



THE HOOD SCOOP

August 2010
Special GTOAA 2010 Meet Edition

Gateway GTO Makes Strong Showing at GTOAA Popular Vote Car Show By Chris Winslow

Gateway GTO
Association



The GTOAA National Convention was hosted this year by the GR-RRR8'R Wichita GTO Club in Wichita Kansas. Despite the fact that Wichita is about 450 miles from St. Louis, Gateway GTO had a substantial presence at the car show. As Mark Melrose noted in his *President's Scoop* article for the July edition of the *Legend*, Gateway GTO cars made up 10% of the cars present at the Popular Vote car show. This included three of the six Winners Circle cars and a total of 14 popular vote cars. (Vice President Darrel May also had a car in the Concours car show for a total of 15 Gateway GTO cars present at the event).

The popular vote car show was held inside the convention center adjoining the host hotel. That not only meant that we were in air-conditioned comfort, it also turned out to be very fortunate as it rained pretty much all day on show day.

The host club actually opened the car show to the public around 10:00 and many of us were surprised by how many people showed up and paid to get in to see the display of GTO's that had been assembled.

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POPULAR VOTE CAR SHOW FLOOR



WINNERS CIRCLE CARS





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The quality of the cars at the popular vote show was extremely high. In fact there were a number of Gateway GTO cars that have appeared in the Concurs car show that were displayed in popular vote this year. These included John Johnson's superb 1969 Judge and Steve Hedrick's meticulously restored 1967 Hardtop.



Of course, there were also a lot of great cars from some of the other clubs. Despite this, Gateway GTO members came away from the event with a significant number of awards and trophies. See Mark Melrose's *Presidents Scoop* article for a summary of the results.





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The Presidents Scoop

By Mark Melrose

2010 GTOAA National Convention

As I noted in my regular July newsletter “Scoop”, there were so many June activities Gateway members participated in that the July edition ran to 27 pages without covering everything. The one huge event not reported in the July newsletter was the 2010 GTOAA National Convention held in Wichita, Kansas from July 1st through July 4th. In fact, so much went on at the Nationals that we considered publishing a “Special Edition Newsletter” dedicated to the convention. As time slipped through the hourglass, we arrived at the requirement for the regular August Newsletter which we were somewhat unprepared to compile and publish what with all the effort that went into the “Special Convention Edition”. In the end we decided to publish the “Special Convention Edition” as the regular August Newsletter. Many thanks to John Hunt for his Goat-of-the-Month article which was to run in the August Newsletter – it will now appear in the September edition and succeeding GOTM articles will be pushed back one month as well.

In the following pages you will find no less than nine articles written by many of the sixteen Gateway members who attended the 2010 GTOAA National Convention. No wonder this newsletter edition morphed into our regular August issue – it’s the largest newsletter the club has ever published. Topically, the articles cover:

Caravan to the Nationals

Autocross

Jim Wangers’ presentation “Who Killed Pontiac and How They Did It”

Concours Car Show

Popular Vote Car Show

Gateway GTO Chapter Display

Gateway GTO Party Table

Caravan Home

President’s Summary of Awards Results and Gateway Participation

Also, plenty of photographs were taken by members with “the best of” included with their respective articles.

Needless to say, we had lots of fun from the GTOAA Chapter Night on Thursday evening through the Fireworks Display at the end of the convention Sunday night. So, sit back and enjoy thumbing, or rather clicking, through this year’s convention highlights.





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Gateway GTO Club Meeting Minutes August 4, 2010

The monthly Gateway GTO meeting was held at JJ's at 1215 South Duchesne in St. Charles, MO. Members began arriving by 6:00 PM for dinner and conversation.

President Mark Melrose called the meeting to order at 7:05 PM. Officers in attendance: Mark Melrose, Darrell May, Kerry Friedman, and Steve Hedrick,.

NEW MEMBERS: No new members were in attendance

DONATIONS: Earl Lewis presented Mark with a check as a donation to the club from a member taking out Hagerty Car Insurance with him. Thanks a bunch to Earl.

OLD BUSINESS:

2010 National Convention: Held July 1-4, in Wichita, Kansas. Joe Mayweather has a photo of all the trophy winners. We had 16 cars from our club. 3 cars in Winner's Circle, and 11 trophies. Great participation by Gateway GTO Club. A special edition of the Hood Scoop will now be the August Newsletter.

Museum of Transportation Cruise Night: A nice event with about 75-80 cars, some from Arch POCI Chapter, and 4-5 GTO's. There was a nice breeze blowing, a Beer Garden, good food, a Beer Garden, and did I mention a Beer Garden? MOT is greatly appreciative for all participation.

Sinclair Pontiac Show: Turnout was lighter than last year. Sinclair is the Arch POCI main sponsor. 5-6 cars from Gateway, hot dogs and soda.

Cpl. Todd Nicely Benefit: Benefit Car Show for wounded soldier was held at Fox School in Arnold. About 150 cars were there and they raised \$7000.00. 4 or 5 cars from Gateway showed up, and also some members just sent donations.

