

THE HOOD SCOOP

DECEMBER 2010

GTO of the Month

Mike and Becky McNeil's 2006GTO

By Mike McNeil



Becky and I purchased the 2006 GTO in July of that year. Laura Pontiac Buick GMC, of Collinsville Illinois, had several GTO's on their lot. The GTO's colors on the lot were silver, black and red along with the Brazen Orange Metallic that you see here. The only other variations in the cars were auto or 6 speed manual transmissions and 17 inch or 18 inch wheel and tire combinations. All of the modern GTO's were equipped the same except for the tire/wheels and transmissions. I was set on a 6-speed and 18 inch wheel package. I started many trips to the lot to see and study the cars.. That orange color sure reminded me of the wild colors that some muscle cars had in the late 60's and early 70's. Becky reminded me that we have had enough black cars. I took this to be an endorsement for the Brazen Orange GTO. I finally went on a test drive and was impressed how strong it ran. I had not experienced that much power since my 69 Camaro. I got Becky to drive and told her to floor it in 2nd gear and she was on board after that.

I had read many things about these cars and remember a video of the introduction of the 04 models with Jim Wangers. The cars were originally 350HP LS1 equipped.



Gateway GTO Association



INSIDE THIS ISSUE:	
GTO of the Month	1
The Presidents Scoop	6
Tech Article	9
Gateway GTO Activities	12
Calendar	16
GTO Marketplace	17
GGTOA Info Page	21





The combination of color, transmission and wheel/tire combo makes our car 1 of 484.

As an owner of the modern GTO, It is interesting to see how the new generation GTO owners care for and modify their cars. Since the cars came out, they are now trading to the 2nd owners. This is when 04-06 GTO's will start to end up in younger hands and many will meet with abuse

The 05 and 06 cars were LS2 400HP motors. This was actually Z06 Corvette drive trains! Along with independent posi-track rear ends and super brakes and suspension systems, and great interiors, the GTO was a true modern muscle car. In 2006, these cars were, in a dollar per horse power comparison, the best value in the market. Then the word was out that 2006 was to be the last of these cars. Now I'm thinking these cars would be collectable in time. Remember how we have all said if we knew then what we know now we would have stashed away Ram Air cars, Judges, ZL1 Camaros, and Hemi Cudas? Well this might be that opportunity again.



and wear and tear. The high mileage cars I've seen seem to be holding up well.

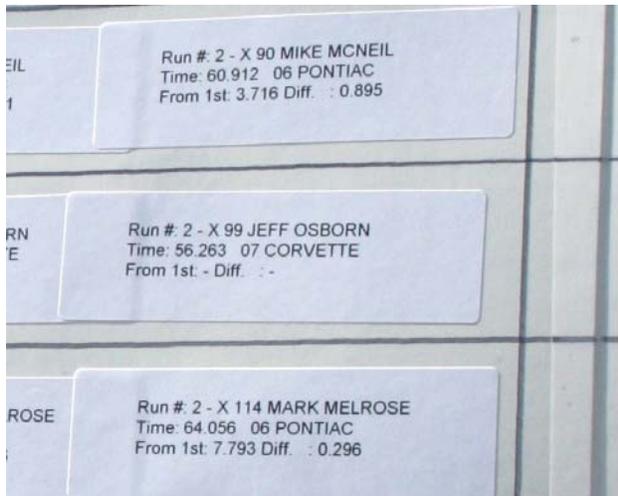
Many, if not most of these cars, have been modified. The cars can gain tremendous horse power increases to already impressive motors with forced induction.

It is fun to watch what these cars obtain with mods. I have not done any mods to ours for two reasons:

- 1) I find the survivor cars at shows interest me greatly.
- 2) No Cash.



The most fun I've had with the GTO is when I entered in Autocrossing events. Our club has been invited the last three years as guests to the Route 66 Corvette Club's autocross at the Wentzville GM plant. I have had more fun participating in this form of motor sport than drag racing. It gives you the chance to go nuts without a ticket, use your horsepower, power slide or drift, shift up and down, and use all of the suspension system against the clock. We found out that our cars are respectable against Corvettes. Most of the Corvettes that ran those days are modified for the track. Stock Corvette and stock GTO's are close.



