

BREAKFAST CRUISE THIS SUNDAY!

Next Club Meeting: Wednesday, Sept. 28

GIVE GENEROUSLY TO HURRICANE KATRINA VICTIMS!

Bring your donations to the Meeting!

Don't Forget to order your 2006 Cactus GTO calendars!

7:00 pm, Denny's Restaurant

**Want more info? Call Club president Dan Long at 602.330.4486 or
Scott Svenheim at 480.464.8422**

Valley of the Goats

Newsletter of Cactus GTOs Inc. • Phoenix, Arizona

www.cactusgto.com

August-September 2005

[Letter from the Editor](#)

As you read this, the **2006 Cactus GTO Club Calendar** has just left the pressroom. Club secretary Scott Svenheim did a great job in taking this project on and, in a short time, came up with a great product. Let's support his efforts by ordering calendars at the Sept. 28 meeting. We have 500 calendars available At \$10 each, it's a deal you can't pass up!

See a sample at our website (www.cactusgto.com). An order form will be posted soon.

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It was cool to see my Highlighter in the Weekend Living section of the *Arizona Republic* last week. For those of you who missed it (I know – how can you miss THAT car...), *Republic* feature writer Susan Felt called me out of the blue after finding my name on the Arizona Automobile Hobbyist Council website. She told me she was doing a story about people who were passionate about their cars. Of course, I told her I know a whole CLUB of people who are passionate about their cars, but she decided to allow me to represent the group.

It was fun talking to her about the cars I owned, the significance of the GTO, and why guys like me like to strap ourselves into a 35-year-old car, turn the key, and get a kick out of driving down the road in a piece of American history. I also told her about the importance of our collector car craze and the Arizona economy – how we help the Checker's and Auto Zones stay in business.

I expected the photo shoot would maybe get me an inside spot on the feature. So we were all surprised at the Neumann household when the newspaper arrived on Friday and I was standing in front of the Highlighter. And gosh, they spelled my name right. I hope the feature helped get the Arizona automobile hobby in front of the public – and our legislators as well.

■ *Mark Neumann*

News Notes

- *Donating to Katrina:* The Cactus GTO Club's Board of Directors has discussed the idea of having our club make a cash contribution to benefit the Hurricane Katrina evacuees living in Phoenix. One option would be to have the club treasury donate funds and find a company of a club member that might match those funds. Bill McCoy has indicated that his company, SkyMall, might be willing to match any funds the company employees donate. The donation will be a topic for discussion at our Sept. 28 meeting. At that meeting, we will also pass the hat for personal contributions, to be made to the Salvation Army.
- *Racin' Ponchos:* The GTO is back...but this time, on a road course. On the same day we celebrated the return of Pontiac night at the Pavilions, Pontiac GTOs took to the field at Phoenix International Raceway and came out on top (see story below). The next day, Daytona prototypes raced under the lights and again, Pontiac ended up in the winner's circle. In fact, five Pontiac powered cars ended up in the first 10 spots. Christian Fittipaldi, a former Indy Car racer and short-lived NASCAR stock car racer, shared the duties on the winning car.
- *"The Legend Returns":* A new book has been published by *Automobile Quarterly* called "The Legend Returns." The 138-page, four-color coffee-table-style publication sells for \$30.00 and does a good job of documenting the history of the GTO, including production figures, events from those decades, and the history of Pontiac engineering. Written by Pontiac veterans Paul Zazarene and Gary Witzenburg, the book includes an introduction by GM chairman Bob Lutz, and information on the return of GTO in 2004. An interesting chapter on Pontiac advertising from the 1960s and 1970s includes prints developed for advertising by Art Fitzpatrick, who was the guest speaker at the GTOAA Western Regionals held in San Pedro, Calif., over the Labor Day weekend. For more information, go to the *Automobile Quarterly* website at www.autoquarterly.com
- *The Farmer is back:* After suffering extensive burns in a drag racing accident in 2003, Arnie "The Farmer" Beswick has hopped back into his rebuilt Tameless Tiger '64 GTO to assault the match race field once again. Within 24 hours after his crash, The Cruisin Tigers GTO Club of Westmont, Ill. announced formation of the Arnie Beswick Accident Recovery Fund. The club collected \$10,000 to help cover Arnie's medical bills, and gave him a new firesuit as well. Find more info about his return to racing at www.arniebeswick.com

Come Cruise with Us!

