



LAND OF ENCHANTMENT GTO'S

THE TIGERS' ROAR

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MEMBERS PASSWORD: 389TRIPPOWER

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Shows & Events for August

- *August 4 - LOEGTO's Meeting @ Ray's shop, 7:00P
- *August 6 - Talons Youth Leadership Car Show, Tijeras
- *August 7 - NMCCC Picnic @ El Morro Monument
- *August 13 - Los Lunas Cruise
- *August 19-21 - Silver City Car Show @ James Stadium
- *August 20 - Fall BOP Org. Meeting @ I-25 JB's, 8AM
- *August 20 - Sonic Cruise @ San Mateo 7P
- *August 21 - Make-A-Wish Show @ Cottonwood 8A-3P
- *August 27 - Rolling Thunder Car Show @ Academy WalMart
- *August 28 - Sunset Bar & Grill Car Show, 10A-4P

Fall BOP Show Set for September 17, 2005

The BOP Committe has been hard at work getting the plans in order for the Fall BOP Show. The date will be September 17 2005 at Quality Pontiac. Right now the word is that we will have the East lot all to ourselves for the show.

The committe needs door prizes though! Start stumping anyone and everyone you can think of for door prizes. Gary has agreed to make it mandatory that all members work for some contribution to our stash of door prizes to be raffled away during the show.

Rick Morrow has also returned with a bang and he has graciously agreed to run a major ad in his publication for the BOP Show.

LOEGTOs Win at GTOAA Nationals

(STEVE HEDRICK, GATEWAY GTOs) The 2005 GTO Nationals have come and gone. As I returned back to work this week, I had time to reflect on the blur of a week that I hope everyone truly enjoyed. Tom Oxler and myself started out on this adventure a few years ago in Detroit, Michigan at the infamous black out Woodward Dream Cruise. Maybe it was the darkness or maybe the Buds, but we set out on this journey together, to create a GTO meet for everyone: for the GTO's, wives, moms, kids and everyone.

We had some big challenges ahead and we needed a group of people to meet the goals we set for our club. The Gateway club stepped up in a big way. We had so many motivated and dedicated people it will be a while before we can thank them all. From the start we had one main goal, "To try and have some fun and have a great show". With Tom Oxler, the guy with the brain, and me, the guy standing behind the guy with the brain, I think we pulled it off.

The Gateway GTO Association did some amazing things. We brought you some speakers you haven't seen in a while, as well as those you love. We brought you some activities you haven't done, we brought you cars you have never seen, a first class drag race, a first ever Autocross event, a simply outstanding Valve Cover race, a full line of ladies events, as well as the new popular vote and concours judging. All I can say is, "If you missed St. Louis, you missed a convention like no other!"

This convention was a true success in many ways, and there is no way that could have happened without the folks that made the trip to St. Louis. All of the speakers, the guys that took the time to bring out their display cars, the vendors, the hotel and staff, and GTOAA all deserve our thanks. A group that deserves a special thank you is ALL of our sponsors. To



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name a few of our bigger ones: Pontiac, The Gateway Area Pontiac Dealers, Ames, Performance Years and LS1GTO.com. Without them the convention would not have happened. Last, but certainly not least, a big thank you to each and every member of the Gateway GTO Association and their families.

LOEGTOS Editorial: *I've attached the official results from the Popular Vote and AutoCross Events at the GTOAA Nationals this past July. Don Fitch, Chris Knight and Jim Knight all collected awards in their respective events. Jim Knight was even able to collect an autograph from Jim Wangers on the radiator support of his 1969 Judge.*

Greg Anderson Drives GTO to First NHRA Win



(NHRA RELEASE) Anderson regained the series points lead in Pro Stock with his fourth victory of the season and 35th of his career, which ties him for 10th with "Big Daddy" Don Garlits on the all-time wins list.

He outran Jeg Coughlin, Jim Yates and Greg Stanfield in the first three rounds before posting a 6.732 at 205.63 in his Summit Racing Pontiac GTO to outrun final round foe and event top qualifier Kurt Johnson, who clocked a 6.760 at 204.23 in his ACDelco Chevy Cobalt.

"Kurt (Johnson) and I are like brothers, we have a lot of history together and there could be no more motivator than running against him or Warren (Johnson)," Anderson said. "It's fun when you

race either one of them, but you have to dig down and find something extra. Kurt wanted this race badly - he was .016 on the light in the finals, but I also came up with my best light of the day - it was enough to get the job done and give that Pontiac GTO its first win.

Anderson moved 50 points ahead of first-round loser Warren Johnson, who became the first drag racer to be inducted into Infineon Raceway's Wall of Fame on Sunday.

"The Pro Stock class is a dogfight right now," said Anderson. "We have five guys that can absolutely win this POWERade championship without any one of them being an upset or anybody wondering how it happened, and that's the state of Pro Stock racing right now. We're back in first place and that's obviously a great place to be after the Western Swing. We didn't have a good series of races out here and this one right here made us healthy. Now we can go home, regroup and have this car smokin' at Brainerd."

LOEGTOS EDITORIAL: *Anderson's GTO debuted with a bang by qualifying in the #1 spot at Mile High with a track-record 7.106 @ 194.07 run before being hole-shot in the 2nd round of eliminations. Warren Johnson is also due to take delivery of a GTO racecar, possibly at next week's race at Brainerd. Can GTO dominate and go 1-2 in Pro Stock this Year?*

Edwards and Magnussen Drive Pontiac GTO.R to Maiden Rolex Series GT Victory

WATKINS GLEN, N.Y. (August 12, 2005) -- Making just their second start of the season in the Rolex Series GT class, No. 64 TRG Pontiac GTO.R co-drivers Paul Edwards and Jan Magnussen earned the first class victory for the new GTO.R, holding off the No. 16 F1 Air BMW M3 of Justin Marks and Joey Hand by just 0.285 seconds.