I have been a Gear Head for the major part of my life. It started as a child with toy cars, such as E Type Jag, 64 Mustang with working head and tail lights, Indy cars of the day.

I also had Tonka Trucks and Fire Engines. As I grew older and more sophisticated, HO scale slot cars and model building was



cool to do when you were still many years from a driver's license. I grew up in Macomb Illinois. Western Illinois University is in Macomb, We lived a couple of blocks from the campus and the student's park along our street while in class or at the dorms, I had every kind of muscle cars to see and study along that street.

One day I came in the house excited about a new Pontiac model called "Gran Prix" I had seen on the street for the first time. I told Mom the name of the car, as I thought it was pronounced, to which she corrected me on the "Prix" part. I was amazed Mom knew so much about cars....

In 1966, our sister Sandy became the proud owner of a 66 GTO. Our cousin had first owned the GTO as his Mother had promised to buy it provided he not get back together with that girl his Mother despised. You can figure

out how that worked out. The day Sandy drove into the driveway with the GTO was big for my brother Dave and I. It was Burgundy. Dave and I were all over that car checking it all out. First thing we inspected was the hood scoop. We soon discovered it was non functional. As we continued our inspection, it became apparent this was not the fire breathing GTO we have read about in Hot Rod. It was absolutely gorgeous but a low performance version. Maybe that's why our cousin got back with that girl.

I have been involved in the maintenance and construction of golf courses and sports fields for my entire working career. I currently work for Schaefer-Meyer Seed and Sod of St. Charles Mo. I'm involved in the Laserturf Leveling division of the company that utilizes laser controlled grading equipment. I started as a golf course superintendent with a degree in Turf Management from Penn State University. I managed 3 golf facilities over a 16 year period. I then became involved in golf and sports field construction and have been building since 1994.

Turf is how I bought my first car. I mowed lawns since I was 11. First car was a 69 Chevelle SS 396 350HP. I had it for only a short while and traded for a 69 Camaro.



The Camaro started life as a small block 350. I was the 2nd owner and the previous owner had installed a Holley carburetor and aluminum intake, along with Cragar SS wheels.

I had the Camaro thru high school and 2 years of college. During that period I had added headers, replaced the Transmission with a M21 with straight cut gears, Added a Hurst Competition Plus Shifter, changed from a 780 CFM to a 600 CFM Holley carburetor, added air shocks to handle the larger Cragar SS rear wheels and tires, installed Sun Tach and oil pressure and water temp gauges.

I had the opportunity to drag race the Camaro in Beardstown Illinois when I was 16. I was petrified I would break the car but that never happened. A couple of guys from Macomb High were there to run also. A friend of ours had a 67 GTO. It was a Black 4 -speed 400 with Cragars and a white interior. That car was very sharp and probably one of my favorite color combinations.

The Camaro was traded away when I was in college at Penn State. The car was not reliable for my time out east. Several years after school, I found

the Camaro in pieces and bought it back to restore. After a 2 year restoration it was reborn with a 396 ci 375 hp motor and new steel and paint. The pictures were after the renovation.

Over the years I have owned four Pontiacs. First one was a 1977 Trans Am with the 400 Pontiac motor. It was strong and handled very well. I traded a couple years later for a 1979 Trans Am. It had a low performance 301 motor. That car was a beautiful brown with T-Tops. I had put a gold mini-lite style wheels on it that went well with the color of the car.



The car was a great cruiser but not impressive in the horse power department. This was a sad period for us Gear Heads.

The next Pontiac I had was a 1986 Fiero GT. This was in my opinion was a great car. V6, 4-speed, mid engine, 2 seat, sports car. From an engineering point this car broke ground for Pontiac. The composite body parts that didn't rust or dent was new to the auto world. This car had a sun roof that opened



and also could be removed and stored under the front hood. There was a small plastic spoiler that attached to the front of the roof that smoothed the air over the opening and stopped the air buffeting in the cabin. This worked very well.

