



THE HOOD SCOOP

November 2006



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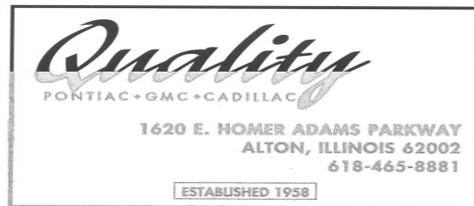
The Gateway GTO Association was initially formed in the summer of 1984 by a group of seven. They all had a common interest in the Original Muscle Car, the Pontiac GTO. As a form of communication we publish a monthly newsletter called "The Hood Scoop". The purpose of this newsletter is to keep our members informed of all upcoming activities as well as providing interesting event coverage. The club meets every first Wednesday of the month at Culpeppers Restaurant St. Charles Mo. 3010 West Clay 636-916-3105

Membership dues are \$20.00 per year and all renewals are required to be paid by December 31st. You are allowed to have one associate member.

Club Sponsors



820 McDonnell Blvd. 314-895-1600
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Advertising Guidelines

Classified ads up to 50 words are free to members, add 10 cents per word for any ad over 50 words. Payment is due upon submission. (members need to update ads at 3 month intervals or ads will be dropped).

Classified ads up to 50 words for non-members are \$5.00 per issue. Advertising rates are: full page \$25.00, 1/2 page \$15.00, 1/4 page \$7.00 for three (3) months running time. Payment is due upon submission, discount of 10% for one year pre-paid. Acceptance is at the sole discretion of the editor. All ads should be submitted to the editor by the 10th of the month.

The Hood Scoop is published as an informative news bulletin to keep our members up to date on past, present, and future events.

Gateway GTO Association Meetings Are held monthly. Dates, times, and locations are listed in the **Upcoming Events** section of the newsletter.

Gateway GTO Association Photo Album

If you have photos of past events or if you take pictures of future events that you think would be good for our Photo Album, please put your name and date and a description of the event on the back and send them to the Photo Album Editor.

**The Gateway GTO Association
is an official chapter of the
GTO Association of America**



<http://www.gtoaa.org>

Visit us at www.gatewaygto.com

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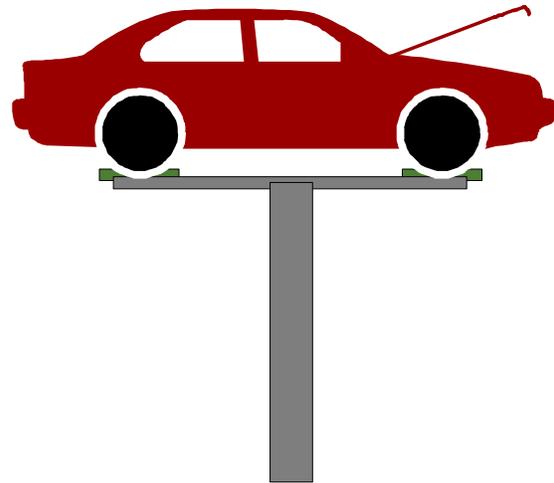


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Contact: **Cecil Morton @ 618-877-8254**

GTO Meeting Nov. 1st 2006

The meeting started at 7:09:51 after a ten-minute conference between Marty and the Officers.

Persons present included:

Bob Blattel	Kerry Friedman
Brian O'Sullivan	Mike and Carolyn Bien
Buzz and Vickie Simpson	Paul and Cory Jenkins
Chris Simmons	Ray Brunkhorst
Chris Winslow	Rich Vie
Darrell and Tootie May	Steve Hedrick
Earl and Barb Lewis	Tom and Terrie Oxler
Harry Smeltzer	Tony and Sue Tosto
Jake and Tammy Mahoney	Tony Bezzole
Joe and Bev Mayweather	Will Bowers

It was announced that ballots for 2007 club officers are due before the Christmas Party (send them to Will). The nominees will be listed in the November newsletter. And the new officers will be announced at the Christmas party.

The January Pizza party location is yet to be determined, but the date is Jan 21st. It was mentioned that Perrado's or Sarah's are possibilities.

There will be no Dec. or Jan. club meeting at Culpeppers. Feb. 1st Wed. will be the next Culpeppers meeting.

There is a wine run on Nov 4th meeting at Will and Donna's about 10 AM. Take I-270 to Illinois 159 North to Goshen Rd, go left to the first street past the big house with the 6 car garage, turn right then left into the first driveway. The cruise will go to Lebanon for lunch then on to the hidden Lake Winery.

The Louisiana cruise 2 weeks ago was a big cruise and car show with almost no rain (See article about the cruise).

Prom night was attended by 51 club members and was a blast. Pics will be on the website shortly.

The Gateway GTO Yahoo group has info about things of interest. Ask Tom Oxler if you want to learn how to get on.

