

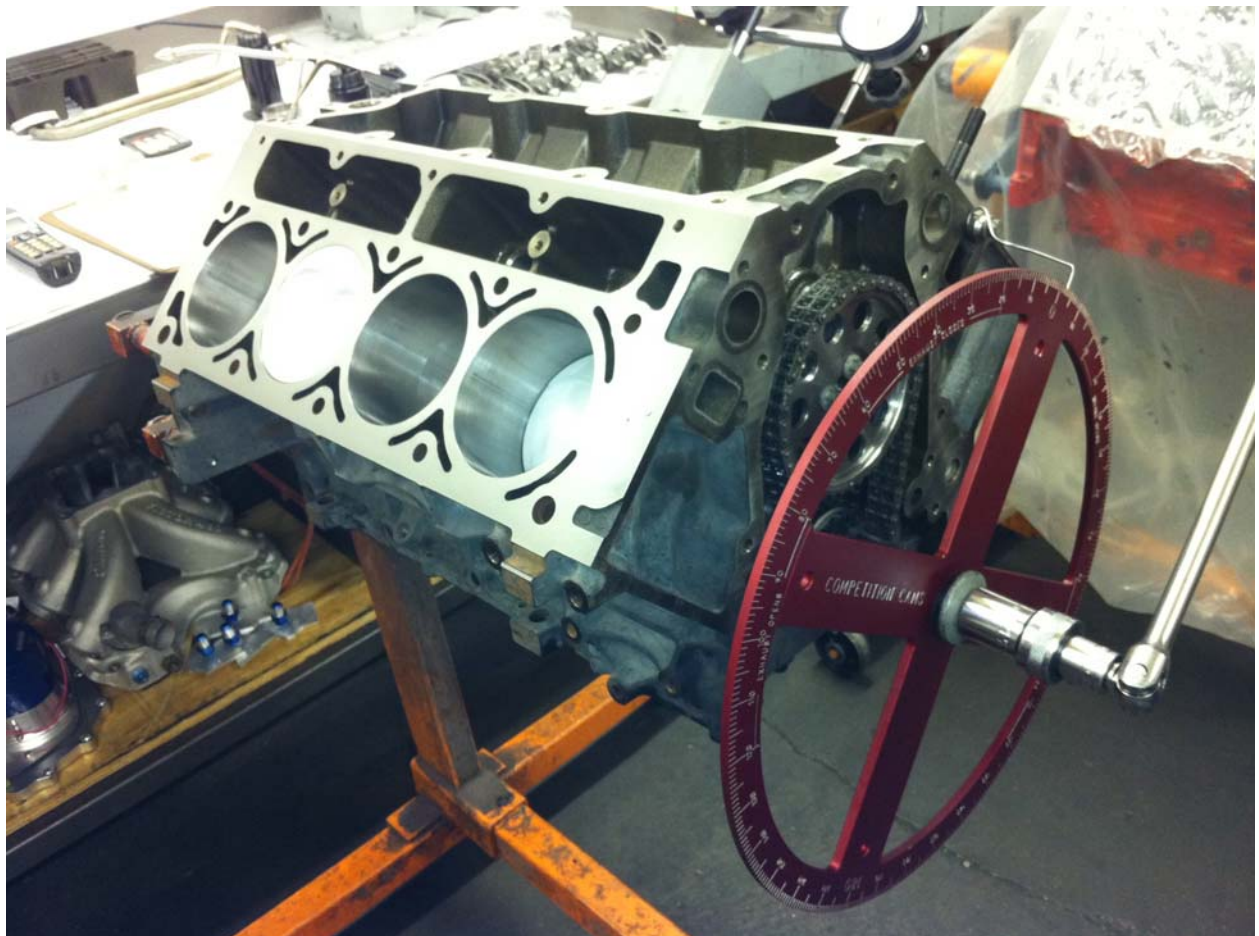
My GTO

By Kyle Keith



As a young boy, cars fascinated me. My dad was an excellent mechanic and owned two service stations. He especially enjoyed working on race cars during the week preparing them for dirt track racing on Saturdays in Savannah, Georgia. Racing damaged their motors and tires, so they were back to be re-repaired on Mondays. At times he would let me drive them into the service bays—I was hooked on the speed and power they represented. He owned a 1966 Chevelle 396; a 4-speed with a 375hp positive traction—super fast.

As I matured, Mustangs were my special cars and included a 1968 Shelby Cobra. As much as I liked the Mustangs—they do not compare with my now favorite—my 2005 GTO. I saw one on a street and was very impressed with the way it looked. I then went to Suntrup Motors and they had one; however, it was an automatic and I wanted a 6-speed. One was located in Quincy, Illinois, which I purchased. It remained “stock” for about a year before I decided to make it unique. After much waiting to get it just right, it now has a 408 LQ9 Truck motor with a super charger and intercooler motor which was installed by Doug from AMT Motors.



The underside of the car was done by Paul and Jessy from Speed and Specialties. The stock drive shaft was changed to 4" aluminum—good for 1000-HP, and front coil over shocks were added to help support the 300 extra pounds from the new engine.



The back end has a new control arm system (which keeps the car from “fish tailing”); moved shocks to the control system so if I decide to “tub out” for 12” tires, it can be done (a good friend of mine, Don Dixon, who also has a '05 GTO suggested that I not cut up my GTO as his car runs a 9 second ¼ mile time, so for now, I am not considering this); installed a stage 3 clutch system and alm flywheel; transmission work was done by Wise Speed Shop.

Ben, from Pure Performance setup a new fuel system (really great) to get gas to the new parts and includes a 3 stage system: a constant fuel regulator to keep 70 pounds of pressure even under boost; other stage for STD driving, so when pedal is going down, the 2nd motor kicks in; for full power, the motor has 80 pound injectors (I try not to do that very often because as the old saying goes , “watch the gas gauge go down”); other-wise the car gets great gas mileage.