Chicago – Dooby Brothers Concert: Earl and Barb and other club members attended a great concert. The Dooby Brothers performed, then Chicago Transit, then both groups played together. WOW!! Great Concert. A similar show will be held each June. Tickets were only \$29.00.

NEW BUSINESS:

Club Coozies: Can and bottle coozies will be bought with the club logo on them for sale from the club store. \$1.50 for cans and \$3.00 for bottle size.

Club Window Decals: Earl brought in a new supply of the vinyl GTO stickers for car windows. Black, red, green, and chrome.





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Ames Norwalk Show: This weekend in Norwalk, Ohio. Large Car Show with lots of Drag Racing.

JJ's Cruise: Saturday, August 14. Monthly Cruise.

1st annual Route 66 Cruise: Crestwood and Sunset Hills Chamber of Commerce Cruise and Car Show. 9AM-9PM, Saturday August 14. Gateway will have a spot for 10-12 cars. There will be activities, food, poker run, and more. Registration \$20, 9 AM to noon. Judging 1-2 PM, Bob Kuban Band 7-9 PM. Call Chamber for registration and information. 314.843.8545. Club Sponsored.

Pontiac GMC Rendezvous: Sunday August 15. With Arch POCL. 9:45 to 3:00 PM, entrants get tickets to museum and train yard. Food and drinks available. Bring whatever you need to stay cool, it will be hot; coolers, tents, fans. Museum of Transportation on Barrett Station Road.

Arch Skyview Drive-In: August 28. Meet at GeoWings, 4307 W. Main, Belleville, IL. A fun night at the drive-in theater. Bring GTO's, coolers, snacks, lawn chairs, and an FM radio for the movie sound.

Pontiac Show-Me Regional: Sunday Sept. 5, Labor day weekend. At Area 57 in Branson, MO, next to Dick Clark Theater. Pre-registration \$25, Day of show, \$30, 8 to noon. Independantly judged. Awards at 3:330. Greater Ozarks POCL.

All Pontiac Show: Auburn, Indiana, Sept. 10-12.

JJ's Cruise: Saturday, September, 11. Monthly Cruise.

Wheels in Motion: Charity Car Show where all money raised goes to Kids with Cancer. Will be held September 12, 2010, at West Port Plaza. \$15entry donation for display only. Food ticket \$5.00 with entertainment and raffles. We need donations for the raffle of anything you can get. Give to Terrie Oxler. We will need volunteers to man booth and park cars. There are donation letters available and flyers for the show. Club Sponsored.

Gateway GTO Club Picnic: Sunday, Sept. 19, at Vago Park in Maryland Heights. Take Dorsett Rd to Fee Fee Rd. Right at first stop sign. 10 or 11 AM to 2 or 3 PM. Club will furnish and cook pork steaks, burgers, hot dogs, etc. Bring a desert or covered dish and drinks. Drive your GTO. Rain or Shine, Club Sponsored.

Route 66 Mother Road Festival: September 24-26. Downtown Springfield, IL is closed down and cars line the streets.

Busch Stadium Tour: It was agreed upon to tour Busch Stadium from 9-11, on Saturday, September 26. We will try to park the cars on 9th street in the middle of the City Garden, and then visit the Garden to view sculptures, fountains and plants. We will then go to East St. Louis to view the 630' tall Gateway Geyser Fountain and tour the pump room. After this, we will have dinner at a bar in the Souldard Area. Tour will be \$7.00 for adults, and \$5.00 for kids 15 and under. We need 25 people for this rate. Please send money to Will or bring to next meeting. We must pay in advance and get a people count very soon. This is a family affair. Bring the kids and grandkids. Club Sponsored.





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Palisades Charity Car Show: We will hold a car show at the Palisades Marina on the Mississippi, Earl's son Scott owns it. Charity will be split with the Shrine of the River and a Children's Charity. Last year we had on a conflicting day with EPC. We will try to make it the last show of the year. Maybe Saturday or Sunday, October 16-17 or 23-24. We will possibly get a band and baskets donated. Earl will discuss with Scott. More to follow. Club Sponsored.

2011 GTOAA National Meet: The event is July 7-8, 2011. It will be in Portland, Oregon. If you have any questions please contact Steve Hedrick. Earl is looking into putting cars on railroad car, and renting R.V.s.

2011 POCI National Meet: The event is July 5-10, 2011. It will be in Bowling Green, KY.

TECH ISSUES:

Earl Lewis had his '67 to the Chrome Shop and the Paint shop. After that it ran like a Hunk-a-Junk. Problem, too much blinkity for the alternator and had to get a 140 amp Chrome alternator. The carburetor was full of gunk and also had to be replaced. Runs great now.

Tom installed his new 3" Pypes exhaust system with Mark and Wills help. Fit good with little problems. It was Terries birthday or anniversary present. Then the car ran bad. He replaced plug wires, rotor, cap, coil, still bad. A leak down test had good results. Problem: front tri-power carb had bad gross jet that was pouring gas into the engine. Jon Havens helped Tom replace the jet. All is well now.