Our next breakfast cruise to Christopher Creek is coming up this Sunday!

Where is Christopher Creek you ask? Have a look at this site:

<http://www.christophercreekarizona.com>. Breakfast will be served at The Landmark Restaurant, and they need to know a head-count so they can be ready for 'all us hungry goats'!!!

Please **RSVP** to Scott Svenheim at scottSvenheim@cox.net when you read this!

What: Breakfast Cruise to Christopher Creek (6500 feet & 23 miles NE of Payson on Hwy 260)

When: Sunday, September 18th - Meeting promptly at 7 AM

Where: The Target Store - 16825 E Shea Blvd., Fountain Hills (SW corner of Shea and Saguaro Blvd.)

We'll try to leave Fountain Hills as a group and enjoy the drive to COOL Country....and GOOD eats at the Creek! Bring your cameras, as I'm sure there will be lots of great photo ops - for the 07 calendar!!)

■ *Scott Svenheim*

But There's More!
ANNUAL CACTUS GTO CLUB PICNIC

Sunday, October 30

Go to our website (www.cactusgto.com) for more details!

Special columns

Pontiacs in the news and other things...

Week of Sept. 9th 2005

Bill McCoy

Another GTOAA Western Regional Show has come and gone. The Southern California Gathering of the Goats (SCGG) put on a very nice show as they usually do with about 45 GTOs in the judged class and another 10 to 15 Pontiacs in just for show. Due to the price of gas our club had only two vintage GTOs at the show, **Mike Baumgardner** and **Burt Kratzer**. However, **Mark and Jodie Gacy** brought their very nicely restored '66 GTO peddle-car instead of his '64 GTO, hoping to get it judged. Also **Gordie Cowan** and **Shari Stults** made it in their Chevy rental. This has to be the first time in many years that no one from the Cactus GTO Club won an award at this event.

At the awards ceremony they had people stand up as they counted down each year that people had come to their shows. When they mentioned a year you were not there you had to sit down. Almost half of them had been to only a show the last year or the last two years. So there is new blood coming into their club—a good sign. I had been going since 1991 and Mike and Dee have gone since 1990. The three of us were among the longest ones left standing. It kind of makes you stop and think about how time just keeps on passing. Sometimes we don't even think about it as we go through each day. To commemorate their 20th show, the SCGG showed slides of prior car shows during dinner. Unfortunately, several of us went out to dinner elsewhere and missed most of it.

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Dan Long had asked me to come with him to this show so we could talk to the SCGG club about Cactus GTOs doing the show in Phoenix in 2007. I rode over to the show with **Mark Neumann** and his son Alex. Leaving town about 6:30 PM Friday. Dan was planning to meet us on the west side of town but canceled out on us just minutes before we planned to meet him. So we went on without him. I did talk to SCGG president Mike Radke on Saturday morning about our club being interested in doing the show in two years. He said they would be interested in taking a year off as some of their members have gotten a little tired of running the show. I told him we were just exploring the possibility of doing the show at this point. Mike said he would e-mail me a show-planning guide that they had put together so we could see what it takes to run a show such as this. So it looks like we will need to work on a formal proposal to present to them if we want to do this event. Stay tuned.

One of the highlights of the show this year was the 1964 GTO that had been used in the *Car & Driver* comparison with the Ferrari GTO in 1964. (See my last article about this on our website, www.cactusgto.com.) Jim Wangers gave a nice talk for the group on the car, which originally had a 421 Pontiac engine in it and that it had gotten the Royal Bobcat treatment at Royal Pontiac in Michigan before it was sent down to the Daytona track for the test.

