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Dedicated to the enjoyment, restoration, and preservation of the Pontiac GTO

Valley of the Goats eNews



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Don't forget our next meeting is May 25 @ Scottsdale Int'l. Auto Museum!

Message from the President

Mark Neumann



Hope everyone has been enjoying the weekends and this wonderful weather (back in the 80s this coming week). The nights still make for great cruising weather, so take out The Great One and stretch those ponies. Maybe the sun gods will keep it under 100 degrees 'til September!

We are planning a big final Club meeting before the heat of the summer at the Scottsdale International Automobile Museum (across from the Pavilions car show, behind the 5 & Diner). Activities will include a slide show of our club events this past year, a live discussion with the curator of a new Pontiac Museum, and presentations from two restoration shops. Plus, some great giveaways! The Museum will provide food and drink for the club. More details to come, but mark your calendar for May 25!

Our priority at our meeting later this month is club leadership. The Board has three open seats for the 2011-2012 club year. We need your help in running our organization! While other clubs in the Valley were struggling to keep going this year, we added 13 new members. Come join the Board in helping us continue to offer new members and everyone a wonderful club experience. Call me at 602.653.5074 to learn more.

Have you read the editorial by Jim Wangers on club unity? In this Letter to the Editor published by *High Performance Pontiac*, the godfather of the GTO talks about bringing fans under one roof each year for a celebration of all things Pontiac. Can we get past the political B.S. and make it happen? At 85, Jim's isn't shy about saying what he thinks. We will hopefully hear more discussion about this (at least, a GTOAA/POCI co-convention again) at the GTOAA Nats in July. See Jim's editorial on our website (link on the home page). It's a great read.



Since we still have some car show weather left, don't forget about Pontiac Night at Pavilions next Saturday. Plus...

Opportunities for Goat Gatherings

Cruisin' Under the Stars Car Show

Saturday, May 14
 Victory Lane Sports Complex
 (south of Pinnacle Peak Road off I-17)
 Go to cactusgto.com to download the flyer



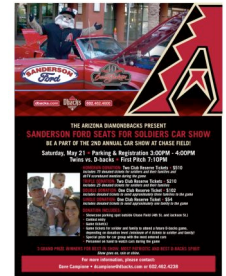
3rd Annual Maricopa Motorsports Show

Saturday, May 14
 First Baptist Church of Maricopa
 18705 N. John Wayne Pkwy, Maricopa
 Go to cactusgto.com to download the flyer



2nd Annual Arizona Diamondbacks Seats for Soldiers Car Show

Saturday, May 21
 Chase Field.
 Before the Diamondbacks vs. Twins game.
 For more detailed information
 and pricing, download the flyer at
www.cactusgto.com



Club News ...

- Several Cactus GTO Club members attended the annual AAHC "Hobbyist's Dream" Car Show & Goodyear's State Centennial Barbecue on April 30 held at the beautiful Goodyear Park. Cactus GTO Club V.P. Charlie Miller helped organize the event for the AAHC and tells us over 125 cars made the show. One of the unique features of the event is the custom-made trophies (left).



- Our veep also participated in the statewide 'Cannonball Run' on April 17. Charlie took his 1979 Pontiac Trans-Am on this adventure, made popular by Burt Reynolds in the movies. Charlie brought the T/A home safely.



• **Are you coming to the GTOAA Nationals in Portland?** Who knows when the nationals will be this far out West again? We'd like to get as many club members out there as possible (Club member Tom Locke is helping California to the event. You gtolockes1@msn.com.) For \$50 for a family w/o car entry) to organize a cruise from Southern California to the event. You can reach Tom at more details and to register (only go to www.cactusgto.com)



• **Our local version of Dean Kruse?** A Maricopa County grand jury has indicted the owner of the now defunct International Car Auction, which went under the name ICA, on multiple counts of fraud and theft for selling vehicles at auction and defrauding car owners. Gilbert police arrested Stanley Dean Torgerson last week and is being held on \$50,000 cash-only bond. Torgerson ran ICA Auctions successfully for 20 years but ran into financial problems in 2009. Gilbert police began receiving claims that customers weren't being paid for their vehicles sold by Torgerson's company. Torgerson is accused of defrauding about 50 victims from four states, Canada and England of about \$700,000, according to police. After selling the vehicles, victims claimed they received partial payment, but only after hounding Torgerson, who broke off communication with many customers. Torgerson's legal issues aren't limited to Arizona. A sister company, Torgerson's Motorsports, LLC, is being sued in Iowa after he defaulted on payments to purchase four monster-trucks and two semi-tractor-trailers, court documents state. Torgerson filed for Chapter 11 bankruptcy protection Feb. 14 in U.S. Bankruptcy Court, court records show. However, the case was dismissed March 11 because he failed to file the proper paperwork. Torgerson is also party to at least seven civil lawsuits filed in Maricopa County Superior Court.

