

10 Years.....All Ready?



Hard to believe the last of the new generation GTO's is ten years old. Our 2006 Brazin Orange GTO was purchased new in July 2006 from Laura Pontiac GMC in Collinsville, IL. These Pontiacs were a great buy based on dollars per horsepower.

I was impressed with the performance and was aware of the controversy that the new GTO generated among enthusiasts, and GTO owners. Love or hate seemed to be the reaction to the badging of an Australian coupe with a Corvette drive train. Oh well... I liked it enough to buy one. I still enjoy the conversation that the car creates, both verbal and non-verbal.

My goal was to keep the GTO in as good shape as possible while still enjoying the journey. Road trips, Cruises, Car Shows, Drag Racing, and Auto Crossing to name a few.

I have 54,000 miles on the GTO to date. Early in the life of the GTO, the car was kept in stock condition. I have been amazed by the modifications done by other owners to their GTO's. The horsepower increase done thru supercharging, turbo charging, and computer tuning is impressive!



Keeping the GTO in stock condition was easy for me since I had zero budget for modifications. I held out until 2011 when I did suspension modifications for a trip to The Tail of the Dragon. The Tail of the Dragon is a section of highway 129 along the Tennessee and Georgia border that has 311 turns in an eleven mile run. I installed a BC Coilover Suspension System that is adjustable for both damping and ride height. This modification effectively lowered the car 2 inches and allows me to stiffen the 4 corners of the car with a turn of a dial on each Coilover.

The Tail of the Dragon is one of my favorite car experiences to date! Many new generation GTO's from all over the Eastern United States converged on the Dragon on a weekend in October. The road surface and scenery is fantastic. Great curves and elevation changes are adrenaline inducing along with beautiful scenery. (The photo in the front of this article is from the Tail of the Dragon.)

In 2014 I added new sway bars, brake rotor, and stainless steel brake lines before a trip to California. This trip included stops to the Grand Canyon and Las Vegas. The lowered suspension worked well with only a speed bump in the Excalibur Parking lot wanting to rub the bottom of the GTO.

While in Yuma Arizona, we found a Cars and Coffee event to attend on a Saturday morning. There was one other New Generation GTO there. The trip to the west coast was tough on the front end paint. Oklahoma had an extreme winter with many freezing rain events. Sand was everywhere and was tough on the paint. Gateway member and sponsor Cecil Mortons staff at Cee-Jays Auto Body repaired the damage and perfectly matched the Brazen orange paint to the front bumper and hood.



I had also purchased a Diablo programmer to adjust the settings for the computer. I had dialed things back for improved mileage on the trip and then we met up with an M3 BMW on a wide open stretch of Arizona highway... now I'm wishing for performance instead of mileage. We played for a while and I was once again impressed with the GTO. Becky (wife) and Austin (son) were thankful there was no highway patrol around.



VMR wheels and Window Tint came late 2014. As an “Auto Enthusiast” my interest in well preserved muscle cars always trumps the highly modified cars. My modifications are reversible and all stock parts are saved. Drive train is still as delivered. My hope is to continue to preserve this New Generation GTO for many years to come.