Steve Hedrick had some experience working on a 70,000 mile 2004 GTO. These are some typical problems that can be expected: There are rubber donuts isolators on the drive that when they go bad, the car rides rough. The stock clutch for the LS1 and LS2 is not available at all from GM. You must use LS7 Kit, which includes flywheel, disks, throw-out bearing and pressure plate. The kit runs about \$500. Any parts can be ordered through Bruce at Weber Chevrolet. Gateway Members will get a discount from Bruce. When you try to pull the bell housing from the engine, the steel studs can be corroded to the housing. Steve broke the housing and had to repair it. The cheap plastic radiator was next where the ribs crack and it has to be replaced. Parts are hard to find and may have to be ordered or specially made. Try gmpartwarehouse.com.

Marty had a suggestion that in our Club Roster, we include information on member's hobbies, other clubs, occupation, or expertise, so if someone needs help with a problem or project, he could possibly find someone in the club to help.

Steve mentioned the use of the GTOAA experts that are listed in the Legend for individual car years, carburetors, transmissions, new cars, etc. They are glad to help.

Kerry Friedman won the 50/50 drawing of \$31.

The meeting was adjourned.





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The Lewis' GTO Gets a Makeover

By Earl and Barb Lewis

It all started with looking at a Car Craft magazine with a GTO old drag car with the bottom headlights missing and it reminded me of some old-school stuff we did back in the late-60's. I found a company that had an updated style using 4 inch aluminum pipe that could be fabricated to an air box. I thought to myself, "Self, You never see anyone with that set-up at a car show. I've got to have it!"



I took the car to my car guy in Troy, Missouri and the project started. It started with a newly painted engine bay and 4 inch Ram Air. I thought since the engine was coming out, it would be a good time to refresh it.

When it was taken apart we discovered the main bearings were floating and the crank was damaged. So the decision became: a new crank, or have it turned if it could be salvaged. Turns out it was salvageable. During the rebuild, my engine guy Ron, went ahead and balanced the engine and ported the head and intake. He also put in a new, bigger, comp cam, a new set of pulley's, new chrome fuel pump, and power steering pump(chrome of course), and new chrome stainless hoses, radiator and heater.

I made the decision to put in a new aluminum radiator with electric fan. The car was coming along when Pat, my body guy, had to have a hip replacement that took him off his feet for about 8 weeks. It was a major set-back. Work eventually began again and Pat said he was





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going to repaint the whole car, with the engine bay looking great, we had to do it right. Then the phone calls started.

Phone call-Back drip rail in rear trunk had to be re-done.

Phone call-Door hinges were shot, had to replace them.

Phone call-Mice have gotten to the carpet, had to replace all the carpet.

Phone call-Left bucket seat in bad shape, had to get new “Legendary” seat covers;

And by this time, the car-show season starts.

Phone call to Pat-“Can I make Centralia?” The answer,” No.”

“Can I make Behlman?” The answer,” No.”

“Can I make Nationals? The answer,” Well...Maybe...Yes.”

It was on! I went down to Troy on June 29th. 12 hours later, we were a little closer. June 30th, 15 hours later, Barb calls, “Are we going?” “Don’t know, still working”, I answered. June 31st, 13 hours, even closer! Hood and Fenders would not line up. It was a disaster! Until finally they did. The car was done. Until I tried to start it.

It won’t start. Checked plugs, is it firing? Yes. Are the plugs wet? Yes. I smelled gas... And then I got in the car, and looked down at the gas gauge. Empty. Yes, Empty. So after 36 hours of hard work to get the car finished, it rolled out of the shop on the trailer and had never been road-tested with a fresh engine. It could be disastrous!

I got it home and did some quick cleaning to the car. I went to bed at midnight, and was up at 4 am to go to Kansas-what a week!

A complete list of changes and updates to the GTO:

- Balance and Blueprint the engine
- Chrome pullies, power steering pump, and fuel pump
- Aluminum Radiator with electric 2500 CFM fan
- Freshly painted engine bay
- Full console
- All new carpet
- 100% of car was repainted
- New exhaust to side pipes
- 4 inch Ram air tube and new 16 inch air box, all aluminum.
- Bottom Headlights were removed.
- New door hinges on both sides
- Repair rear drip rail on trunk
- New rear battery set-up
- New hood tach
- New Headman headers (shorties)
- Replaced chrome molding on both sides

I’m doing and making the car the way it was when I was 18, with a modern touch. Tom and I tried on a 1970 rear wing spoiler and it will be added pretty soon. Painted flat black, of course.





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I enjoyed the Nationals very much. Especially when Jim Wangers came over to my GTO and signed the car with: "Earl, This is what a '67 should look like. What a winner." Arnie Beswick also signed the car, and made the comment: "This is a car to be proud of." It is great to laugh and just sit around with my



GTO family. I hope my GTO represented the club well, as it means a lot to me. I'm very proud to say I'm a part of the Gateway GTO Club. What a wonderful family to be a part of-so many memories and more to come.

