



THE HOOD SCOOP

JUNE 2010

Gateway GTO
Association



GTO of the Month

My GTO Story

By John Kehrein



My interest in cars started when my Dad took me to the Chevy dealership where he worked as an accountant and showed me the service bays and then let me sit in a new 1954 Corvette.

When I turned 16, Dad let me, (helped me), start buying a series of cars over the next several years through the dealership. Those cars included an Olds, a Buick, and a Chevy until we found a 1960 Pontiac Ventura. I had kind of self taught myself how to do some mechanical and body work on the other cars, but the Ventura only needed cosmetics and a 4 barrel rebuild.

My boss at the time bought a new loaded '65 Catalina and of course the challenge got issued. We almost got caught street racing so we decided to try semi local US 30 Drag strip. The Ventura launched hard, felt fast but wasn't. The Catalina became a local legend. It won every Sportsman's class it ran. It was truly a "went to work - to work - in the middle of the week" built car. So I needed a faster car; a

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'65 GTO should do it.

(Interestingly, at a past GTO convention, Arnie Beswick was kind enough to talk to me for awhile. He also lived in the area of US 30 Drag strip and we determined that we had both raced there in the summer of 1965. Amazingly, he asked me if I had any pictures – no camera. He didn't remember seeing me there though; probably just because I was in a different class.)

Just then my Uncle (SAM) decided that I should go to work for him. I had liked shooting guns, but I didn't want to carry one all the time, so I believed the Air Force recruiter about an education (worked out well later), traded two years for four and enlisted. Got trained, got to work on jet fighters and other guys' cars in Texas and South Carolina, when my Dad found a perfect 1963 Bonneville for me. It was white over bronze with all that bright-work and leather inside. I got it all detailed when they decided we needed to see more of the world – yeah, you guessed it – way southeast. My Mom takes the Bonneville and loves it, says it's hers now.

So we're standing on the flightline at Saigon air-base, when the line boss gives us a copy of "Stars & Stripes" so we can ogle the centerfold. And there she is in a full body shot, gorgeous and stacked ----- a 1967 GTO. We bench raced power options and colors for weeks, and I knew some day I'd have one. I didn't know it would take 20 years.

When I got back, I got married, finished my service

at Scott Air Force base on DC9s and went back to Chicago for college and to start a family. I had reclaimed the Bonneville from Mom and refurbished it to new status and went to work on the United Airlines ramp at O'Hare. So I look out the apartment window one morning and a red Ford Galaxy is parked where I'd left the Bonneville. They never found it.

Pontiacs were too expensive as "my three sons" arrived – Dan, Mike, and Dave, along with baseball, football, soccer, scouts, band, etc. ---- all good times. But I kept reading the want ads and managed to flip some cars (the nicest was a '34 Chevy 2 door coupe), but no GTOs.

Finally in 1987 there was an ad for a 1966 convertible. Dad and I met with the owner, a young man needing money for college. It was rough, sagging, but all there and running. On the way home, more of the top fabric tore away. Two weeks later I was laid off from MCI Telecom, and moved to St. Louis to work for a plastics company. They would not pay to move the car, so I said "let's drive". Dan and I duck taped the top up, but a lot of that was quickly gone, along with the rear window that blew out and went under the semi following us. It's driver was pounding the steering wheel and laughing hysterically. He did honk at me later when he passed us, still laughing. But Dan and Mike had a great time in the wind in the backseat – we made it the 300 plus miles.

I stripped the convertible, removed the interior and front clip, and did all the body work. At the same



time, I found a 1967 GTO hardtop in Pontoon Beach Illinois. The owner decided it was too rough and was going to part it out and crush the rest. It was a no money rusty basket case – needed floors, truck floor, sills, lower rear window metal and removal of the rebel flag painted on the trunk lid. But it was all there and it ran. I put air in the tires and almost made it home when it quit. The alternator was-

n't, but a jump got it going. It was in such bad shape that I knew I couldn't do it so I farmed it out at \$100 at a time – it took two years. With the engine and trans rebuilt, it came back as a drivable shell. Then both cars sat; laid off again.