I had over 175,000 miles on the GT when I sold it. Auto critics of the period were not kind to these cars but my experience was fantastic.

We joined Gateway GTO in 2006 when our car was new. I was happy that the members with the vintage GTO's were welcoming to the "new wave" owners. A lot of things have changed in this period for us Gear Heads. Pontiac was scuttled by GM. GM was almost scuttled. Mustang was joined by the retro Challenger. The Camaro returned, and Cadillac has a 556 hp Coupe with a 6 speed. The horsepower wars seem to be continuing into 20011.

Maybe this is a great time to be a Gear Head.....

The Presidents Scoop

By Mark Melrose

Offseason Begins in Earnest

Now that the yard is free of leaves (almost) Ole Man Winter has arrived with a vengeance. A few mornings ago I was greeted by 6 degrees Fahrenheit and just yesterday I did my imitation of the Bolshoi Ballet as I pirouetted off my frozen driveway, through the bushes and ended up posterior down in the neighbor's flower bed. Probably not a good time to drive the old car either – what without studded snowtires and all.

So now 'tis the season, the classic car Offseason, to pick up on those non-driving GTO activities I have postponed. It's more a list of stuff to repair, replace, restore and tune but "activities" sounds better. Let's see,

There's a miss somewhere, probably time for new plugs and wires
The turn signal lever hangs like a wet noodle, the switch in the column is almost toast
The carburetor wants to idle the car at 2,000 rpm
One of the timing cover bolt bosses for the fuel pump is stripped, oil is leaking
The hideaways don't work properly (when do they ever?)
New wiring and a dash restoration will finally complete the interior
A complete media blast, body work and paint will finish the exterior
A full frame-off would take care of everything

Wait – did I digress, regress, transgress or just wishfully guess at what my "talents" and/or wallet can accomplish in the Offseason? I'd say starting at the top of the list, somewhere between the stripped boss and the dash restoration is where the resources will succumb to exhaustion. My "talents" are likely to run out much sooner, but I digress again. The challenge is to not run out of resources until the car can at least be driven – because guess what's just around the corner? The Onseason.



The 12 Days of GTO Christmas

On the **FIRST** day of Christmas my true love gave to me
A bright, new, shiny GTO

On the **SECOND** day of Christmas my true love gave to me
Two big exhaust pipes

On the **THIRD** day of Christmas my true love gave to me
Three two-barrel carbs

On the **FOURTH** day of Christmas my true love gave to me
Four on the floor

On the **FIFTH** day of Christmas my true love gave to me
Five Wide Oval tires

On the **SIXTH** day of Christmas my true love gave to me
A 6 liter LS2 engine

On the **SEVENTH** day of Christmas my true love gave to me
Seven quarts of oil

On the **EIGHTH** day of Christmas my true love gave to me
Eight bored & stroked cylinders

On the **NINTH** day of Christmas my true love gave to me
Nine years of restoration

On the **TENTH** day of Christmas my true love gave to me
10 highway miles to the gallon

On the **ELEVENTH** day of Christmas my true love gave to me
Eleven classic model years

On the **TWELFTH** day of Christmas my true love gave to me
A twelve second quarter mile



A Look Back.....



The following 2 photos are of either current or former Gateway GTO members as photographed in the 1980 (probably using film, how quaint.....)

Can you identify them? Answers are on page 15.