The gatewaygto.com website has the calendar and our password protected roster (ID= members, password= all)

In 2007 Kerry is going to be the club charity coordinator and will be coming up with events for the club to participate in for charitable causes.

We received a letter from the Roadhouse thanking us for sponsoring a class at their carshow.

Bob Blattel told of going to see the movie "Tales of the Ratfink" where John Goodman came out and had pictures with Bob's and Mark Melrose's cars.

Chris Simmons pointed out that GM High Tech magazine has some great articles on how we can upgrade our cars performance.

Tom O. talked about the 2 week 2200 mile cruise out highway 66 to take place next Sept. /Oct. 7 couples are signed up already.

Marty did the 50/50 and Chris Simmons won \$27 (even though Will was present?).

Tom and Tony Tosto talked about Pontiac timing. It seems that some of our cars perform better with more timing than conventional wisdom would indicate, but Tony warns us to be careful not to overdo it (or he will have to rebuild our broken engines).

We held a collection for our fine waiter, Aaron, and gave him a pre-Christmas present of \$70. Thanks to Aaron for consistent good service.

Steve said that Invisible Glass window cleaner is a good product and is available at Wal-Mart. It sounded like a safety hazard to me. We will be bumping into the invisible glass maybe?

Chris Simmons showed us Hemmings Muscle Machines magazine, which has 3 good Pontiac articles this issue.

Joe Mayweather talked about a GTO that GM put an LS7 into but which they will probably crush (that is a shame, they should give it to our club).

Steve said that the 2010 Camaro is getting a lot of publicity but a new GTO is not being talked about at this time.

Marty told us he sold his Solstice for a profit (just kidding).

Mark Fry (formerly of Behlmann, then working at Bommarito) is now unemployed as Pontiac salesperson. Bill Kirk is also still unemployed and has some prospects near Chicago. Good luck to Mark and Bill.

A show of hands for Saturday's wine cruise yielded about 13 hands but I did not catch whom all the hands belonged to. We'll find out Saturday.

The meeting was adjourned at 8:08 PM after which people talked for several minutes. On the way home Brian, Jake, and Vic exceeded the speed limit a bit on I-70. It was fun.

Vic Nettle (substitute secretary for November)

The EPC Car Show 10 14 2006

The day was sunny with no wind so the 60-degree temperature felt good enough for a **BIG** turnout for the car show. There were many Pontiacs. In fact there were many GTOs.

Members who displayed their GTOs included: John Lally, Earl Lewis, Kerry Friedman, Mark Melrose, Tom and Terrie Oxler, Buzz Simpson, Joe Mayweather, John Novelli, Marty Howard (with Solstice for sale for \$2300 ?). Paul and Cory Jenkins who have a 2006 Brazen Orange GTO were there as well as Bob Blattel, and Vic and Joyce Nettle.

They had restaurants vending hamburgers, hot dogs, pizza, and chicken wings. These were quite good (or was I just quite hungry?).

We did not stay until awards were given out, but word has it that John Novelli 1st and John Lally 2nd in the modified GTO class.

Louisiana Cruise 10 21 2006

Vic Nettle

The Sky was clear and sunny when Ten cars (Tom and Terry in their 66 sport coupe, Ray and Ida Brunkhorst in their 66 hardtop, Steve in his 67 sport coupe, Will and Donna in their 67 convertible, and Earl Lewis in his 67 hardtop, Mark in his 68 hardtop, Kerry in his 69 hardtop, Brian and Amy in their 2004, Paul and Cory Jenkins in their brazen orange 2006, and Joyce and I in our 87 Grand National pseudo-GTO) met at Mid-Rivers mall Bob Evans between 8:15 and 9:00. The caravan left Bob Evans about 9:02 and went west on I-70 to highway 79 North.

The Clarksville locks were the first stopping point at about 10 AM. We made pit stops and a few went up to overlook the lock and dam where it was considerably cooler and quite breezy. Pictures were taken and we resumed North to Louisiana at about 10:30.

We registered for the car show in Louisiana at 11:15. Everybody checked out the street fair and sampled or viewed various foods including doughnuts, fried snickers, candy apples, honey still in the comb, pork tenderloin, hamburgers, hot dogs, etc. As time went on the sunny sky turned into clouded sky then to dark clouded sky and finally the sprinkles of rain started at about 3 PM, but not before the awards were given out.

Brian was the first to win a trophy in a big class (1980 to 2005 Stock). He received a third place.

Tom won 3rd in Street machine 64 to 67 and Earl won first place in the same class.

As the rains commenced we met up with John Lally in his beautiful Black 2005 and 5 cars (John's, Brian's, Will's, Tom's, and ours) went across the Mississippi to the Lighthouse restaurant where we all ate more much needed (not) food.

We left the Lighthouse at 5PM and arrived home at 6:38PM. Tomorrow we diet?