So I bought a quick lube north of Clayton, grew it, and put all three boys through college. But I was working everyday for 16 years. Killed the marriage, but I got to keep the cars and the business.

I put the Goats in rental storage and worked on the '67 the only time I had off, on Sunday afternoons. I met Linda and she enjoyed going with on Sundays. I'd met a car-gal! We got married. Instantly I had two daughters, Mylinda and Rebecca.

We worked on the '67 as time allowed. In total it took exactly 12 years plus 3 days (invoice to invoice) to finish the car. It's gratifying to know that I saved one. At a POCl convention Jim Wangers took a look at our car and said that he enjoyed seeing it and posed for pictures with us.

At the same time, I farmed out the stripped '66 for paint and drivetrain rebuild. This also took two years, while I did all the pieces-parts polishing and painting. It too came back a drivable shell. The

assembly process took Linda and I three years. Total time on this one (invoice to invoice) was 20 years less 2 months.

So we had two of the three "tri-sixes", the stacked highlight years, when a '65 GTO came up on Ebay. I jokingly said it was a coin toss. So Linda got a quarter and it came up yes, (I still have the quarter). We bought it sight unseen from the gentleman who bought it from the bail bondsman who got it from the drag racer/drug dealer who built it and then got busted. It's set up as a drag car. And the seller's wife took one ride and said "not on my street". It's a bored and stroked 455/468, TH400 with reversed shifter, locker 3.55 rear under an Art Morrison drag-pack sub frame. It drives ok, but the club Dyno day proved it had no power. The fuel and ignition systems need work, so now it's sitting.

When we got the '67 GTO finished we met Tom and Steve at a Warrenton car show, and joined the Gateway GTO Club. It's been fun ever since, so thanks for that.

My son Michael is the only one who got the car gene, so I'll help him on his '65 Mustang while I put tool kits together for our (currently) three grandkids, and get them started on the "classics".



The Presidents Scoop

By Mark Melrose

What's On the Calendar This Weekend?

The "Car Season" is upon us and with a vengeance. I got home last night after spending the day at the Hot Rod Power Tour's layover in DuQuoin, IL – a little unusual for me to do car stuff on a Monday. The Archway Oldsmobile Club's indoor show at Tan-Tar-A ran this past Friday through Sunday, Don Bennett's Annual Cruise-In was also this past Sunday (Don owns two 1973 Super Duty Firebirds among other 'birds) and there were at least half a dozen other shows/events in the area this past weekend. While I canceled the Centralia Anchor Fest Car Show club-sponsored event due to the lack of participants, there was certainly plenty of car stuff to do this past weekend.

I just finished looking at St. Louis and Southern Illinois Car Shows as posted on the Hemmings website. There are no less than 15 shows/events scheduled for this coming weekend and the Hemmings list is far from all-inclusive. So how do we decide where to spend our precious weekend car-time? Well, what's important – drag racing, autocross, show trophies, driving or wrenching to get the baby ready for one of these events?

What about this coming weekend? As I mentioned above, the Hemmings site lists 15 events all over the area. One event not listed, but of extreme importance to the Gateway GTO Association, is our annual display at Behlmann. About two weeks ago I had the pleasure of accepting the annual sponsorship check from two of Behlmann's finest, Al Mormino and Anthony Bartoli. Behlmann's unwaivering support of the Gateway GTO Association helps us stay in existence at this painful time when the GTO is out-of-production (again), the Pontiac brand itself is no more and everybody's scrapping to plug holes in their budgets. A mere bump in the road is the way the Behlmann folks look at the state of GM and the industry in general. Bless them for their enthusiasm, generosity and the soft spot they have for GTOs and all things Pontiac.

Please bring your car(s) to Behlmann on June 12th – they truly deserve our support.



Gateway GTO Club MARCH MEETING MINUTES

JUNE 2, 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 7:08 PM. Officers in attendance: Mark Melrose, Kerry Friedman, Steve Hedrick, Will Bowers, Darrell May, and Shauna Wollmershauser

New Members: No new members were present.