Mystery Photo #1



Mystery Photo #2



Tech Article of the Month



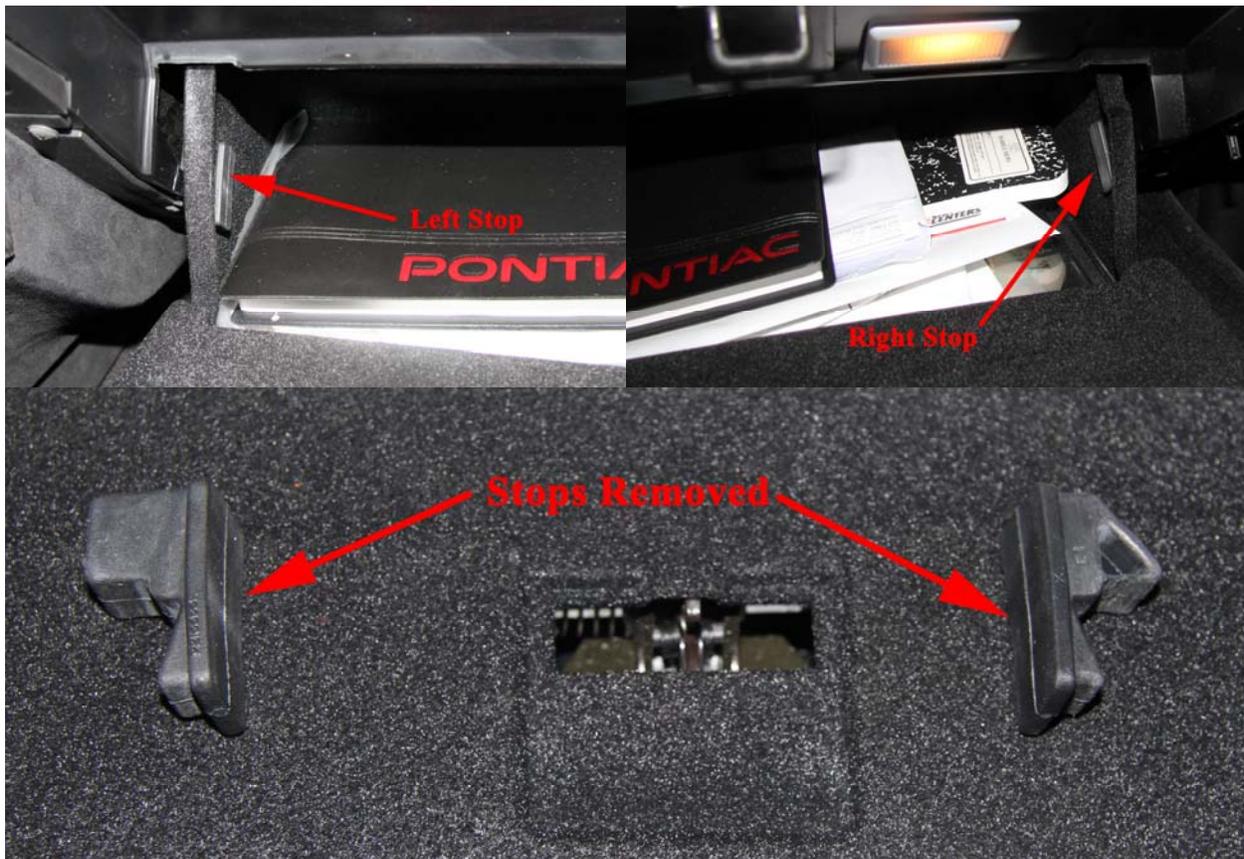
Late Model GTO Body Control Module Harness Issue

By Chris Winslow

Many of you with the new generation GTO's may have heard about strange electrical issues and gremlins with these cars. It turns out that in many instances, these issues are caused by the harness that routes to the body control module chaffing through and shorting to the dash structure behind the glove compartment.

Fortunately, if you catch this problem before the harness shorts, it is a fairly easy fix.

The first step is to gain access to the area behind the glove box to see if your car has a potential problem. This is very straightforward if you know how to do it. The first step is to open the glove box past the rubber stops. There is one rubber stop on each side of the glove box. I like



to just work the rubber stops out of the door. To do this, grasp them from the inside of the glove box and pull them towards the inside of the globe box and down. They will slide out pretty easily.