Looking for a cool story about race-ready Goats?

Check out this link on Street Legal TV -

<http://www.streetlegaltv.com/news/this-is-powered-65-gto-pro-tourer-makes-first-beach-run/>



Special Features

New oil for old engines

By Thom Mohr

Up until now, I just got whatever major brand of engine oil that was on sale.... favoring brands that supported auto racing like Valvoline, Castrol, etc. Now it seems to have gotten more complicated.



There has been a great deal of discussion about this lately (including in our March & April club meetings), and this inspired me to do some research which I'd like to share with you.

The advent of roller-type camshaft followers in modern engines and concern for oxygen sensor and emissions catalyst longevity has resulted in a reformulation of engine oils. For those of us who have hot rods classic or muscle cars with flat tappet camshafts, this new oil presents a problem. Surface contact pressures between cam and follower are much higher in the older style camshaft/lifter designs used in our classic GTO's and the reformulated oil no longer has enough Zinc and Phosphorus ("ZDDP") for these engines. The result can be flattened camshaft lobes, which is something you'd really like to avoid (trust me on this... been there, done that some years ago). Apparently the process of reducing ZDDP has been a gradual one, beginning in the mid 1980's with each new SAE rating having less of this anti-wear component. Levels have now become so low that new engine builds have experienced many more than usual problems and even engines in service for long periods are said to be at risk, especially if they have "big" cams.

Evidently, there are also some related issues for us regarding camshaft and lifter quality when we rebuild engines. A number of manufacturers have left the business or gone out of business. As a result, low quality import parts have entered the marketplace, causing additional problems. For a lot more detail on the subject, check out the Hot Rod magazine article at http://www.hotrod.com/techarticles/engine/flat_tappet_cam_tech/index.html

For some information about the Zinc & Phosphorus content of various oils, you might want to check out <http://www.ctci.org/gilsgarage/EngineOil2.php>

OK, so now what to do about your next oil change in your classic, vintage or modified engine?

When this subject came up in the March club meeting, member Bill Clark told us that he had good experience with Spectro Performance Oils. He e-mailed me the following ...

*From: William Clark <clarkwe647@gmail.com>
Subject: Motor oil for classic muscle cars*

*...This is the oil that I found meets the needs of our cars
http://goldenmotorguard.com/cart/index.php?main_page=product_info&cPath=1&products_id=2. I have been using this for a couple of years with no ill effects. Spectro also has additional grades and even some synthetics for those who prefer them (my research says to stay away from synthetics as they are not well suited for the looser tolerances of the older engines and transmissions - also I found that using synthetic oils in manual transmissions causes the synchros to work improperly).... Bill Clark*

Here are some excerpts from

http://www.hotrod.com/techarticles/engine/flat_tappet_cam_tech/index.html

"... Comp Cams swears by Shell Rotella-T diesel oil for use in high-performance street cars. It's available in both mineral-based and full-synthetic formulations with both types

containing basically the same superior additive package."

"...Even better than diesel oil are specially formulated racing motor oils... these oils usually contain even more anti-wear additives than diesel truck oil, as well as other performance-enhancing ingredient ... today's real racing motor oils are sometimes marked "for off-

highway use only" on the bottle.... Such racing oils won't meet manufacturer's warranty requirements for new vehicles.... But for older cars running flat tappets, they are the best oils available."

My own note here – I have always been of the opinion that "racing oil" was not formulated with the detergents and other additives that were best for long-term use. While they may have good anti-wear properties for short-term use in high stress (racing) conditions, I had always held the belief that they were not formulated for use over several thousand miles, so

If you have a favorite brand of oil or additive that you would like to have checked for ZDDP content by an independent lab...send a sample to Blackstone Laboratories, contact information www.blackstone-labs.com currently a single sample analysis cost \$22.50, pre-purchase of six or more \$19.00 each.

1. ... started with a 1980s vintage "Pennzoil" 10W/40 it contained 547 PPM Phosphorus and 716 PPM Zinc. This was one of the popular oils widely available and used in the 80s. It had adequate ZDDP content for flat tappet engines.
2. ...next...was ...old version of Shell Rotella-T, 15W/40; it contained 1133 PPM Phosphorus and 1276 PPM Zinc. Double the amount of the 1980s Pennzoil.
3. Next was the current Shell Rotella-T, 15W/40. It contained 944 PPM Phosphorus and 1133 PPM Zinc....ZDDP content has been slightly reduced, but not enough to worry about... still almost double the 1980s vintage oil.
4. Next was "Red Line" racing oil, 10W/40 it contained 1968 PPM Phosphorus and 1180 PPM Zinc. Again close to double the 1980s vintage oil. Very good oil for older engines.

One company, "ZDDPlus," has developed...the additive ZDDPlusreplaces the zinc and phosphorus which has been reduced in most modern engine oil. ...analysis reveals that it contains 53980 PPM of phosphorus and 59190 PPM zinc. This product has been developed to protect the collector and classic vehicles engines. ZDDPlus can be added to an oil of your choice and will give more than adequate protection..... I recommend reviewing and read all the tech briefs.

