

“New Gen GTO” for an “Old School” GTO Guy

By
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I was really surprised when I heard that GM was bringing out a new GTO. In the summer of 2003, POCI had their convention in Collinsville, IL. I took my dad there to hear a speaker they had talking about the new GTO's. They talked about the new development, that it was being built by GM Subsidiary, Holden, in Australia and shipped to the U.S. It caught my interest.

In February of 2004, the new GTO's started showing up at some of the dealers. I was a little disappointed because they did not have any hood scoops. And the exhaust was all on *one side* of the car. The car did not really have the retro look that I thought it would have. At our May 2004 Gateway GTO meeting, Mark Fry, from Behlmann, drove in a 2004 silver GTO with an automatic. Needless to say, after the meeting we were all standing in line to get to drive it. After I got in the car my thoughts changed a little. The car handled well and the performance was impressive. The only thing I didn't like was the MSRP. New generation GTO would have to wait!

Fast forward to 2015. I started looking online at '05's and '06's. They had my hood scoops and put my exhaust in the right spots. The fact that they increased the horsepower to 400 was an added bonus.

As I looked at cars online, Gail started discussing that she did not want an-



other red car if we got one. She really liked the “Yellow Jacket”. So I started looking for them and came to realize that they did not make them after 2005. I found a few, but Gail didn’t seem too thrilled with any of them. (I don’t think she really thought I was serious about buying one.) Since none of my yellow ones suited her I started looking at other colors. In December I came across a car that really caught my eye. The pictures looked good so I contacted the owner. The owner volunteered to make a video and email it to me. Once I watched it...I knew I was in trouble. I quietly forwarded it to Gail and waited for the hurricane to hit. (Did I mention the car was **RED**!?)

After watching the video, Gail told me, “You’re going to buy this car aren’t you?!” We decided the car was too good not to check out. Besides the fact that the car was red, to make matters worse it was located in Port St. Lucie, FL. We were getting pretty close to Christmas, so a trip wasn’t going to happen that quickly. I contacted the owner and told him that I was interested in the car, but I had to see the car before making any decisions. He agreed to wait till after the holidays and then we’d fly down to check it out.

On January 12, 2016 we flew to West Palm Beach, Florida. The owner met us at the airport holding a sign for “Schott’s”, and drove us 50 miles to his home in a Prius with over 100,000 miles on it. We didn’t know that a Prius could run 85 MPH, but this one did!

When we got there the car looked GOOD. It’s a 2006, Torrid Red GTO, with red leather interior. It’s a 6-speed manual transmission, with only 13,600 miles on the odometer, and chrome plated aluminum wheels.

The car was originally sold in Torrance, CA, to Kern Osterstock. Kern Osterstock ran a company with his partner, Craig Hendrickson, called H-O Racing Specialties. This was an enterprise dedicated to Pontiac performance. Their company started early in 1973 and lasted till about 1981. They were both serious Pontiac racers from the West Coast. They designed and sold Pontiac performance parts when few things were available. I had purchased camshafts and other parts from H-O, so I was very familiar with their company. Per paperwork that was included with the car, Kern bought a rip shifter to replace the stock shifter right after he purchased the car. He also exchanged the aluminum wheels for 4 chrome plated wheels and put in a skip shift eliminator kit. He had also removed the rear spoiler.

In January of 2012, he sold the car with 7900 miles on it to the second owner in Lake Forest, CA. The second owner put in a front sway bar bushing kit, front radius rod bushing kit, and a Kooks muffler delete, eliminating the last mufflers in the system. He also put in 350mm rear springs and a BMR lightweight

skid plate. In April of 2012, he sold the car with 10,000 miles on it, to the third owner in Garderville, Nevada.

The third owner drove the car very little. He decided he didn't like the cold so he and his wife chose to move to Florida. Rather than drive the car all the way there, he had it shipped in an enclosed trailer to Port St. Lucie. He also had a black 2006 automatic GTO that his wife drove. In addition to the GTO's, he had a Cobra kit car that he had been working on in Nevada. He decided to sell the black GTO to get his wife a new car. The red GTO was only driven on dry days and from 2012 to 2015 he put a mere 3600 miles on the car. He decided that in order to finish the Cobra that he would have to sell the red GTO as well.

After looking the car over on top, I put on coveralls and inspected the bottom of the car as much as you can. On the test drive, I almost got a ticket. I ran it through a couple gears and was reminded that 70 MPH was not too good in a 45 MPH zone! I no more than got slowed down and there sat the police in the median. The test drive had to be continued on the interstate. The car proved to drive and handle as good as it looked. After a little negotiating we came to an agreement.

I had considered driving the car home..., but in January? Because of the possibility of slick roads between Florida and St. Louis, driving it was not going to be an option. I asked him if I could leave the car in his garage for a couple months. He really wanted to get it sold and out of his garage, so that wasn't an option. From previous experience hauling cars in my trailer, I have a feel for the





costs involved with transporting them. I figured the numbers for the cost to get the car home with me hauling it and then got pricing for having it hauled. To my surprise, they could haul it a little cheaper than I could. They haul 6-7 cars at one time, so it makes sense.

Before leaving on the trip, I did some checking on auto transport companies. I called up Hagerty Insurance and asked them for suggestions. They suggested Reliable Carriers, Horseless Carriage Carriers, Intercity Lines, and Passport Transport. After requesting quotes, only Reliable and Passport would quote me. I called both of them after getting quotes, and I just had a better feeling about Passport. The fact that they are a local company in Lebanon, Missouri was an added bonus. After I purchased the car, I called them and told them to put me on the list. We had previously put the paperwork in place. Since they make several stops along the way picking up additional cars it can take about a week to get your car. The owner agreed to keep the car in his garage until they picked it up. We flew back the next morning and then we waited. On January 29 I got a call from the owner saying that they were going to pick it up the next day. Passport Transport called me as well and gave me a tracking number. With their GPS tracking system, we could go online and track it all the way home. On Google maps, I could actually see the truck sitting at the truck stop at the end of the day. Three days later, I got a call from Curtis, the driver, telling me that he'd be here by noon the next day. On February 3, he arrived around noon and unloaded it in a lot right across from our house. I was very impressed with their whole operation. They hauled it for their contracted price with no additional fees and the driver was very

attentive to the car. I would use them again if I needed to move one, and highly recommend them.

Since we've had it, the car has made a trip to Bonne Terre dragstrip, Wheels in Motion Car Show, several club meetings and Springfield, Illinois. The car is a lot of fun to drive and gets twice the gas mileage of the '67. It may not get quite as many "thumbs-up" while driving down the road as the '67, but its sure fun to drive. I think everyone should have one of each!