My Very Best to the Club,
Thanks and Happy Day,

Earl and Barb Lewis



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2010 GTOAA National Convention Summary of Gateway GTO Participation And Awards Received

By Mark Melrose

The convention certainly lived up to its billing – everything was indoors and air conditioned. The GR-RRR'8R Wichita GTO Club did a terrific job in putting on this year's meet. The venue at the Hyatt Regency Hotel with its attached Convention Center was tailor made for the event. While Saturday's Drag Racing and Parking Lot Party were rained out, we stayed cool and dry. The big guy upstairs took care of us on Sunday – while it poured rain most of the day, it stopped about 8:15PM allowing the fireworks display just across the river from the hotel to proceed and then the rain started again only ten minutes after the show ended.

While GTOAA staffers including our own Steve Hedrick, Tom Oxler and John Johnson arrived earlier than the rest of us, the group I was a part of arrived at the hotel about 6:00PM on Thursday. Unfortunately, the Chapter Night event scheduled for 5-7PM ended just as we arrived.

Fortunately, I was greeted by Tom Oxler with the news that the Club had won three Chapter Awards:

Bronze Level Certificate in recognition of commendable membership affiliation in GTOAA.

Chapter Newsletter Certificate in recognition of outstanding efforts in the publication of *The Hood Scoop*.

Chapter Website Certificate in recognition of outstanding internet efforts evident in the club website www.gatewaygto.org.

Thanks go to the club members wherein 65% of our number share membership in GTOAA. Kudos also to Chris Winslow for his work in making *The Hood Scoop* a first class newsletter and to Shauna Wollmershauser for producing our top notch website. These are most notable feats when you consider that they took over these responsibilities less than two years ago and just months before 2009 began – the year the Award recognizes.

Late Thursday and early Friday Terrie Oxler and Sandra Melrose set up Gateway's Chapter Display themed "*Gateway GTO Cele-*





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brates the Year of the Tiger” and included the 27 car panoramic photo of tiger-tailed Goats taken and composed by Chris Winslow at the Behlmann Display. While we did not win the Chapter Display Award, Gateway’s entry was easily the most innovative, original, clever and best presented of any. Many thanks to Terrie, Saundra and Chris for their hard work in putting such a beautiful display together.



On Friday morning, Shauna and I headed a few blocks from the hotel to the Autocross course setup by the SCCA (Sports Car Club of America) in a municipal parking lot. While old and new GTOs were in separate classes, no distinctions were made between stock and “prepared” new GTOs. Accordingly, the best times were achieved by cars

running non-stock tire sizes and modified suspensions. Lucas Hedrick and his friend David were sitting in David’s ’06 GTO watching the event. After some prodding Lucas was seen running the course in David’s car after the competition had ended and did well enough that he should consider running in future events. No Awards for Gateway drivers this time but the best thing about Autocross (in my view) is not whether you post better times than the other drivers but the fact that you can push your car to the very edge of its acceleration and handling capabilities just shy of beginning to lose control – which is the point where you achieve the best time your car can yield on that particular course.

Saturday’s big events were the Concours Car Show and the Drag Racing which was to include the Parking Lot Party at the dragstrip. Unfortunately the Drag Races were rained out but the Parking Lot Party was moved to the Popular Vote show field inside the convention center. I have not yet seen the actual final numbers, but there were about 50 cars in the Concours car show on Saturday and roughly another 150 in Sunday’s Popular Vote show. Gateway had only one member, Darrell May, compete in Concours (he took home a Silver Award) but the club had 15 cars in the Popular Vote area. Three of these cars were “Winner Circle” cars – they had won 1st Place honors at the 2009 meet and were not eligible for awards this year. Nonetheless, Harry Timmerman, Frank Chapman and Chris Winslow put the shine on their 2009 prize-winning Ponchos for everyone’s enjoyment. While we relaxed and enjoyed each others’ company at the Gateway GTO Party Tables we had set up between display cars, Arnie Beswick stopped by to say hello and then spent about 45 minutes jawing with us and relating anecdotes





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from his stellar racing career – meanwhile the judging continued. Of the remaining twelve Gateway cars in Popular Vote eleven took home Awards:

1967 Hardtop/Coupe Stock

3rd Place Terry Schott

2nd Place Steve Hedrick

1969-1971 Judge

Honorable Mention John Johnson

1968-1971 Convertible

2nd Place Frank Chapman

1966 Hardtop/Coupe

2nd Tom Oxler

1967 Mild Modified Hardtop/Coupe

2nd Place Earl Lewis

1968-1969 Hardtop Mild Modified

2nd Place Kerry Friedman

1964-1967 Convertible Mild Modified

1st Place Will Bowers

1968-1971 Convertible Mild Modified

1st Place Marty Howard

2004 Coupe Mild Modified

1st Place Joe Mayweather

2005-2006 Coupe Mild Modified

3rd Place Mark Melrose



VERY WELL DONE – EVERYONE! Naturally, everybody is pleased to win Awards but there were some especially happy faces on Gateway members Darrell May, Joe Mayweather, Marty Howard, Earl Lewis and Tom Oxler – lots of work done on their cars garnered well deserved recognition against the stiffest possible competition.