GTO Prom Night 10 28 2006

Vic Nettle

We arrived at the St Charles Knights of Columbus Hall at 6PM trying to be early only to find at least 15 couples there already. Pictures of couples and their cars were being taken on the parking lot.

A total of 51 persons came to the Prom. Terrie did a fantastic job with the centerpieces and table decorations and with the captioning and framing of the old time picture enlargements. Terrie made an arch of balloons for an entrance to the event (see pictures on the website).

Marty's DJ setup was terrific too.

Dancing the old dances was enthusiastically done (maybe a bit more by the girls than the guys). But the Hokey-Pokey, the Locomotion, the Twist, and some slow dancing was enjoyed by almost everybody.

There were 2 trivia contests: the first was won with 29 out of 30 correct by Mark and Sandra. The second trivia contest was won by Marty and Sue with a tie-breaker question (after a three way tie between, Marty and Sue, Bob and Chris Blattel, and Mark and Sandra Melrose).

The dance contest was won by Annette and Cecil, runner-up Barb & Earl Lewis.

Delicious Food was served with an ice cream cake desert (I had 2 and a half and it shows).

Many hundreds of pictures and videos were taken by various photographers. I have over 3 gigabytes of them from Chris Winslow, Brian O'Sullivan, Kerry Friedman, Tom Oxler, and myself. I am sure there are probably another 3 Gbytes still out there.

The Prom was characterized by good spirits and no fights, nothing but good times and a lot of laughs.

Some interest was expressed in making this an annual event. Time will tell.

Thanks to Terrie and all the others who worked hard to make the Prom such a smashing success.



Hidden Lake wine cruise 11 4 2016

Vic Nettle

The first arrivals at Will and Donna's were Tootie and Darrell, followed by Joyce and Vic, Terrie and Tom, Cory and Paul, Sandra and Mark, Bev and Joe, Buzz & Vicki, Marty, Kathy and Jim, and John (Lally).

A few frozen pellets of water fell on the cars, but the precipitation held off. We hit the road (Goshen) and enjoyed the twisty winding pavement to Illinois 143 where we turned right and proceeded to highway 4. 11:13 was the time of arrival at Lebanon. We filled up a block of parking spots in the downtown area and commenced exploring the shops, antique stores and restaurants until 1:00.

Some intrepid persons were observed eating ice cream cones while shivering. Some of us opted for hot tea, bean soup, turkey sandwich, and chocolate pie instead.

At 1:07 we proceeded East on highway 50 to Aviston and followed the signs to Hidden Lake Winery. It took 20 minutes to get there. We sampled then bought wine, cheeses and sausage. Jim, Will, and Marty built fires. The smoke seemed to follow everybody around (really made everybody's eyes burn). But the warmth was welcome. Like everything in life, it was a tradeoff (a good one in this case).

The fun lasted until at least 5:50 when some of us left, and I suspect maybe much later for those remaining.

Thank you Donna and Will for organizing this event. And thanks to all those who came out on a cool day to enjoy GTO-ing.



**Gateway GTO Association
Participation Points Submission
October 2006**

NAME: _____

Gateway GTO Sponsored Events:

10/4/06 Club Meeting: wGTO _____ w/oGTO _____

10/7/06 Southern Illinois Cruise: wGTO _____ w/oGTO _____

10/21/06 Louisiana Colorfest Car Show: wGTO _____ w/oGTO _____

10/28/06 Prom Night: wGTO _____ w/oGTO _____

Other GTOAA Sponsored Events – Be sure to indicate wGTO or w/oGTO for each entry: (GTOAA Nationals, GTOAA Regionals, etc.)

Gateway GTO Non-Sponsored Events – Be sure to indicate wGTO or w/oGTO for each entry: (JJ's, POCI Nationals, Fenton Cruise, etc.)

Other Activities: (Event Helper, Hood Scoop Article, Sponsor New Member, etc. -- See Gateway GTO Association Participation Points System 01/06 Rev.)

Submit **ONE** completed form for each month within 30 days of month end to:

Mark Melrose
151 Plant Ave.
Webster Groves, MO 63119-3046
Phone: 314-968-3106
FAX: 314-968-5391
Email: mjmelrose@aol.com

Use Reverse Side If Additional Space is Required

**Gateway GTO Association
Participation Points Submission
November 2006**

NAME: _____

Gateway GTO Sponsored Events:

11/1/06 Club Meeting: wGTO _____ w/oGTO _____

11/4/06 Hidden Lake Winery Cruise: wGTO _____ w/oGTO _____

Other GTOAA Sponsored Events – Be sure to indicate wGTO or w/oGTO for each entry: (GTOAA Nationals, GTOAA Regionals, etc.)

Gateway GTO Non-Sponsored Events – Be sure to indicate wGTO or w/oGTO for each entry: (JJ's, POCI Nationals, Fenton Cruise, etc.)

