

CAR OF THE MONTH
KEN AND KATHY BOYER'S 2005 GTO



Hi, I'm Ken Boyer. My wife Kathy and I live in Crystal City. I'm an Eagle Scout, past go-kart racer (1962 high point champion at House Springs), an honorably discharged Vietnam veteran, and recently retired Paramedic/Captain who provided emergency medical services in Jefferson County for the last 32 years.

Kathy is an administrative assistant who plans to work for about another year. Kathy loves weekends and holidays – go figure! She also loves cruising, long road trips, tracking down antiques, dogs, steak and baked potato, shooting her revolvers, family, and America. Hey, me too!

Our son Adrian Boyer works for the Lear Corporation. He was recently transferred from St. Louis to the Operations Manager position at the Arlington, Texas, plant. They build seats for the Escalade, Yukon, Tahoe, and Suburban. His fiancée Amy temporarily continues to work and maintain their home in O'Fallon, MO.

My first car was a pretty decent 2-tone 1955 Chevy Bel-Air. It was a two door hardtop with a four barrel carb and 3 on the floor. For some reason, my high school principal really hated that car, especially the twin glasspacks!

From 1964 to 1973 I owned a number of performance cars and the street scene was a big part of my life. My buddies and I were pretty much fixtures at the local hamburger joints. Smitty's and Stoplight were the hot spots. Those were great times – it's sad that car hops have today been replaced with hip-hop.

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Drag racing was the thing and I competed in both sanctioned and unsanctioned events. I guess that's why my cars never tended to last too long. There was a '66 Cyclone and a stripped down '55 T-Bird that Dad and I stuffed with a Hi-Po 390 and 4 speed. It had traction bars, a heavy duty clutch, and 4:11 gears.

I can still remember those warm summer nights, pulling into Smitty's, top off, country cut-outs uncapped (water pipes), and running a pair of almost good slicks (just in case!). By 10:00 or 11:00 the lot would be full. Guys, gals, car hops, juke box blasting through outdoor speakers, 15 cent hamburgers and, of course, the cars. Chevys, Fords, sometimes a Hemi. Vettes, Pontiacs, Oldsmobiles, and then a GTO would roll through. I always stopped whatever I was doing and took a good long look. I liked everything about those cars. They were man-sized, upscale with power, performance and an attitude. I wanted one badly but money was tight – Ha! almost non-existent.

It didn't really matter too much because Uncle Sam had called and that would almost certainly include Vietnam. After considering the implications, I sold my cars and paid off my debts.

In 1970, I returned home with most of my Army pay. A few days later, I got a deal that was too good to pass on – a 1970 Nova, 396, 4-speed, demo. Little did I know then that it would be almost 35 years before I would finally get my GTO.

Kathy and I had often talked about the muscle car era and had decided long ago that one day we would own a GTO. In August of 2005 we finally got our car. A midnight blue metallic 6-litre with automatic transmission and 18 inch wheels. Like the original, it is a man-sized, upscale car with power and performance. Admittedly, it does lack the in-your-face attitude that the original cars have but under its sleek skin beats the heart of a real tiger.



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As delivered, these cars are absolutely superb all around performance machines. Of course, I couldn't leave well enough alone and made a few changes to personalize our little goat. We added Holden CV8Z 18x8 wheels and BFG KDW-2 tires, a weight saving BMR aluminum skid plate and a stout BMR strut tower brace. Kooks long tube headers funnel into Kooks high flow cats. A modified MagnaFlow TRU-X cat back now features Moroso SF-R mufflers and MagnaFlow 4-inch tips. A touch of the console-mounted switch allows the tiger to roar through RRP electric cut-outs. The entire exhaust was done by Aaron Gazaway (Brutal Performance). The LS2 breaths through an LPE cold air box. MSD super conductor wires give more clearance around the headers. Phine Designs did the window tint. A JHP dash pod with G.M. oil pressure and Voltmeter allow for basic monitoring.

This winter I hope to add a Dash Hawk to provide more in-depth information. I also intend to install an aftermarket transmission cooler.

Owning and driving this car has been a richly rewarding experience. The people we have met have shown us that the car hobby is more than just cars. It's about people and friendships. We are both so proud to belong to the Gateway GTO Club and to be associated with people who have spent so many years restoring and maintaining the greatest muscle car of all time – the GTO.

