggest thing you feel driving these cars, to me more than the speed, it's the connection to the road in our lives, driving SUVs and minivans in our families, we feel like we're floating above the road. These cars feel like you're literally sitting on the road. And also, the way cars are a mask for us—the way we define ourselves—a very large mask that we can extend ourselves—we can be the best or the worst of ourselves, we can be the best or the worst of ourselves. Jonny Lieberman