Sunday night's Awards Banquet in the Hyatt Ballroom was very efficiently conducted as the Awards were declared in about one hours' time. The Concours and Winners' Circle Awards were laser-cut stainless steel plaques while the Popular Vote Awards were a cast resin bust of Wichita Tribe Native American Chief "We-Ta-Ra-Sha-Ro" weighing about seven pounds. Before the Awards were announced we were treated to a meal of Kansas City Strip steak – mouth-watering, tender cuts close to one pound each with all the trimmings including a chocolate mousse cake dessert. We continued to socialize in the hotel lobby – congratulating





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each other and ourselves until the \$1.00 beer ran out around midnight.

Gateway had sixteen cars at the convention driven or trailered to Wichita by fifteen members. Many members brought their spouses and some brought children and friends, although it's tough to call 18-25 year-olds "children". This was the sixth GTOAA National Convention I have attended and they just keep getting better. We have a great club with very high levels of participation in lots of car-related as well as social events. If there had been Awards for which Chapters had the best time at the Wichita Nationals, the Gateway GTO Association would have taken 1st Place.





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Jim Wangers Points Fingers and Names Names

By Chris Winslow



For me, one of the highlight of the GTOAA National Conventions are Jim Wanger's presentations. In recent years, these speeches have become fascinating discussions of the decline of the Pontiac brand at General Motors.

Mr. Wangers' presentation this year was in my opinion the best he has ever done. He discussed the entire history of Pontiac starting with its roots at Oakland and how the brand was nearly dead by the late 1950's. He then stepped through each of the presidents of Pontiac starting with Bunkie Knudsen and discussed how they ran the division, their approach to product development and brand management, and how they marketed Pontiacs. He also discussed in detail how the various nameplates like Grand Prix and Bonneville came into being and how they were managed (and ultimately mismanaged) over the years.

Part of what made this presentation so effective was that Mr. Wangers sprinkled in pictures of the cars the division was producing as he progressed through the decades from the 1960's to Pontiac's demise in 2010. Seeing these photos in progression really brought home how much damage was done to the Pontiac brand with some of the nameplate engineering that occurred in the 1980's and 1990's.

Jim also discussed some of the cars that Pontiac had almost gotten right, but did not

quite get the car right for the market or failed to market the car correctly. One example of such a car was the Fiero. Mr. Wangers showed a photo of a 1988 version of the car. It was, in my opinion, a good looking car. In fact, I think it is still a good looking car even today. I had always considered it to be more of a sports car, but Mr. Wangers made the point that the car would have been ideal for young single female professional who were looking for a small car. He felt that the car missed that market because it lacked power steering. (Of course the fact that the early versions of the car had an annoying habit of catching on fire did not help either).

He also made an interesting point on the symbol for the late model GTO's. He felt that Pontiac should have built on the strength of the old GTO symbol and used it on the new cars instead of developing a similar, but different symbol instead. This is something I had never thought about, but certainly makes sense.

I am always amazed at how much energy and enthusiasm Mr. Wangers still has on the subject of Pontiacs. He is now well into his 80's but there is little doubt that he is still as sharp and up to date on the current state of the car market as he was in the 1960's when he was at the center of the GTO phenomenon. He is often called the Godfather of the GTO, and nearly 50 years later, he is still living up to that title.



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CAR'A'VAN TO WICHITA

By Kerry Friedman

As the days approached for the start of the 2010 National GTOAA Convention in Wichita, Kansas, the decision had to be made; when to go, and who to go with. The convention was to start on Wednesday, July 1. A new Chapter Night was going to be held that evening and our normal cruise leader, Tom Oxler, also the GTOAA membership, recruitment, and PR dictator, had to be in Wichita for the 5:00 PM start of the event. Tom and Terrie were going to leave early, maybe 6:00 or 6:30 AM, to be there on time. Since it was our vacation, we didn't want to have to get up that early. Mark Melrose was going to lead another group that would leave from the I-44 Park at 9:30. We decided to meet up with this group and since we live South and West, of the rest, we would meet in Union at Hwy 47 and 50, at the QuikTrip, a good spot to fuel up, and get the first rest break.

The trio in my car consisted of my son, Andy, his girl friend Marissa, and me. Andy and I would share the job of driving, about 50-50. When the group pulled up at QuikTrip, I was 'bummed out' for a minute or two. Usually a cruise to a convention is a head turner and thumbs up experience throughout the journey, because of all the classic GTO's. Here we were in the '69 GTO, and the rest of the group consisted of Chris Winslow's '04, Shauna's '05, Mark's and Sandra in their '06, and Paula Winslow in the Caddy CTS. Having followed Tom and Mark to New York in 2008, I already knew what the back end of a new GTO looked like. But, I got over it, and off we went.

The route was to take Hwy 50 to Hwy 42 to Hwy 28 into the Lake of the Ozarks, and then Hwy 54 to Wichita. This would add 30 minutes or so to the trip but would provide more scenery than the usual interstate sites and billboards. Most of the roads were two lane highways, with speed





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limits varying from 55 to 65 mph, where you have to slow down in the small towns to 35 or sometimes 25 and even a stop sign or two.