With the stops removed, the next step is to remove the glove box. Unlike most cars I have

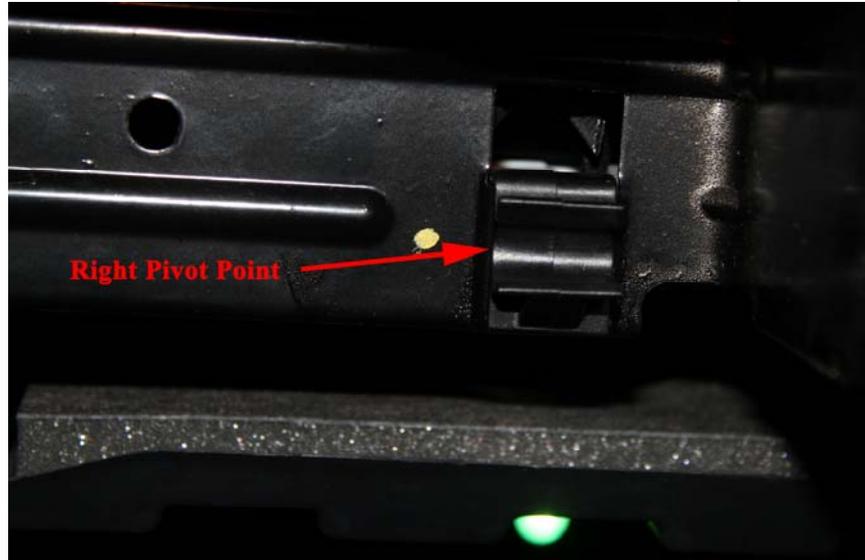




Tech Article of the Month

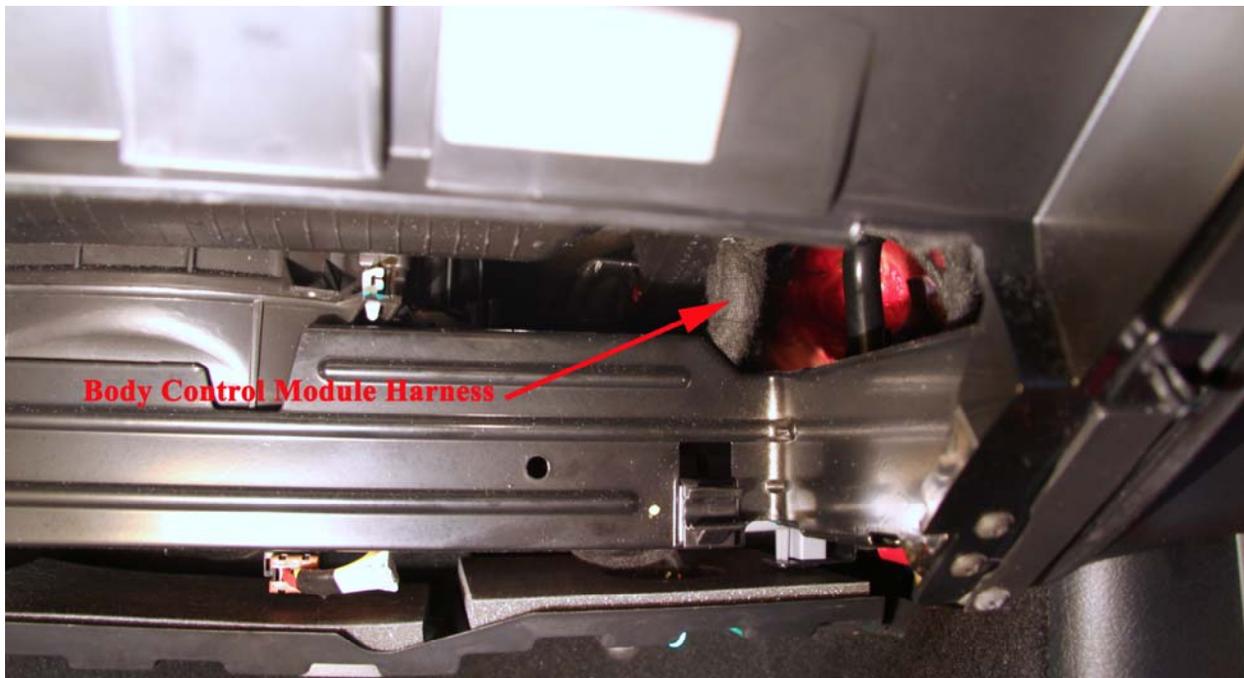


worked on over the years, the glove box on this car just snaps into place. Essentially the pivot point on the right side is just a plastic clip that snaps onto a rod on the rear of the glove box. To remove the box, simply grasp the glove box door with the door about 1/3 of the way open and then pull to the rear of the car on the right hand side. This will cause the right pivot point to snap out of the clip. It does not take much force to pull this loose, so don't overdo it. Once the right pivot point is free, simply slide the glove box to the right to free it from the left pivot point. At this point the glove box will be totally free and can be set aside.