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The Slippery Truth About Oil

An In-depth Look at Today's Motor Oil and Its Possible Effects on Flat-Tappet Camshafts
By Rocky Rotella Photography By The Author



You may be aware that camshaft failure is a growing hobbyist concern. Lately, it seems we can always find someone discussing this at our local cruise-in or on Internet message boards. A common fallacy about camshaft failure is that "It won't happen to me." Most people rationalize this by combining name-brand engine oils and filters with shorter change intervals. That action, however, may have little effect.

Even with top-quality oil and routine changes, our Pontiac had developed a distinct exhaust "pop" under load. Since its cam and lifters were over 10 years old and had traveled several thousand issue-free miles in that time, we hoped to find something as simple as a rocker arm that needed readjusting. But once the valve covers and valley pan were removed, we found much worse--a severely worn camshaft lobe. With no real wear on subsequent lobes or lifters, it appeared we were victims of an oil-quality-related failure.

Oil is considered the lifeblood of an engine; it is designed to complete many tasks. Not only does it suspend the small contaminants that get trapped in the filter, it is also a frictional lubricant and surface coolant for such engine internals as the crank and camshaft, pistons and connecting rods, and rocker arms and valvesprings. But how much do we really know about the oil on the market today?

Current oils are not only designed to last longer, reduce oxidation and deposits, offer far better low-temperature performance, and increase fuel economy, they are also designed to reduce emissions. It is this last quality that may be affecting older engines. So follow along as we explore the current oil standard and its potential effects on the valvetrain.

Oil Basics

Like any other facet of our hobby, engine oil is constantly changing as new refinement techniques are developed. But as consumers we never realize how often. And with recent advances in synthetic technology, many hobbyists feel that conventional (or mineral) oil is an inferior product. But it, too, is vastly superior to what was available just a few years back.

Whether synthetic, conventional, or a blend of the two, engine oils can be broken down into two basic types—monograde and multigrade. Monograde oil (also called single-grade) provides a stable viscosity--or its ability to flow at a given temperature. And while monograde oil may have offered slightly better operational consistency in the past, it can be too thick for quick engine circulation during the initial start-up period in cold conditions.

Multigrade oils were developed to offer maximum engine protection in nearly any condition or climate. This concept entails incorporating specific chemical additives to a single-grade oil to produce a hybrid with varying viscosity that can react to temperature changes. The main benefit of multigrade oil is improved circulation as a lesser viscosity oil when cold, and improved protection as a heavier viscosity oil in normal conditions.

Advertised viscosity of a typical multigrade oil starts with the viscous rating of the base oil at 0 degrees F, which is then followed by a W (signifying "winter"), and the maximum viscous rating when warm. Simply stated, 10W-30 would protect like single-grade, 10-weight oil when cold, and single-grade, 30-weight oil in typical operating conditions.

Oil technology has produced a wide range of varying- viscosity, multigrade oils that are extremely reliable. Recent revisions to cold-flow requirements ensure that cold oil is thin enough to circulate quickly through a cold engine for start- and-drive-type drivers. Protection, however, is only one area of concern from auto manufacturers. Oil's effect on fuel economy is the other.

It is formulated to reduce friction without compromising protection. Since lower-viscous oils generate less oil-pump drag than higher-viscous oils, lower-viscous oils typically utilize less power to circulate. The ideal multigrade oil is one that circulates with the least amount of drag, yet is heavy enough to sufficiently protect in normal conditions. This creates slightly better engine efficiency, which can translate into a marginal fuel economy increase. This compromise is why auto manufacturers commonly use 5W-20 and 5W-30 oil in today's engines.

The drawback to low-viscosity, multigrade oil is that it can offer less high-temperature protection. This does not suggest, however, that higher-viscous oils will offer any better protection in extreme conditions. Any oil can become dangerously thin, offering little to no protection if oil temperature grossly exceeds its intended operating range. But since most passenger cars are driven mild-to-moderately in all types of climates, 5W-20 to 10W-30 oils typically suffice.



Every Pontiac engine from 1955 through 1981 had a flat-tappet camshaft like that shown here. And most on the road today still use hydraulic or solid flat-tappet grinds. Notice the normal polishing pattern that occurs after proper break-in. Ideally the components will maintain this appearance for several thousands of miles



For oil to meet current standards, it must comply with formulation regulations introduced in 2004. Since phosphorus can have a negative effect on catalytic converters, a limit has been placed on the maximum amount of a zinc-phosphorus, antiwear additive in oil. This applies to any synthetic or conventional oil currently on the market with the latest approval ratings

Major Analysis Organizations

There are two major organizations that rate oil quality for maximum consumer and environmental protection. One is the American Petroleum Institute (API); the other is the International Lubricant Standardization and Approval Committee (ILSAC). Either is recognized by--or assembled of-- representatives from the federal government, major auto manufacturers, or major oil companies. These organizations set the oil-quality standards and then issue approval ratings based on performance testing.