Dan Crawford: Gave a presentation regarding the detail products he carries. His business is called Details Exclusive. The latest product he added to his catalog is Menzerna Powerlock. He also has a new metal polish that cleans as well as provides some protection for your chromed exhaust tips et al.

Old Business:

America's Incredible Pizza: Marty informed us that roughly 10 cars and 20 people showed up for the event. Most of the people that attended drove go-carts. Brian O'Sullivan lapped Marty. The Club had private parking. Deter's was the ice cream shop that the Club decided to visit after the pizza place. Overall everyone had a good time.

Cobblestone Nationals: Mark and Shauna went to hand out fliers for the Behlmann Show. By the time they got there it had rained once already and the crowd had started to thin out. While they were there a second rainstorm rolled through. Making the crowd thin out even more. Fast Lane announced that they had a record number of registrants. Rick won his class.

Pontiac Tribute Day: May 31, 2010 was the last day that Pontiac dealers could call themselves Pontiac. Chuck A Burger announced that they were having a cruise that evening. Mark and Tom went to the event. The turn out was rather light.

Muscle Car Reunion and Nostalgia Drags: Shauna had press credentials for the event. Tom Ivo was in attendance. There were at least 100 cars racing over the weekend. If you can make the event next year, please do so. She played a slide show of some of the pictures she took.

New Business:

Behlmann Show: June 12, 2010. If you only make one show this year, please make this the show that you attend. Mark and Tom picked up the sponsorship check from Behlmann earlier this week. This is a club-sponsored event. Please bring your Tiger tails to the show so we can take pictures of the GTOs with tails for our Chapter display at the Nationals.

Wentzville Cruise In: June 4, 2010. This is the event where you're allowed to cruise one of the main streets in Wentzville with open headers. Just make sure you have proof of insurance with you.

Fox and Hound Summer Bash: June 19, 2010. Dave Huegsen got an invite for the club. This is their beginning of summer season kick off. This event is also on the Behlmann rain date. If there is rain we will post more information.

Ray Brunkhorst Memorial Drag Day: June 26, 2010. Tired of your friend's bench racing? Invite them out to this event. All makes and

models are welcome. If you have never drag raced before this is the perfect event to get your feet wet. The cost to race is \$35. We have the track rented from 9AM to 3PM. We will meet at Fedex Kinko's on 6631 North Illinois Street in Fairview Heights, Il 62208-2003 at 7:15AM. We will leave promptly at 7:30 AM. If you are interested in volunteering your time please let Shauna know. She will need people to help man the gate and hand out time slips.

Sinclair Pontiac: July 31, 2010. Please come out and support the local POCI club at this event. They support us by attending several of the events we sponsor. The show starts at 10AM and runs until 3PM. Dave Sinclair Pontiac is located at 5655 South Lindberg.

Wheels in Motion: September 12, 2010. Please start collecting donations for the show if you can. This is our big charity event.

GTOAA National Convention: Tom is going to lead a caravan to Wichita on July 1, 2010. Get registered if you plan on attending. John Johnson needs help with counting votes for the popular vote. Please contact Mark and let him know if you can help. June 15, 2010 is the room block deadline.

POCI National Convention: Is July 6-10, 2010.

Tech Issues:

Kauffman is coming out with a new set of

heads. They are working on a hemi head that will fit Pontiac blocks. They are primarily made for alcohol motors. To find out more detailed information please check out http://www.krepower.com/KRE_billet_aluminum_heads.htm

Tom went to aftermarket upper and lower control arms. This cured his vibration issue.

Ames is selling reproduction dashboard trim pieces for 1968 GTO's. The pieces cost less than \$500.

Good of the Club:

Lucas Hedrick graduated from high school.

Mike Ewens and Kathleen Hutchinson have purchased a home.

Sandra Melrose and Terrie Oxler have come up with an interesting display for the Chapter display at the GTOAA Nationals. If you have any suggestions for fortune cookies please let them know.