We reached the Ozarks at about noon, and stopped at a Bob Evans for lunch. We had a pleasant lunch with good service and headed out under Mark's guidance for Kansas. The roads were fairly straight and not too hilly, but getting behind an occasional 18 wheeler, was usually on no passing zones. Sometimes it would take what seemed to be a real long time before we all were able to pass the truck and motor on.

As we were approaching the town of Nevada, MO, my gas gauge was approaching the 1/8 mark, and I was starting to get a little nervous about running out of gas. We had just replaced the fuel sending unit, and were not sure about how it was calibrated. We slowed down looking



for a station like Shell or BP that would have 93 octane. No luck. We were back on the two lane anxious to reach the next town. Fort Scott, Kansas. Desperate for fuel we stopped at the first station and had to settle for 91.

Back on the road in Kansas, I was enjoying the cattle grazing and other scenery. A large farm tractor taking up the right lane and shoulder was not a surprise, but his'n'ers motorized scooters coming the other way, insured us that we were in Kansas. We stopped again in Emporia for Shauna to get gas, and we topped off with 93 octane at a QuikTrip.





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The journey ended safely as we hopped on the I-35 toll road for the last leg. No break downs or any difficulties. We rolled up to the Hyatt and met up with the rest of the Gateway GTO members for a great convention.



For the trip home, it was raining in Wichita and the majority of the club was going to take the Interstate to KC and then I-70 back to St. Louis. Since that would add more than an hour to our journey, we solo'd it and took the back roads to Lebanon, I-44 to Sullivan, and the back way to Dittmer, and were home safe and sound by 3 o'clock.



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The Caravan Back By Will Bowers

Traditionally a caravan is considered to be a group of travelers banning together to ensure safe passage. When you are driving a 40+-year-old car or towing with a 16-year-old vehicle anything can happen!

The caravan going to Wichita was just Marty and I. It was actually a very loose caravan. I told Marty that we would be hitting St. Charles about 6:30 AM. It was decided that meeting somewhere and staying bumper to bumper, making all the same stops was unnecessary. Actually I didn't think there was any way possible that Marty would be ready to go that early. To my surprise when we checked in by cell phone Marty was on the road. We continued to check in along the way. I started out about 10 miles ahead but somehow the directionally challenged Marty ended up beating us to the hotel and had actually unloaded his car before we arrived!!

Apparently my navigator, who will remain unnamed, to ensure marital tranquility, became a little disoriented when trying simultaneously to use all of the tools at our disposal (MapQuest, GPS, email from GTOAA regarding construction and talking to Marty on the cell phone). All turned out well as we arrived safely without any problems. We took our trailers and tow vehicles to the overflow parking lot and left them there for the duration, using the hotel shuttles for transportation.

If you haven't heard, it rained off and on during the entire convention, but fortunately the event was inside. Since we were leaving on Monday, we decided to check on our tow vehicles and trailer the day before. We wanted to move to a location closer to the hotel for easier loading and departure.

Marty's Suburban fired right up. Mine on the other hand would not start even with a hardy helping of starting fluid ...how embarrassing!! After thinking about the situation, I was certain the ignition had taken in some moisture due to all the rain. I recalled having a can of WD-40 in the trailer and after spraying the distributor with a liberal dose, my '94 Suburban fired right up!! WD-40 - what a great product...it ranks right up there with duct tape so far as it's many diverse uses!!

Sunday evening Tom, Marty and I decided to do the Caravan thing on the way back departing at 6:30 AM. Once again, to our surprise, Marty was promptly ready for departure at the appointed time. Although leaving together, we again caravanned loosely staying in touch by phone. After gassing up and stopping for breakfast at the end of the Kansas toll road, we headed North toward KC.

As we approached KC I received a call from Tom asking if I had any heater hose. Thinking this was probably not just casual conversation; I asked if there was a problem. He had stopped for gas and when ramping back on to the highway noticed steam coming from under his hood. Upon investigation, he found a split in the short hose that runs from the rear of the head to the heater core. I suggested bypassing the heater core and connecting the hose from the water pump to the inlet at the rear of the head. Unfortunately, the hose was not long enough.

I didn't have any hose, but said we would get off at the next exit and see what we could find open on a holiday weekend. My trusty navigator typed "auto parts" into the GPS and, as luck



would have it, there was an Advance Auto parts store just .6 mile ahead. What did we do before this type of technology?? We picked up a length of hose and some clamps, and headed back to the highway. My trusty navigator and I did not realize that we were actually ahead of Tom until we got back on the highway and started checking the mile markers. We then got off the highway to turn around. The exit was a steep downhill grade. When we made the stop, my breaks felt “spongy”. Tom then called asking that we also pick up some coolant at the Quick Trip where he was located. The brakes continued to be weak so we added brake fluid to our shopping list.