The next step is to get a good flashlight and look in the upper right hand corner of the dash area exposed by removing the glove box. There you will see a large harness, approximately 1 1/2 inches in diameter, running vertically. That is that harness that needs to be protected.

As can be seen from the photos of my car, the harness was riding hard against the structure behind the glove box. This structure has a very sharp edge facing towards the front of the car. In the case of my car, which was manufactured in August of 2004 and has just under 18,000 miles, the damage was not bad. The wear had not made it past the harness covering yet.





Tech Article of the Month



There is no really good way to re-route this harness to get it way from the structure, so the only way to address the issue is to add some protection to the harness. There are two good ways to do this. The first and most elegant solution would be to add caterpillar grommet to the structure. This is a U shaped grommet strip that would snap onto the structure and cover up the sharp edge. Unfortunately, this kind of grommet is a bit hard to come by in reasonable quantities, and as such is probably not a good option unless you happen to have some sitting around.

In my case, without any caterpillar grommet on hand, I went with the more common shade tree mechanic method. This method uses a short section of hose that is split lengthwise so that it can be placed over the harness. Once the hose is worked into place, which actually takes some doing as this harness is stiff and was riding the structure hard; a few tie straps are used to hold it in place.



With the harness now protected, all that is left is to replace the glove box. Installation is pretty much reverse of removal. Just slide the glove box left pivot point into position and then press the right hand side of the glove box forward to snap the right pivot point back into position. After that work the two stops back into place and the job is done.

There is some disagreement in the late model GTO community as to whether this problem exists across model years. As mentioned above, it was still present in my 2004, which was built at the very end of the 2004 model year run. I would think that the engine change for the 2005 model year would not have driven a significant change to BCM wiring behind the dash. As such, if I owned a 2005 or 2006, I would check it just to be sure. The process for checking the harness takes less than 5 minutes, so it will be time well spent if it saves shorting out the BCM.



Gateway GTO Activities



Gateway GTO Winery Run

By Tom Oxler

Upon arriving at Montelle, we parked in the very first parking spaces right in front of

Who would have ever thought that for 2 years in a row now, we would schedule our Annual Wine Cruise for the first weekend in November and the weather would be absolutely perfect. The temperature was in the high 50's when we all arrived at Francis Howell High School at about 10 am. Before we left for the Montelle Winery in Augusta, we had 8 GTOs, one Firebird and a GMC ready to travel down Highway 94.



the entrance to the winery. Everyone visiting today would have to walk past all of the great

GTOs on display. As we did last year, we were able to all sit together in one large area overlooking the Missouri River Valley. Members "tasted" samples of Missouri's finest wines and then brought bottles, sandwiches, cheese and crackers back to the tables for all to





Gateway GTO Activities



enjoy. Some of the fall colors were still on display even this late in the fall season.

As you can see from the pictures, the 30 or so members broke up into small group discussions where all of the world problems were resolved. It always seems so easy to resolve these problems when wine is involved.

It was another great outing with the Gateway GTO Club. If you have never attended one of our Annual Wine Cruises, you may want to watch our Club Calendar for our next one. It is a great way to get to know the other member and I can assure you, you will not be disappointed



Gateway GTO Club Pizza Party

Sunday, January 16, 2011 from 1-5 PM

Serra's Pizzeria 12218 McKelvey Rd.