Jim told an interesting story about how he had bought the car from Pontiac after the test and would take it out on Woodward Avenue to see how it did against the locals. About this time the original engine let go and had to be replaced. Apparently, once the local cops stopped Jim for speeding a few times and would let him off with a warning only if Jim promised to sell him the car when he wanted to get rid of it. So a year later Jim sold him the car for about \$2,900. The cop kept it until 1989 but did not drive it much. He did run it and show it at various drag strips throughout the 80s. Jim says the paint on the car is still the original.

The cop that bought the car from Jim had a heart attack in 1989 and passed away. His wife sold the car to a museum in New York or New Jersey. It stayed there until about 6 months ago when it was sold to a man in California that works at one of the movie studios. He brought it to California where he showed it at this year's car show. The most interesting part of this story is that this man was the son of one of the ad men Jim Wangers worked with at his ad agency in Detroit back in the 60s when he owned this car. Jim had given his father a ride in this very same GTO in 1964 or 1965 and this man who was 5 years old at the time got to ride in the back seat while Jim gave them a ride. He must have been impressed because at the age of five he said he would own this car some day! So here we are 40 years later and he has fulfilled his dream of owning the car he and his dad rode in with Jim Wangers so many years ago.

It was fun to see them do a photo shoot with him and Jim Wangers. He sat in the back seat where he had sat as a five-year-old boy while Jim sat in the drivers seat as he had done 40 years ago. It was a touching moment for those of us that were bitten by the Pontiac GTO bug as youngsters. Many of us have never lost that feeling about these cars. It's something we will live with our entire lives. We are fortunate to have someone like Jim Wangers to help us celebrate those Glory Days. Let's hope Pontiac can recapture the excitement with great cars going forward like the new GTO and the Solstice.

Next month I'll try to cover more about the new Solstice. Hopefully, there will be one in a dealer near you by then. Let's see who can see one first. Let us know if you see a real Solstice on the road or at a dealer.

Until next time...

What's it Worth?

Bob Paris (Aug)

This is the third in a series of articles covering GTO values in the marketplace (look for Part I and II on our website). Data is gathered from several sources (magazines, auctions, price guides, etc.) and reported in this column. There are so many variables when determining value that we can't get too specific and at best we might be able to have an idea of the value range. Remember the data from these sources are a lagging indicator of average prices.

This month covers 1968 & 1969 GTOs

- Auctions -

1968 Conv	Barrett-Jackson	\$39,800 Jan 05
1968 HT	Kruse-Ft Lauderdale	\$15,700 Jan 05
1968 HT	Kruse-Dayton	\$17,700 Feb 05
1968 HT	Mecum-Kansas	\$17,200 Apr 05
1968 HT	Mecum-Kansas	\$18,400 Apr 05
1968 HT	Mecum-Kansas	\$26,400 Apr 05

1969 HT	Barrett-Jackson	\$26,000 Jan 05
1969 HT	Barrett-Jackson	\$32,000 Jan 05
1969 HT Judge	Kruse-Ft Lauderdale	\$90,500 Jan 05
1969 HT	RM-Boca	\$15,500 Feb 05
1969 HT Judge	RM-Boca	\$38,500 Feb 05
1969 HT Judge	RM-Toronto	\$31,200 Apr 05
1969 HT	RM-Toronto	\$32,100 Apr 05
1969 HT	Kruse-Auburn	\$18,500 Apr 05
1969 HT Judge	Kruse-Auburn	\$38,500 Apr 05

No 1968 or 1969 sales in May - June

- Price Guides -

Sports Car Market (June 2005)