API ratings consist of a two-letter system that begins with either an "S" or a "C." S-rated oils are approved for service- class engines, or gasoline-powered engines used in cars and light-duty trucks. C-rated oils are approved for the demands of commercial-class vehicles such as heavy-duty, diesel engines. The letter following either is an oil approval rating. Latest API ratings include SM and CI for the respective categories.

ILSAC approval is similar to that of API. Its rating system, however, consists of a "GF" followed by a number. GF stands for "gasoline-fueled," and the number following is ILSAC's quality rating. The latest ILSAC standard is GF-4.

As oil quality increases to meet new emission and performance standards, API and ILSAC designate a sequentially higher letter or number to each new category, which oftentimes supersedes its predecessor. We must realize, though, that any current oil can be approved for a past category, but it cannot be approved for the latest until it meets or exceeds that expectation. The category rating of any oil is typically posted on the container label.

11-28-05

Flat Tappet Camshafts

Recent changes in oil and engine technology are likely the cause of premature camshaft failure; here's what you can do to protect your engine!

Premature flat tappet camshaft failure has been an issue of late and not just with one brand or type of camshaft. In almost every case, the hardness or the taper of the cam lobe is suspected, yet most of the time that is not the problem. This growing trend is due to factors that are unrelated to camshaft manufacture or quality. Changes in today's oil products and "advanced" internal engine design have contributed to a harsher environment for the camshaft and a potential for failure during break-in. But there are several things you can do to turn the tide on this discouraging trend.

Proper Camshaft Set-Up & Break-In

Proper flat tappet camshaft set-up and break-in, as any engine builder knows, are keys to how long a camshaft will last, both short and long term. Making certain that the camshaft and lifters are properly lubricated will guarantee that the camshaft and lifters are protected during the critical initial start-up of your newly-built engine. COMP Cams® offers the right product for this job (Part #154), and it is available in several different size containers for engine builder convenience. To further enhance this "relationship," we strongly recommend the use of COMP Cams® Camshaft Break-In Oil Additive (Part #159) during the break-in. While this additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from off-the-shelf oil. These specialized COMP Cams® lubricants are the best "insurance policy" you can buy and the first step to avoiding durability problems with your new flat tappet camshaft.

Adequate Lubrication

Another major factor in the increase of flat tappet camshaft failure is your favorite brand of engine oil. Simply put, today's engine oil is just not the same as it used to be, thanks to ever tightening environmental regulations. The EPA has done a great job in reducing emissions and the effects of some of the ingredients found in traditional oils; however these changes to the oil have only made life tougher on your camshaft. The lubricity of the oil and specifically the reduction of important additives such as zinc and manganese, which help break-in and overall camshaft life, have been drastically reduced. In terms of oil selection, we recommend Shell Rotella T oil for the break-in procedure. Most often used in diesel engine applications, this higher lubricity oil works in gasoline engines as well.

Follow engine manufacturer's recommendations for specific performance and viscosity requirements.

WARNING: CONTINUOUS CONTACT WITH USED GASOLINE ENGINE OILS HAS CAUSED SKIN CANCER IN ANIMAL TESTS. AVOID PROLONGED OR REPEATED CONTACT WITH EYES, SKIN AND CLOTHING. WASH SKIN WITH SOAP AND WATER AFTER HANDLING. KEEP OUT OF REACH OF CHILDREN.

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API® Service Symbol "Donut"
with CI-4 PLUS

API's Service Symbol and Certification Mark identify quality engine oils for gasoline- and diesel-powered vehicles. Oils displaying these marks meet performance requirements set by U.S. and International vehicle and engine manufacturers and the lubricant industry. More than 500 companies worldwide participate in this voluntary program, which is backed by a marketplace sampling and testing program.

1. Starburst: An oil displaying this mark meets the current engine protection standard and fuel economy requirements of the International Lubricant Standardization and Approval Committee (ILSAC), a joint effort of U.S. and Japanese automobile manufacturers. Most automobile manufacturers recommend oils that carry the API Certification Mark.

2. Performance Level:
Gasoline engine oil categories (for cars, vans, and light trucks with gasoline engines): Oils designed for gasoline-engine service fall under API's "S" (Service) categories. See reverse for descriptions of current and obsolete API service categories.

Diesel engine oil categories (for heavy-duty trucks and vehicles with diesel engines): Oils designed for diesel-engine service fall under API's "C" (Commercial) categories. See reverse for descriptions of current and obsolete API service categories.

3. Viscosity Grade: The measure of an oil's thickness and ability to flow at certain temperatures. Vehicle requirements may vary. Follow your vehicle manufacturer's recommendations on SAE oil viscosity grade.