**McKelvey & Creve Coeur Mill Roads, close to I-270 and I-70 in Maryland Heights
314-739-0881**

Club furnishes the pizza – drinks, salads, etc. are members' responsibility



GATEWAY GTO ASSOCIATION
Membership / Renewal Form
(Please print clearly)

Name: _____ Date: _____

Associate Name: _____

Address: _____

City, State, Zip: _____

Home Phone: () _____ Cell Phone: () _____

E-mail Address: _____

Occupation: _____

Year & Body Style of Car (s) **ALL PONTIACS:**

Auto related interests, hobbies or talents:

GTO Association of America membership number: _____

GTO Association of America membership renewal date: _____

(found on address label of Legend)

PLEASE FILL IN ALL FIELDS
and mail with check to:

Will Bowers, Treasurer
Gateway GTO Association
1 Goshen Woods Lane
Edwardsville, IL 62025

Membership dues are \$20.00 per year,
which includes you and one associate member (spouse, girlfriend, etc.).

ALL NEW MEMBERS AFTER MARCH 1, 2009 MUST BE GTOAA MEMBERS IN ORDER TO JOIN GATEWAY GTO

2011 GATEWAY GTO
CALENDAR OF EVENTS

- Jan 16 Gateway GTO Pizza Party 1PM at Serra's Pizzeria; 12218 McKelvey Rd., Maryland Heights.
CLUB SPONSORED
- Feb 2 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- Mar 2 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- April 6 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 24 Easter Car Show (CLUB SPONSORED)
- May 4 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- June 1 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- July 6 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

Classified Ads

1970-1971 GTO Spoiler
4 Speed Bell Housing
Crane Ram Air 4 Cam and Lifters

Contact Don Bright at dwbgt@hotmail.com

Mystery Photo Answers:

Photo #1 Tony Bezzole and Rich Vie
Photo #2: Jack Brandl and Will Bowers

In business since 1972.

Right off I-270 at McDonnell Blvd.



For the latest & greatest from Buick & GMC, choose Behlmann.

The newest vehicles from GM are the best vehicles we've ever sold. From the world-class luxury of Buick to the professional grade engineering of GMC, we'll put their quality and performance up against anyone. And no other Buick or GMC dealer will treat you as well as Behlmann, from our first friendly hello to a hassle free delivery.



2010 Buick LaCrosse

2010 Buick Enclave

2010 GMC Terrain

2010 GMC Sierra

820 McDonnell Blvd.
Hazelwood, MO 63042

314-895-1600
800-892-8267

Behlmann
BUICK GMC & PRE-OWNED



THE HOOD SCOOP

Classic Performance

RESTORATIONS AND DETAILING

**SPECIALIZING IN AMERICAN MUSCLE CAR
RESTORATION AND REPAIR**

SERVICES:

- PREMIUM CAR CLEANING AND DETAILING
- TOTAL FRAME OFF RESTORATIONS—
BODY, PAINT, INTERIORS, SEAT COVERS,
& HEADLINERS
- ENGINE REBUILDS
- TRANSMISSION REBUILDS
- CARBURETOR REBUILDS
- BRAKES AND SUSPENSIONS
- EXHAUST AND ELECTRICAL
- FREE SAFETY CHECKS BY APPOINTMENT



**ALL WORK IS PERFORMED BY DEDICATED CLASSIC CAR ENTHUSIASTS WHO
TAKE PRIDE IN THEIR WORK AND TREAT EVERY CAR AS THEIR OWN**



PREMIUM DETAIL SPECIAL

**HAND WASH EXTERIOR
HAND WAS AND POLISH EXTERIOR
CLEAN SILLS AND JAMBS
CLEAN, DRESS & SHINE TIRES & WHEELS
CLEAN & SHINE ALL GLASS INSIDE AND OUT
CLEAN INTERIOR AND VACUUM
WORK PERFORMED AT OUR PLACE OR YOURS
\$100**

**PROPRIETORS – JOHN NOVELLI, RICH GOLD-
SCHMIDT & CHRIS SIMMONS**

314-495-0332





classic car studio

1002 Hanley Industrial Ct.
St. Louis, Missouri 63144
www.classiccarstudio.com
314.567.4200



**Make sure your Goat will eat anything
on the road.**

Specializing in Servicing Classic and Muscle Cars

- Engine Tuning
- Suspension Work
- Electrical Troubleshooting
- Gauge Repair & Cleaning
- Vintage A/C Installation / Repair
- High-Performance Upgrades

15% Discount on all services to GTO Club members

* Like to work on your GTO yourself? Ask us about how we can save you money on parts.