After Edwards started fifth, Magnussen took over



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for the second half and was able to work his way through the field. It was Magnussen's second-straight Rolex Series victory at Watkins Glen International, as the Dane claimed an overall win alongside then-co-driver Didier Theys in the Sahlen's 200 last August.

"It was tight racing with the yellows, but everyone seemed to respect each other," Magnussen said. "Paul did a good job to recover from the flat tire and keep the car toward the front. It was good racing at the end with the BMW. We won the race on consistency and strategy, maybe next time we can win on speed."



"It's awesome," Edwards said. "The win here is a huge achievement for the team. We weren't the fastest car today. We were really consistent, and it just worked our way. Luckily this time we had the yellows at the end. We were looking iffy for the fuel, so it worked for us."

Marks started the car on the GT pole and led most the first half of the race before handing-off the No. 16 to BMW Team PTG co-driver Hand on Lap 41. Pit stops shuffled the car back into the order, and Hand was unable to catch the determined Magnussen. The runner-up result snapped a two-race class win streak for Hand and Marks, but was their third-straight podium finish together and was Marks' sixth-straight class podium.

"Justin did a great job from the beginning as usual," Hand said. "We started from the pole, and Justin held the lead the whole time. He pitted and we lost the lead somehow, I don't know what happened. I raced them as hard as I could, I was at full

tilt. We got the yellow, and it allowed us to catch up with Magnussen in the end. The No. 80 car was back in fifth or sixth, so I didn't want to be too risky because we wanted the points for the championship. The F1 Air BMW M3 was good, I can't say enough about it. We were looking for 52 wins out of 104 starts to be 50-50 (for BMW Team PTG), so we'll have to win two more to be 50-50."

With the second-place finish, Hand is now in sole possession of the second spot in the GT point standings. He trails No. 80 Synergy Racing Porsche driver Craig Stanton by 11 points, 253-242, with nine of 14 races now in the books. Stanton's co-driver David Murry is third with 235 points, and Marks is only one point back in fourth.

"It was a good points day for us because the No. 80 guys finished further back," Marks said. "I pushed really hard to get the biggest lead possible, and with all the pit stops it was a screwy race. The Pontiacs were able to get better track position, and I guess the GTO has arrived. We're just going to have to be a little crafty to beat those guys from now on. We're happy with second place - it's better than third."

Spencer Pumpelly and John Littlechild in the No. 36 TPC Racing Porsche GT3 Cup finished third to make it three different manufacturers on the podium. It was the second podium in less than a week for Pumpelly who finished second in class in the Grand-Am Cup Series Trois-Rivieres Grand Sport 150 in Quebec, Canada last Sunday.

TRG teammates Andy Lally and Marc Bunting in the No. 65 Pontiac GTO.R finished fourth for the second race-in-a-row, which allowed them to take sole ownership of fifth spot in the points championship (223 points). Chris Gleason and Ian James in the No. 22 BMW Team PTG M3 finished fifth.



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New GTO Redesign for 2008

(CNN/MONEY) - If the looks of the Pontiac GTO are a little too bland for your taste, there will be a new, more exciting-looking version in a couple of years, a Detroit newspaper reports.

The current Pontiac GTO is a modified version of a car built by GM's Australian subsidiary, Holden. The car is sold in very similar form as the Holden Monaro in Australia. Holden will stop production of the Monaro later this year.

Production of the GTO, which has a different grille and a more powerful engine -- the same 400-horsepower engine used in the Chevrolet Corvette -- will continue at least through the 2006 model year, the Detroit Free Press reported. Both the Holden Monaro and Pontiac GTO cars are built in the same factory in Australia. The GTO's engines are exported to Australia from the U.S.

The next-generation GTO will share much of its engineering with a new GM family of rear-wheel-drive cars, according to Jim Hopson, a Pontiac spokesperson quoted in the story.

The new car is expected to begin production in 2008, likely in Australia, and it will be more striking in appearance than the current GTO, the newspaper said, citing unnamed company sources.

Inside Line, an automotive Website produced by CNN.com automotive partner Edmunds.com, is reporting that the new GTO could be a four-door car with a coupe-like profile. That conjecture is based on information from sources at GM and other companies involved with the project, a spokeswoman for Edmunds.com said.

Any details of the car reported in the news media, beyond the mere fact that is being worked on, are "pure conjecture," Hopson told CNN/Money.

"The next-generation GTO will fulfill the promise of the current car," Hopson was quoted as saying in the Free Press story. "We have every intention of getting it to the street as soon as possible."

GTO Regeneration: 2008 GTO Spied?



(AUTOWEEK) What you see in this illustration is a fairly close rendition of what we can expect when the next-generation Pontiac GTO hits the market in 2008. We say "fairly close" because we've seen the super-secret spy photos upon which it is based, and the actual shots show a sleeker, wider, lower and, frankly, far more appealing car.

That's the good news.

The bad news is General Motors' Aussie division Holden reportedly may not start cranking out these future Goats until 2008, a full two years after production ceases on the 2006 Holden Monaro-based GTO.

One more tidbit: It's not shown here, but we hear GM is considering doing this GTO as a four-door coupe, using rear-hinged rear-access doors without visible handles.

LOEGTO EDITORIAL: *Ummmm, can I just say YUCK!?! Too much previous generation Mustang there, fender flares look forced, and what's with the mile-wide hood scoops?*



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MONTH'S
EVENTS!**