4. Energy Conserving: The "Energy Conserving" designation applies to oils intended for gasoline-engine cars, vans, and light trucks. Widespread use of "Energy Conserving" oils may result in an overall savings of fuel in the vehicle fleet as a whole.

5. CI-4 PLUS: Used in conjunction with API CI-4, the "CI-4 PLUS" designation identifies oils formulated to provide a higher level of protection against soot-related viscosity increase and viscosity loss due to shear in diesel engines. Like Energy Conserving, CI-4 PLUS appears in the lower portion of the API Service Symbol "Donut."

GUIDE TO SAE VISCOSITY GRADES OF MOTOR OIL FOR PASSENGER CARS

Multigrade oils such as SAE 5W-30 and 10W-30 are widely used because, under all but extremely hot or cold conditions, they are thin enough to flow at low temperatures and thick enough to perform satisfactorily at high temperatures. **Note that vehicle requirements may vary. Follow your vehicle manufacturer's recommendations on SAE oil viscosity grade.**

If lowest expected outdoor temperature is	Typical SAE Viscosity Grades for Passenger Cars
0°C (32°F)	5W-20, 5W-30, 10W-30, 10W-40, 20W-50
-18°C (0°F)	5W-20, 5W-30, 10W-30, 10W-40
Below -18°C (0°F)	5W-20, 5W-30

GUIDELINES TO HELP YOU GET MORE FROM YOUR MOTOR OIL

- ▶ Refer to your owner's manual for type of oil to use.
- ▶ Follow manufacturer's oil change recommendations.
- ▶ Use only the recommended API category: "S" for gasoline engines; "C" for diesel engines.
- ▶ Select the proper SAE oil viscosity grade.
- ▶ If you find it necessary to mix brands of oil, use the same viscosity grade and API service category to maintain performance.
- ▶ Properly dispose of used oil. Learn more about recycling used oil on the web at www.recycleoil.org. Go to www.earth911.org for used oil collection center locations.

Look for the API Quality Marks every time you buy motor oil.

Ask for API-licensed oil whenever you have your oil changed.



While we may never know for sure if this particular failure was oil-additive related, it does show what can happen when the contact surfaces of lobe and lifter wear past the break-in polishing. Both the cam and lifter were high-quality, name-brand units. Break-in and normal use included top-quality synthetic oil that met the latest standards.



Available from GM dealers for about \$10 per bottle, Engine Oil Supplement (E.O.S.) carries PN1052367 and is a highly concentrated mixture of several key oil additives. It is designed to protect against piston scuffing and camshaft wear during the break-in period. But because of its heavy zinc and phosphorus content—which is advertised at no more than 5 percent by weight—and the increased risk of catalyst failure from it, GM officially advises that E.O.S. is not intended for long-term use.



Most GM engines from about 1987 forward have hydraulic lifters with roller bearings that greatly reduce frictional contact. Many aftermarket camshaft manufacturers offer similar roller-type camshafts for our vintage Pontiacs. Because these camshafts are typically made of harder material and the roller bearing on the lifter face reduces friction, it appears they are unaffected by the recent oil changes

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Recent Oil Formulation Changes

Auto manufacturers have been required by federal law to warrant specific components of the emissions control system on any '95-or-newer car or light-duty truck or the balance of eight years or 80,000 miles—including catalytic converters. In that time, it has been determined that phosphorus in exhaust can negatively react with the converter's active catalysts, rendering it inoperable. The cost of component replacement cannot only fall upon the manufacturer, its failure can also create a vehicle that excessively emits pollutants until said repair is made.

The largest amount of phosphorus inside an engine is in its oil. A compound molecule named Zinc Dialkyl Dithiophosphate (ZDDP) is comprised mostly of zinc and phosphorus, and has long been a common antiwear oil additive. ZDDP offers key frictional-heat-activated qualities that form a sacrificial chemical barrier on components that are under continuous high-pressure contact. While much of the oil would literally be squeezed from between the components in these conditions, ZDDP prevents the metal-on-metal contact that could otherwise result. A classic example would be a camshaft lobe and lifter.

Since phosphorus has been proven to negatively affect catalytic converters, auto manufacturers and oil companies are working to find a suitable antiwear additive to replace ZDDP. But that has been a major task. So, until it happens, the analysis organizations have imposed a temporary limit on the maximum amount of ZDDP in oil—no more than 0.01 percent by weight. It appears this reduction has had a major effect on the hobby since its enactment in January 2004.

What This Means To Us

From its operational characteristics, the camshaft seems as though it benefits most from ZDDP. But modern engines like the LT1, the LS1, and the LS2 used in late-model Firebirds and GTOs have lifters with roller bearings, which greatly reduce frictional contact on the lobe. Because of this, it appears roller camshafts have been largely unaffected by the oil changes. It is, however, an entirely different story with flat-tappet camshafts.