CAR



LIFE



W. Earl Lewis, LUTCF, CIC
Insurance Consultant
Lewis Insurance Agency

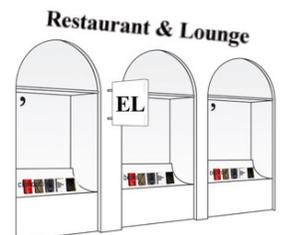
FARMERS

Auto • Home • Life • Business
 1309 Caulks Hill Rd
 St. Charles, MO 63304
 Bus: 636-926-3333 ER#: 636-219-4932
 Fax: 636-441-2482
elewis@farmersagent.com

HOME



BUSINESS



★ Very Safe IRA's and Roth IRA's ★ Also Rollovers
www.farmersagent.com/elewis/

Earl has been serving the insurance industry for 30+ years.
 Service and advice is his #1 priority.
 Call Earl today and you could save up to 65% on your auto and home.

GATEWAY GTO ASSOCIATION OFFICERS

President

Mark Melrose
151 Plant Avenue
Webster Groves Mo 63119
314-968-3106

mjmelrose@aol.com kfriedman@hughes.net

Vice President II.

Darrell May
829 N. Metter
Columbia Il 62236
618-281-5884

dpmay@htc.net

Secretary

Shauna Wollmershauser
1948 A Sidney Street
St. Louis, MO 63104
636-734-0690

littlemisssek@gmail.com

Photo Album Editor

Terry Oxler
450 Muirfield Dr.
St. Charles Mo. 63304
636-928-5548

toxler@prodigy.net

Web

Chris Winslow (Acting)
44 Marcus Drive
St. Peters Mo. 63376
636-939-2770

chriswinslow@charter.net

Charity Chairman

Bob Blattel
4564 Austin Knoll Court
St. Charles Mo 63304
636-441-3141

bob@blattels.com

Vice President Mo

Kerry Friedman
11580 State Road WW
Dittmer, MO 63023
573-678-2353

kfriedman@hughes.net

Treasurer

Will Bowers
#1 Goshen Woods
Edwardsville IL. 62025
618-659-0429

wwbdsb@yahoo.com

GTOAA Chapter Rep.

Steve Hedrick
3676 Morgan Way
Imperial Mo. 63152
636-942-4020

shedrick@aol.com

Club Events Chairman

Marty Howard
7 Newcastle CT
St. Charles Mo. 63301
636-724-8641

nycgto@att.net

Newsletter Editor

Chris Winslow
44 Marcus Drive
St. Peters Mo. 63376
636-939-2770

chriswinslow@charter.net

Photographer

Chris Winslow
44 Marcus Drive
St. Peters MO 63376
636-937-2770

chriswinslow@charter.net

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.

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.

Club Sponsor



820 McDonnell Blvd.

Hazelwood Mo. 63042

www.behlmann.com

314-895-1600

1-800-892-8267



**As a Gateway GTO member please consider joining the
GTO Association of America**

**The Gateway GTO Association
is an official chapter of the
GTO Association of America
www.gtoaa.org**

**Visit us at
www.gatewaygto.org**

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:

\$100 – Full page (Color or Black and White) ad in monthly *Hoodscoop* newsletter for 12 months, your logo on our Website Sponsor page, and a link to your website from our Related Website Link space.

\$50 – ½ page (Color or Black and White) ad in our monthly *Hoodscoop* newsletter for 12 months, your logo on our Website Sponsor page, and a link to your website from our Related Website Link space.

\$25 – Business Card (Color or Black and White) ad in our monthly *Hoodscoop* newsletter for 12 months, your logo on our Website Sponsor page, and a link to your website from our Related Website Link space.

1948 A Sidney Street
St. Louis, MO 63104