Earl Lewis is attending the Chicago/Doobie Brothers concert being held at the Verizon Amphitheater on July 21, 2010. Tickets are \$29. If you are interested in attending let Earl know.

Tom Oxler won \$25 in the 50/50 drawing.

The meeting was adjourned at 8:20PM



Gateway GTO Activities



Gateway GTO Southern Illinois Cruise

By Chris Winslow

One of the traditional spring events for the Gateway GTO club is the Southern Illinois Cruise. It is organized each year by one or more members of the club's Illinois contingent. This year there were two to major stops on the cruise, Country Classics and the New Salem Lincoln Memorial Site.

The morning started with the group gathering at the Country Market Restaurant and Café at the Flying J's in Pontoon beach. Those in attendance were: Mark and Saundra Melrose, Cecil and Annette Morton, Darrell and Tootie May, Mike Ewens and Kathleen Hutchinson, Karen Ewens, Ida Brunkhorst, Kerry and Debbie Friedman, and myself.



From the Flying J's, the group cruised highway 55 to the one of my favorite places to explore, Country Classics in Stauton, Illinois. Those of you that have not made the trip need to find the





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time to get there. For myself, it was the first time I had gone since we stopped there as part of the Route 66 cruise during the GTOAA Nationals in St. Louis in 2005. It had been far too long. Country Classics has just about every kind of classic car imaginable. Most of the better ones are inside a number of warehouses on the site, but there are also a large number of cars in somewhat rougher condition sitting outside on the property.

Some of the cars indoors are in remarkable condition and depending on what you are looking for and what your interest are, there are always a few cars there to tempt you to open your checkbook.



After we explored the entirety of Country Classics inventory, the caravan reassembled and headed to the New Salem historical site. Abraham Lincoln had lived in New Salem as a young man and through a combination of preservation and restoration, the site now looks much like it did when Lincoln lived there.

The arrival at the site was a bit eventful and required the assistance of the local police when Karen Ewens accidentally locked the keys in her 66 GTO. None of the Gateway GTO cruisers had a coat hanger or other tool to get the door open. Fortunately, two local police officers were on the site having lunch and were nice enough to come over and help out. We had expected



that they would pull out a traditions Slim Jim, however, that was not the case. Instead, the officers pulled out what looked like a blood pressure cuff and slid it between the driver's window and the window frame. They then inflated the device to create a small gap between the window and frame. They then slid a small device into





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the gap to grab the door lock knob and pulled it up. All told it took them only 2 or 3 minutes to get the keys and we were back on our way.

The site itself was fascinating and from an engineering standpoint it was amazing some of the machines and devices they built back at that time. The construction details on the houses were also very interesting. It certainly makes one appreciate how much space we have today in even the smallest house as compared to the



size of the houses back at that time. In many cases, the same building was sleeping quarters for the entire family at night and the place of business during the day, in most cases, all in one room.

After a few hours of exploring the site, the group headed back. Some broke off and stopped for a late lunch (or early dinner) and the rest of the Missouri contingent headed back to St. Louis after finding gas station with some 93 octane gas.





Tech Article Of The Month



Half Shaft Replacement on a 2004-2006 GTO

By Shauna Wollmershauser

Shortly after I bought new tires for the GTO I developed a vibration that started in the rear of the car on the passenger side and would resonate throughout the car.

I thought maybe one of the new tires was out of balance so I went back to where I bought the tires from and had them rebalanced and rotated. That was an ordeal in itself.

Nevertheless I dealt with said vibration until one day when I was backing into my parking spot and I heard a loud clunking noise. My first thought was that the carrier bearing bolts had come loose. So I took the car out to a friend's shop that had a lift so I could inspect under the car. Nothing looked out of place so the next step was to push and pull on different things to see if we could find what was causing the noise. Jeremiah reached up and grabbed the right half shaft and there was a ton of play in it. There was my problem. I immediately started check prices of half shafts.