The recent spike in reported flat-tappet camshaft failure seems to be consistent with the enacted ZDDP restriction. While some could argue that lobe profile or a decline in camshaft hardening is to blame, that argument may only be valid if several lobes of the suspect cam were affected. It would, however, unlikely be the case if the problem is limited to a single lobe. That then might indicate an issue with a specific lifter, its preload setting, or insufficient lubrication.

Since proper camshaft break-in is such a critical step in ensuring its longevity, most camshaft manufacturers are suggesting physical steps or specific products for break-in. But some have recently begun advocating certain products for long-term use, too. These include those oils approved for commercial-fleet vehicles and/or separate oil additives that are currently available from mail-order retailers, local parts stores, or GM dealers.

Because commercial-rated and service-rated oils fall under different standards, oils approved for commercial use typically contain more of the desirable high-pressure, antiwear additives. Since many commercial-grade oils have older S- or GF-category ratings, oil companies claim it is safe for use in gasoline-fueled engines, unless catalyst failure is a concern. Commercial-grade oil is also available in synthetic, conventional, or a blend, and may fit a wide range of non-catalyst applications if it is available in the desired monograde or multigrade viscosity.

Race-specific or specialty oils may be another alternative. We have found that many of the lesser-viscosity offerings comply with the latest oil standards. But many higher-viscosity oils are restricted to off-road-use only. This might indicate different levels of ZDDP within each product, which could have an effect on the exhaust catalyst. It would be worthwhile to refer to the oil manufacturer's Web site for more detailed information on specific products or category ratings.

We highly suggest that hobbyists familiarize themselves with the quality standard and category rating information found on API's Web site. It not only discusses current standards, it also shows how to decipher the API "donut" printed on each oil container's label. We also suggest reviewing or requesting the latest Material Safety Data Sheet (MSDS) from your preferred oil's manufacturer. This information, which is oftentimes available on the manufacturer's Web site, is an invaluable resource that specifies an oil's API rating and chemical content.