	Low	High
1968 GTO	\$16,800	\$28,000

1968 Conv	\$22,500	\$35,000
1969 GTO	\$18,200	\$28,000
1969 Conv	\$23,800	\$39,200
1969 Judge	\$32,200	\$49,000
1969 Judge cv	\$77,000	\$126,000

** all with 4 speed and RA/RA3

NADA (July)

	<u>Average</u>	<u>High</u>
1968 HT	\$26,300	\$40,600
1968 Conv	\$32,500	\$51,900
1969 HT	\$26,600	\$34,500
1969 Conv	\$32,300	\$49,200
1969 Judge	\$29,600	\$46,800
1967 Judge cv	\$59,300	\$84,500

** all with 4 speed and RA/RA3

Hemmings (April 2005)

	<u>Average</u>	<u>High</u>
1968 HT	\$17,000	\$24,000
1968 Conv	\$22,500	\$33,500
1969 HT	\$14,000	\$21,000
1969 Conv	\$20,500	\$29,500
1969 Judge	\$27,000	\$45,000
1969 Judge cv	\$44,500	\$74,500

** all with 4 speed and RA/RA3

Old Car Price Guide (Aug 2005)

	<u>#3 VG</u>	<u>#2 Fine</u>	<u>#1 Excellent</u>
1968 HT\$	17,700	\$27,500	\$39,200
1968 Conv	\$20,200	\$31,400	\$44,800
1969 HT	\$18,900	\$29,400	\$42,000
1969 Conv	\$21,500	\$33,300	\$47,600
1969 Judge	\$23,400	\$44,100	\$63,000
1969 Judge cv	\$32,300	\$49,900	\$71,400

** all with 4 speed and RA/RA3

1968 – Car of the year

An extensive restyling distinguished the 1968 GTO from the previous models. Most notable was the new Endura color-keyed front bumper. The GTO was the first GM car to use this new flexible polyurethane covering that allowed minor dents to pop out without any permanent damage. Optional hidden headlights combined with the Endura nose created a handsome vehicle unlike any previous GTO. The stunning styling, powerful performance, solid engineering, and excellent market timing were all factors that helped the GTO garner the coveted Motor Trend Car of the Year award. More horsepower was on tap for the new body style. All engines displaced 400 cubic inches, but the standard engine rose to 350 horsepower from 335 horsepower – the no-cost economy two-barrel engine gained 10 horsepower for a 265-horsepower rating. The optional HO engine remained at 360 horsepower, as did the optional Ram Air engine until March 1968, when the 366-horsepower Ram Air II option was introduced.

Considering its high-performance equipment, the Ram Air II's rating was probably conservative. It came with 10.75:1-compression forged pistons, forged steel crankshaft, new cylinder heads with round exhaust ports, free-

flowing exhaust manifolds, a high lift camshaft with the corresponding high-performance valvetrain components, and a re-curved distributor. The Ram Air II put 445 lb.-ft. of stump-pulling torque to the pavement via the mandatory limited-slip Safe-T-Track rear end with 4.33:1 gears.

The coupe body style was dropped for '68. Sales were tilted heavily toward hardtops, which sold 77,704 units compared to 9,980 convertibles. The popular hood-mounted tachometer option continued from 1967, too. The Ram Air cars had 5500-rpm redlines compared to the standard 5200-rpm limit. The external tachs helped the GTO project a powerful performance car image.

1969 – Here comes ‘The Judge’

GTO engines got even more exciting in 1969 with the introduction of the Ram Air III and Ram Air IV versions. Considerably underrated at 370 horsepower, the Ram Air IV was the zenith of GTO performance. The RA IV used many of the high-performance parts introduced on the '68 Ram Air II, along with the cold air induction system that came with the Ram Air III. Both RA III and RA IV used driver-controlled flapper doors on the twin hood scoops. As powerful as the Ram Air IV was, it still used hydraulic lifters and was far more tractable in traffic than competitors' solid lifter engines. The RA IV didn't overheat or foul spark plugs. It was only available with a 3.90:1- or 4.33:1-geared limited-slip differential.