We pulled up behind Tom (stopping safely) and immediately asked Terrie for her AAA card. Once Tom had the hose and coolant in hand, the repairs did not take long. While he was working on his car, I checked the fluid in my master cylinder, refilled it, and checked the front brake hoses for leaks, but none were apparent. I asked Tom if he had seen the other member of our caravan, He said Marty had flown by and then called saying something like, “you don’t need me to stop do you?” Marty was in the home stretch and wanted to see the lovely Barbra ASAP. The gallon of

premixed coolant fell short of refilling the radiator. Fortunately all of the ice had melted in my cooler – problem solved.

Once back on the road Tom completed the trip without further problems. My brakes continued to be weak; however, the



electric brakes on the trailer allowed us to make it home. The only other repair required was to the passenger side armrest that had been damaged by the navigator's fingernails. The next day the brake shop found a rust hole in one of the metal lines. It was repaired with new section of tubing. After getting the Suburban back, the brakes went out again. A trip to a different line. Maybe it is time to consider replac-



Meanwhile, back in Wichita, a member of the other caravan was also having brake problems. Darrell May experienced a problem after making a sharp turn. At first he thought one of the wheels was locked up and then realized all four were locked. He thought the problem might somehow have been related to all the rain but then discovered the emergency brake pin had been pulled on the trailer engaging the brakes as a result of the sharp turn. The moral to this story is to always be certain there is plenty of slack in the emergency brake cable between the trailer and tow vehicle.

Fortunately all made it home safely with only minor delays.



Gateway GTO Activities



The GTOAA Concours Car Show By Darrell May

There were about 45 cars to be judged, this was my first time at concours judging. Since I was in concours modified I had to supply the judges with a list of modification I did to the car; which I was not prepared to do and of course I forgot some things I did over the years. A team of 5 judges descended upon my car, one for engine, one for trunk, one for interior, one for exterior, one for underside. They looked at things I didn't think of such as cleaning the ribs on the seat, and like the weld on the exhaust pipe that showed signs of rust. The interior judge asked about the gages under the dash and what each one was, I told him what each one was for and that they were housed in individual tear drop housing and where and when I brought them, he was so impressed that he asked several others to come look at them. There was a 65 GTO that was not restored and my 65 GTO with original interior that the judges used our interiors to compare when they had questions. All the cars look great. I guess the biggest problem I had was getting up at 7:30 A.M. to be there for the judging and my car not being judged till around 1 P.M., but it was all worth it, especially when I heard my name called to accept a Silver Award.





Special GTOAA Nats Edition



Gateway GTO Celebrates the Year Of The Tiger

By Sandra Melrose

What do you get when you cross the Chinese New Year and a GTO? Why Gateway GTO's celebration of the Year Of The Tiger of course! As illustrated in this year's Gateway GTO Chapter Display entry at the GTOAA Nationals in Wichita, KS. Our exhibit combined art, history, muscle and a bit of whimsy.

Inspired by the question "How did the GTO become associated with a tiger?" we did some investigating. Our research found a December 1963 article in Hot Rod Magazine suggesting that the GTO was a car for a man who wouldn't mind riding a tiger if it had wheels. It seems in the 1960s tigers were hot! Kellogg's had "Tony the Tiger" and there were Uniroyal's "Tiger Paw" tires. Pontiac jumped on the bandwagon and their successful campaign even had television ads featuring a live tiger inside the GTO and under the hood!

According to the Chinese zodiac 2010 is the "Year Of The Tiger", so it seemed appropriate to reunite the Great One once again with this majestic animal.

Just like the big cats, the St. Louis chapter members like to Roam, Romp and Race. Most weekends find us Roaming the roads of Route 66 with cruises to Gasoline Alley and visiting the World's Largest Rocking Chair, exploring covered bridges or lapping at the water on a ferry boat ride.

Personally, I think that Gateway has perfected the Romp. We have enjoyed a car-themed Halloween Party, a real Senior Prom (for the oldsters), hosted the 2005 National Convention and have yearly picnics, trips to the wineries and Christmas Parties. All of these events were captured in photos artfully placed on our story board.





Special GTOAA Nats Edition



Our three years of drag Racing in Benton, IL has been a hit (not literally). Members bring out their muscle machines to push the limits of their cars and to compete with their buddies. At the end of the day, the sheer thrill leaves them invigorated and smiling. Snapshots showing smoke and determination are plentiful – you can almost smell the burning rubber!

Probably the best photo of all was the six-foot-long panoramic photo taken by Chris Winslow. It has 27 GTOs all lined up showing their tails – tiger tails that is!

Our brilliant scrapbook artist, Terrie Oxler, adorned our storyboard. She also created Gateway's answer to the Chinese zodiac placemat. A handsome photo display showed members' cars for each year manufactured and the stars' insight to the personality of its owner. Judge for yourself how accurate it is. The photo and year-by-year explanation are at the end of this article.

Attractive orange and black stripes carried the theme. This entry was enriched by club apparel, mini tiger lights, fortune cookies and a mylar tiger-head balloon beckoning to all to look at the tiger display that personifies the Grrr-reat enthusiasm and fun enjoyed by Gateway GTO.





Special GTOAA Nats Edition



2010 GATEWAY GTO CELEBRATES THE YEAR OF THE TIGER



Chinese Zodiac

1964 - Dragon

You are eccentric and your life is complex.