Replacements from GM were going to be around \$800. A rebuild kit from GFORCE1320 was on sale for \$299. Their level 1 half shaft kits were on sale for \$599. Difftechs has a set that is rated for 650 horsepower just like the GFORCE half shafts, but they were \$699. I decided to go with the GFORCE complete half shafts. I didn't really want to do the rebuild because I liked the thought of just swapping the old half shaft out with new ones. Now for those of you that have a workbench and a little bit of patience go with the rebuild kit.

This install was the easiest install that I have encountered.

Step 1. Make sure you have your tools laid out.

Step 2. Jack the car up by the rear diff and put a jack stand under each side of the car.





Tech Article Of The Month



Step 3. Remove the 12 stock bolts that hold the half shaft into place.



Step 4. Look at the two half shafts next to each other and note some subtle differences. Mainly the new one is shiny and the old one had quite a bit of surface rust.





Tech Article Of The Month



Step 6. Put your wheels back on and go enjoy a vibration free ride around town.



2010 GATEWAY GTO CALENDAR OF EVENTS

- June 2 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 4 Archway Olds Club Tan-Tar-A Car Show, contact Gene Bossaler Archway President for details
- 6 Hot Rod Power Tour in downtown Springfield, Il
- 6 Anchorfest Car Show in Centralia, MO, details to follow. CLUB SPONSORED
- 7 Hot Rod Power Tour in DuQuoin, Il at DuQuoin State Fairground
- 12 Behlmann Show, 10AM-3PM, annual club show for one of our major sponsors. Trophies, sodas, hot dogs and brats provided by the club. If you can't make it to any other club event this year please make it to this one. Rain date 6/19/10. CLUB SPONSORED
- 12 JJ's Cruises 1215 S. Duschene in St. Charles. Second Saturday of the month April-October
- 19 Hazelwood Baptist Church Car Show
- 26 Ray Brunkhorst Memorial Drag Day at I-57 Raceway in Benton, IL. Details to follow or contact Shauna Wollmershauser 636-734-0690. CLUB SPONSORED
- July 1 GTOAA National Meet in Whichita, KS CLUB SPONSORED
- 7 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 10 JJ's Cruises 1215 S. Duschene in St. Charles. Second Saturday of the month April-October
- 17 Drag Day Rain Date

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

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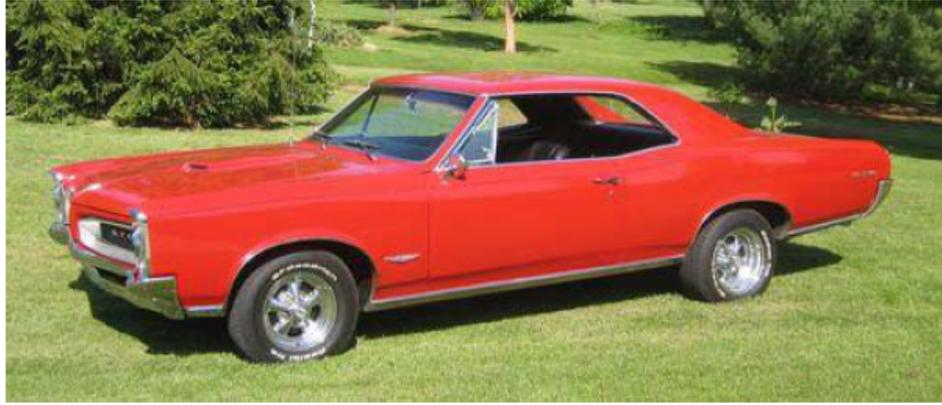
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Ray Brunkhorst Memorial Drag Day

BENTON IL

6112 Hill City Road Benton, IL 62812

I-64 E

I-57 S

Exit #71/Benton/Christopher

Left on Main St (IL-14E)

Right on S Maple St

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Right on S Main (IL-37)

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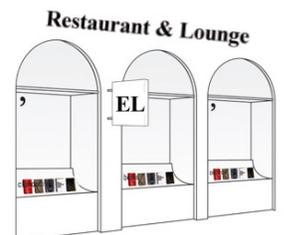
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Gateway GTO Club Information

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.

Club Sponsor



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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.

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