The real star of the 1969 lineup was the GTO Judge. The original intent of the Judge (although it's commonly referred to as the GTO Judge or simply Judge; the fender decals said "The Judge") was to combat the upstart low-price muscle cars like the Plymouth Road Runner.

Pontiac's initial answer to the Road Runner was to be called "ET" or "E/T" – a reference for the drag racing term "elapsed time." The car was to be based on a stripped-down, bench seat, LeMans coupe with a flat hood and Rally II wheels without the trim rings. The engine was a Pontiac 350 with cylinder heads from the 400 HO engine. Tests of the prototype E/T against 383-powered Road Runners proved that the budget GTO could outrun the Plymouths.

As strong as the 350 was, it wasn't a 400; and DeLorean was adamant about GTOs being powered by 400-cubic-inch engines. He quickly killed the 350 E/T project and requested a car that was up to GTO standards. Ironically, the resulting car turned out to be the most expensive GTO. The Judge option was available on hardtop and convertible bodies. About the only E/T parts that remained were the Rally II wheels without trim rings.

DeLorean is credited with naming The Judge. His inspiration was the hit NBC-TV show "Laugh-In," which had a recurring bit with the tag line, "Here come de Judge, Here come de Judge." In retrospect, it may seem odd to name a car after a bit on a comedy show, but "Laugh-In" was very hip with a huge audience of young viewers – the exact demographic DeLorean wanted to reach. This was an era where car companies named models after cartoon characters, came up with names like Boss, Eliminator, Grabber, Rebel, Demon, and Swinger, and painted them outrageous colors such as Panther Pink, Go Mango, Sublime, Banana Yellow, and Plum Crazy. In that light, "The Judge" wasn't out of place.

The initial Judge color was bold and eye catching. Called Carousel Red, it was actually more of an orange hue. The shade was exclusive to the Judge for the GTO line, but the same color was available on Chevy Camaros as Hugger Orange. Approximately the first 2,000 Judges were painted Carousel Red. After February, Judges could be ordered in any GTO color, but approximately 80 percent of the cars sold in 1969 were Carousel Red. Besides the wild color, stripes, pop-art graphics, and hood scoops, Judges came with a massive 60-inch-wide rear spoiler.

Judge engine choices were limited to the standard Ram Air III or the optional Ram Air IV. Four-speeds and the Turbo Hydra-Matic transmission were available. Despite a late start, The Judge accounted for 6,833 sales out of the '69 GTOs total of 72,287 cars. Judge convertibles were rare. Only 108 were produced in 1969, making them one of the car collecting world's most valuable finds.

Pontiac racing news

GTO takes second win of 2005 season in Phoenix GT 250

Paul Edwards and Jan Magnussen, who debuted their No. 64 TRG Pontiac GTO.R in the Porsche 250 at Barber Motorsports Park in July and won the next race at Watkins Glen, claimed their second victory of the season in convincing fashion in the Phoenix GT 250 under the lights Friday at Phoenix International Raceway.

Edwards and Magnussen, running in just their third race together this season, finished 36.036 seconds ahead of their closest competitors, Tom Milner and Kelly Collins in the No. 21 F1 Air BMW M3.

"We were a lot faster on the banking, and the BMWs seemed to be going pretty wide," Edwards said. "We were able to hold it tight and get a run out of there. We started out on scrubbed tires, and I overshot it a bit on the first couple laps, expecting too much from them. The balance of the tires came back and I was able to charge forward and give the car to Jan with the lead."

Edwards qualified the No. 64 machine on the pole position--the Pontiac GTO.R's first-ever pole--and led the first 27 laps of the race. Joey Hand, driving the No. 16 F1 Air BMW M3 that finished third with Ian James, battled with Edwards for the lead in the last few turns of Lap 27 before taking it outright in Turn 2 of the following lap. Edwards regained the lead on Lap 49 before ending his stint on Lap 80 out in front.