1965- Snake

Wise and intense with tendency of being high tempered

1966 - Horse

Popular and ostentatious and impatient.

1967 - Sheep

Elegant and creative, timid and prefers anonymity.

1968 - Monkey

An intelligent and enthusiastic achiever.

1969 - Rooster

A pioneer in spirit, devoted to work.

1970 - Dog

Loyal, honest, works well with others

1971 - Boar

Noble and chivalrous.

1972 - Tiger

Aggressive, courageous, candid and sensitive.

2004 - Monkey

An intelligent and enthusiastic achiever

2005 - Rooster

A pioneer in spirit, devoted to work.

2006 - Dog

Loyal, honest, works well with others





Special GTOAA Nats Edition



GATEWAY TAKES OVER

By Terrie Oxler

What happens when members of the Gateway GTO Club get together? Whether it be a club meeting, a car cruise, a car show and even a convention, **IT'S A PARTY!**

Recently, the 2010 GTOAA Convention in Wichita, Kansas was no exception. Approximately 35 members attended the convention and after settling into the hotel and parking the cars, it became evident that an unused car space next to the Oxlers '66 GTO and behind the Bower's '64 GTO would be the designated spot for the club members to gather between tech sessions, other convention events and especially during the car show.



First, the standard club chairs made their appearance, coolers and a small table showed up. Deciding a larger table was needed, it did not take long before an 8 foot table was in place complete with a red, white and blue tablecloth. Red, white and blue plates and napkins were set out proceeded by licorice, pretzels, numerous chips and dips, desserts and of course something to quench our thirst – soda, beer, wine, and even champagne. And probably given more time, Barb Lewis would have cooked us a meal right there! (an inside joke)

What a site to behold! A car club whose members really enjoy each others company. Of course, we drew attention and many comments of “your club knows how to party”, “do you mind if we join you”, to “wow, you are celebrating the 4th in style.” Here in this designated car space (thanks to whoever did not bring their car) club members held court and friendships grew, enjoying a car hobby, on the floor of a convention center. No other club was noted to have this kind of set-up.

Could be that is why we are known as **Gateway Takes Over !**



Special GTOAA Nats Edition



GTOAA Nationals Autocross Event

By Shauna Wollmershauser

The day started with a dose of caffeine for both Mark Melrose and myself. Once we took a detour to the venue courtesy of the GPS unit in my car we were ready for some fun. The local SCCA (Sports Car Club of America) had a course laid out for us that looked pretty fun, but not too challenging.

Seven cars started the event, but Cap Proffitt wasn't going to stand by and let everyone else have fun so he went and got his 64 GTO so he could play with us.

Boy did we play. Each car made 7 runs initially.





Special GTOAA Nats Edition



Some of us played so hard that the cars needed a snack or two.



After snack time was over we played some more.





Special GTOAA Nats Edition



We even had someone that was just watching put on a helmet and make a few runs.

The owner of this Porsche decided that he was going to show us Pontiac owners how to drive. I must say watching the Porsche accelerate was pretty impressive. No wheel up, just hit the throttle and go. Well that's about all he had on us. From the first turn he was off course and if he had stuck



around he would have won the award for the most cones hit for the day.

I'm pretty sure someone put something in the bottled water that we were drinking because everyone had a Cheshire cat like grin while we were together. The one thing that I took away from this event was a new appreciation of my driving abilities and what my car can do in a turn or two. Cap Proffitt proved that even "old" GTO's can and do handle pretty well when you modify the suspension. If you are ever afforded the opportunity to participate in an autocross event or a road course event accept the challenge. It's completely worth it, and unlike drag racing, you don't really have to worry about breaking anything. Just be aware that those orange cones will leave a bit of a beauty mark if you hit them hard enough. Thankfully that beauty mark will buff right out.



2010 GATEWAY GTO CALENDAR OF EVENTS

- Aug 4 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 14 JJ's Cruises 1215 S. Duschene in St. Charles. Second Saturday of the month April-October
- 14 Route 66 Classic Car Cruise sponsored by the Crestwood Chamber of Commerce. 9am to 9pm along route 66 (Watson Road) in Crestwood. See club website for more details. (CLUB SPONSORED) [Click Here](#) for more details
- 15 Pontiac/GMC Rendezvous at Museum of Transport, Details to follow. (CLUB SPONSORED)
- 21 KSHE Rock'N Roll Car Show at Gateway International Raceway from 11:00am to 4:00pm. [Click Here](#) for more details
- Sept 1 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 11 JJ's Cruises 1215 S. Duschene in St. Charles. Second Saturday of the month April-October
- 12 Wheels In Motion Kids for Cancer at Westport Plaza. (CLUB SPONSORED)
- 19 Gateway GTO Club Picnic at Vago Park in Maryland Heights, Mo. (CLUB SPONSORED)

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

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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 send them to the newsletter editor.

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

Advertising rates are:

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Gateway GTO Club Information

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 J. J.’s Restaurant, 1215 S. Duchesne Rd, St. Charles, Mo. 63301.

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.

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