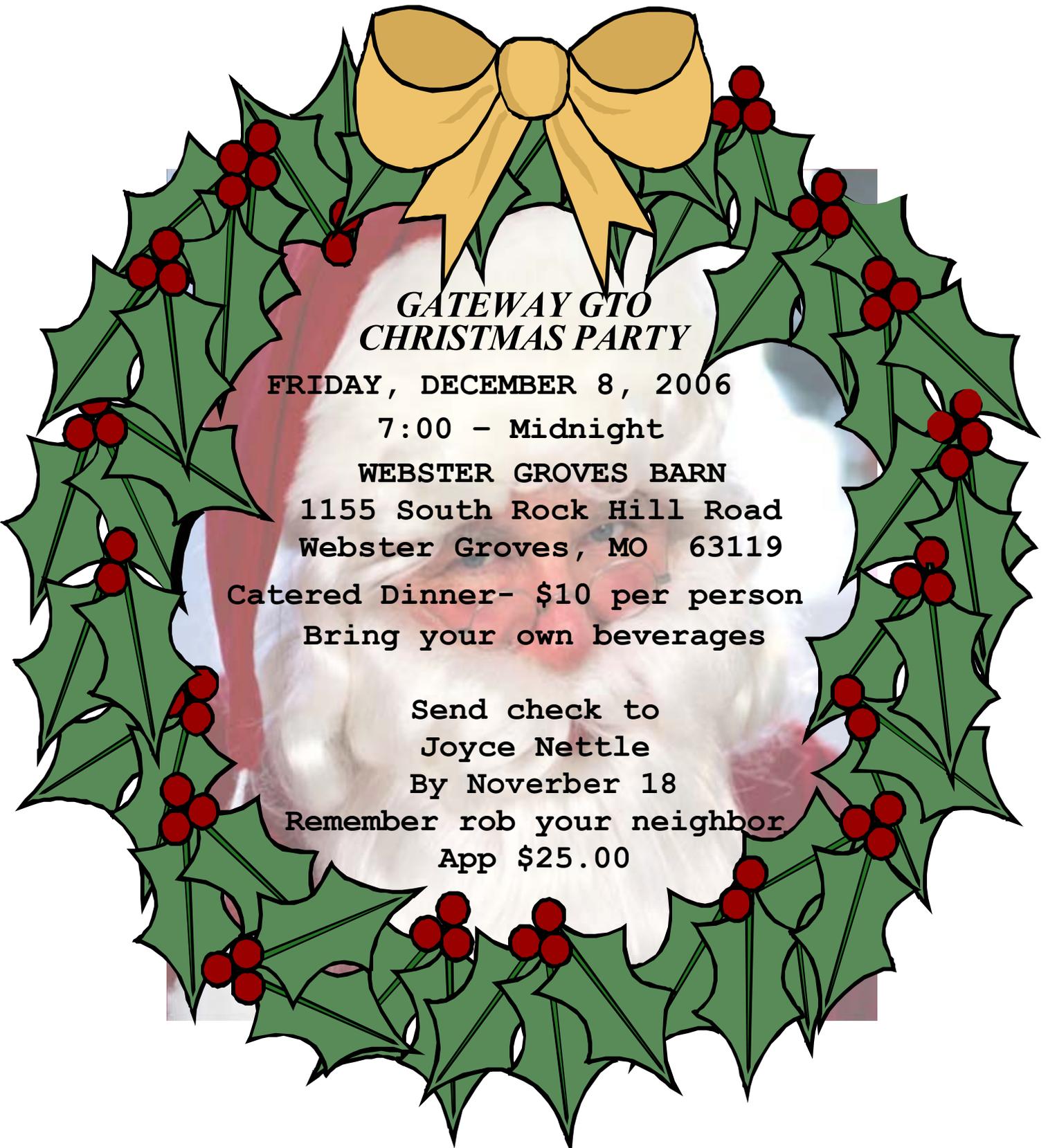
Conclusion

If you own a new or late-model Pontiac, much of the presented information may not apply. In that case, simply follow your owner's manual recommendations. If you own a vintage Pontiac with a flat-tappet camshaft and a catalytic converter, you may be forced to use latest-standard oil to avoid the risk of catalyst failure. Engine protection, however, may be worth the cost of periodic catalytic converter testing and any necessary replacement. If you feel that it is, the following will apply.

Those of us who have older Pontiacs with flat-tappet camshafts might now realize how much oil formulation has changed in recent years and its effects on the hobby. The best suggestion we can offer is to follow your camshaft manufacturer or engine builder's recommendations for break-in and long-term use. Chances are it will include heavy-duty, commercial-grade oil, or a specific bottle of oil-additive for the life of the engine. Following their suggestions is wise not only for warranty issues, but it should also provide many miles of enjoyment.

SOURCE
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***GATEWAY GTO
CHRISTMAS PARTY***

FRIDAY, DECEMBER 8, 2006

7:00 - Midnight

WEBSTER GROVES BARN

**1155 South Rock Hill Road
Webster Groves, MO 63119**

Catered Dinner- \$10 per person

Bring your own beverages

Send check to

Joyce Nettle

By November 18

Remember rob your neighbor

App \$25.00

Gateway GTO Club 2006 Events

NOVEMBER:

1st **GTO MEETING** Culpeppers St Charles 7pm
4th **HIDDEN LAKE WINE CRUISE** meet at Will Bower's 10 – 10:30, 1 Goshen Woods, Edwardsville, IL 618-6590429

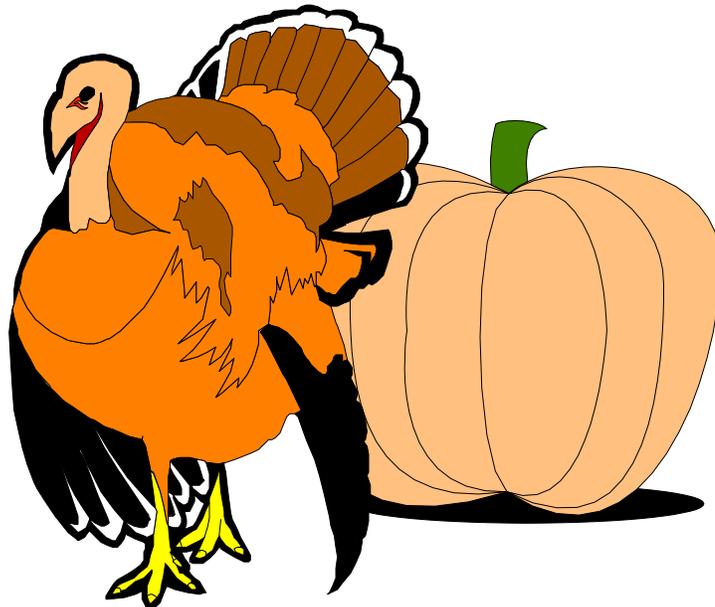
DECEMBER:

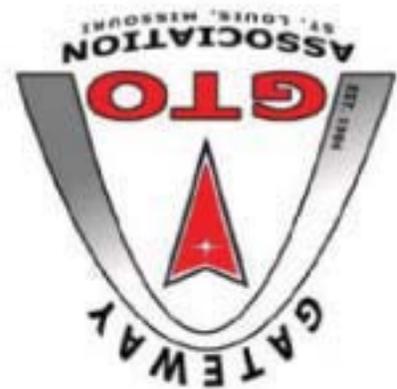
8th **HOLIDAY PARTY** 7pm Hawken House

**Don't forget the
RENEWALS are
DUE December
Don't miss the
Action in 2007
Get your Renewal
In right away**

**Please send them into
Will Bowers along with any changes
to your address, phone or e-mail**

Happy Thanksgiving





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