With the No. 64 Pontiac and No. 16 BMW on pit road, Collins took BMW Team PTG's No. 21 machine to the front of the pack until Lap 100, leading the field by seven seconds at one point in the run. The No. 64 Pontiac, driven by Magnussen and clearly the fastest car on the track, charged back to the front and took the lead for good heading into Turn 1.

"It was a good stint," said Collins. "They told me (Magnussen) was closing in, and that it was inevitable that he was going to get me. We ran a good race, and Tom did an excellent job in the beginning."

By the time the race was over, Edwards had led 58 of the 80 laps during his stint, Magnussen led 52 of the 72 laps he was on the track, and the No. 64 machine crossed the finish line with only the No. 21 car on the lead lap.

"The track suited the car very well," said Magnussen. "Before the race, (team owner) Kevin (Buckler) talked to me about saving the tires. It was a key to the win, and we needed to stay on the same pace. We didn't have any problems with the car, and I thought it was quite an easy race - a really good race."

The 152-lap race ran without a full-course caution - the first caution-free Rolex Series race since the 2002 season finale at Daytona - and was the only GT class stand-alone event of the season. TRG's other new GTO.R, the No. 65 machine driven by Marc Bunting and Andy Lally, led one lap during the pit stop cycle and finished fourth after qualifying eighth.

Cactus GTO Club – monthly meeting minutes August 2005

Meeting called to order 7:15 pm – by Dan Long
Introductions – No new members in attendance – 17 members present
Treasurer's Report – Thom M.
Savings - \$7,499.19
Checking - \$358.45
Secretary's report – Minutes of July meeting read by Scott

No Membership report – Bob Paris not in attendance

Communications –

Website – Bulletin board still down. Classifieds also affected, Carlie is working on upgrading. Scott S. offered help if needed to keep site up to date. Diane offered 3rd hand.

Will get Calendar promo, Breakfast cruise info and next newsletter up ASAP.

Activities –

September –

GTOAA Western Regional – Bill M., Mark N., Dan, and others are still going, will have talks on our hosting the even in future...more info to come.

8th-9th-10th – Grand American Race will be at PIR – GTO-R will be there racing.

September 10th – 1st Pontiac Night at the Pavilions of the 05 Fall season.

Saturday, September 18th – 7AM Breakfast Cruise to Christopher Creek (21 miles from Payson) Need a headcount to restaurant 1 week in advance. Scott will send out email with RSVP. We will meet at the Target on Shea Blvd in Fountain Hills. (SW Corner of Shea and Saguaro Blvd.) Excellent ‘COOL’ place for photo opportunities, bring your cameras!

October – 16th – Annual Club picnic planned. Dave Salerno will work on getting the same spot as last year. More info coming at September meeting.

November - SEMA – 1st-4th, Las Vegas – Dan mentioned again, anyone interested in attending, Auto Dealers only....Let him know and he'd arrange passes. \$10 each. Dan mentioned that he would probably have his race-car at the first Pavilions in Sept.

November 12th – Adopt-A-Highway Clean-up event.

Hobbyist Report –

Mark N. – September 12th the first meeting – Mark N. asked for representative from the club attend as he will not be able to.

Other Topics –

Calendars – Scott displayed progress, members in attendance voted on purchasing 500 this year. Deadline for editing, September 8th – Will have them by Oct. 1st for distribution. Advertising page, \$250 for half-page and \$125 for ¼ page ads. Arrowhead Performance purchased ½ page ad. Steve B. and POCI interested in ads.? Calendars will cost \$10 for members, \$12 to public, plus \$2 for shipping.

The meeting was concluded with Dan showing pictures he took at the Woodward Dream Cruise and Mid-Ohio races.

50/50 won by Dave Salerno....AGAIN!!

Meeting adjourned 9:00PM

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Your Cactus GTO Club Officers – 2005

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