[View Original Report \(PDF\)](http://www.ctci.org/gilsgarage/docs/5_ZDDPlus.pdf). at http://www.ctci.org/gilsgarage/docs/5_ZDDPlus.pdf
[[View Updated Report \(PDF\), showing a significantly higher zinc level](http://www.ctci.org/gilsgarage/docs/5_ZDDPlus_2.pdf) at http://www.ctci.org/gilsgarage/docs/5_ZDDPlus_2.pdf

I avoided them. Just opinion here – no real data to back it up. **Some actual data....** Gil's Garage website (<http://www.ctci.org/gilsgarage/EngineOil2.php>) actually had some test samples of oil checked for ZDDP content and you can do the same. From their website....
NOTE: the website has links to the actual test reports.

I e-mailed the Shell oil Tech line and was told that "...*The ZDDP amount in Shell Rotella T Triple Protection 15W-40 is about 1200 ppm*".

I was encouraged by this reply, as Rotella-T can be readily found for sale at Wal-Mart, O'Reilly (Checker) Auto Parts and other retailers.... Sometimes on sale, even ☺ When my son-in-law rebuilt the engine in his Blue Oval pickup about a year ago, local engine builder Five-Star Engines recommended Rotella-T for the first couple of oil changes.

The response I got from Shell makes me think that if you have a favorite brand of oil you'd like to stay with, perhaps contacting the company's tech line might get you the information without the lab test fee ☺ A check on the websites of a couple of my favorite brands... excerpts from a few sites.... (highlights are mine)....

From: <http://www.valvoline.com/faqs/motor-oil/racing-oil/> Valvoline VR1 Racing & "Not Street Legal" Racing Oils contain additional additives for increased horsepower and reduced friction on metal parts, provide extra wear protection for high compression/higher horsepower engines, **and include less detergents than regular conventional motor oils...** many hands-on car enthusiasts and engine experts believe the lower levels of zinc in "SM" motor oil is causing excessive wear in older style push-rod and flat tappet engines....despite the fact that all new motor oil classifications are intended to be backward compatible. This has resulted in the widely accepted belief that modern motor oil is not adequate to protect older engines. Valvoline offers two solutions to the zinc issue:

1.. Valvoline VR1: Contains 75% higher zinc than SM motor oil with a balanced additive package designed to work in both racing and street-legal applications....will protect older style push-rod and flat tappet engines....in both multi and mono viscosity grades: 20w50...10w30, straight 30...

2. Longer-Lasting Zinc/Phosphorus: Valvoline uses an advanced zinc/phosphorus additive that keeps higher levels of phosphorus in the motor oil where it protects the engine ... the only brand offering this unique additive across its entire

Which oil has more zinc/ZDDP: VR1 or "Not Street Legal" oil? Valvoline VR1 Racing Oil contains 0.13% (1300 ppm) of Zinc and 0.12% (1200 ppm) of Phosphorus compared to the Valvoline "Not Street Legal" Racing Oil which contains 0.14% (1400 ppm) of Zinc and 0.13% (1300 ppm) of Phosphorus.

Is VR1 conventional oil, a synthetic or a blend? Valvoline VR1 is conventional, non-synthetic racing oil.

Another source – from Joe Gibbs racing....

<http://www.joegibbsracingoil.com/trainingcenter/learn/whyusejgdoil.html> and

<http://www.joegibbsracingoil.com/trainingcenter/learn/whyhotrodoil.html>

From: Castrol's tech line

From: ContactUs@BP.com [mailto:ContactUs@BP.com]

Current Syntec 20W-50 (for classic cars) is... a modern premium quality API SM product... boosted to... a minimum of 1200 ppm, Castrol SYNTEC 20W-50 classic car formulation is being replaced by Castrol with SYNTEC Power Technology 5W-50 viscosity grade... also ... specially formulated for classic car use and ... will contain more zinc additives than the 20W-50 and will also enhance start up ability in cold

Conclusion

It appears that there are an increasing number of alternatives available as knowledge of this issue has become more widespread. I hope that all of this has been of some help and offers you at least a few options. If you have a favorite brand of oil and want to know what (if anything) they might offer for your hot rod, classic or muscle car, check out their Tech line ("Contact Us" on their website).

For Sale

Two 227/70x14 Road Hugger Radial GT tires mounted on 14 x 7 GTO Rally II wheels

Both tires have very good tread and are date coded as being made in March 2004. Both wheels are "JC" code. If interested, contact Thom Mohr at thomohr@cox.net.

One wheel in good condition paint chips around center where cap was mounted.



The other wheel is in good condition except for paint coming off on one spoke (see ~4 o'clock on photo) and center cap chips.



These were run on my '67 GTO until I changed over to 15" wheels.



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