



THE HOOD SCOOP

MARCH 2010

GTO of the Month

By Tom Oxler

Gateway GTO
Association



My interest in GTOs began in a barber shop in Belton, MO when I was 15 years old. I was reading a Sports Illustrated (they would not let me have the adult magazines) and noticed an ad for Pontiacs. It showed the 1966 Catalina 2 + 2, the LeMans Sprint with the OHC six and the GTO. There was a postcard attached to the ad and if returned, Pontiac would send you a large poster. Well I removed the postcard without anyone seeing me and sent it in. In about a month, I had my poster and looked at it every day hoping someday, I would have a GTO.

Terrie and I dated throughout high school and were married in 1971 while I was still in college at Central Missouri State. I commuted to school in the early morning and then went to work at my Dad's hardware store in the evening while Terrie worked as a secretary at Richards-Gebaur Air Force Base and later as a legal secretary for a law firm.

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After several years of trying to have children, we adopted Julie and then 3 years later Dan through Catholic Charities. When Julie arrived, Terrie “retired” to be a stay at home mom and did some accounting for my Dad’s hardware store from home. After graduating college in 1973, I started working for King Radio in the research and development group designing navigation and communication radios for airplanes. In 1977, I began working for Southwestern Bell Telephone as an engineer in Kansas City. In 1984, I was promoted and transferred to St. Louis and we bought a home in St. Charles. I worked for Southwestern Bell, SBC and now AT&T for 28+ years and retired in 2005. Terrie started working for medical transcription companies when we

about them than I did. I would ask him questions or bring in ads from the internet and we would discuss driver versus show car. He eventually convinced me that I wanted a driver so I could “fry the tires” anytime I wanted. In July 2001, I found a 1966 red GTO post coupe on the internet in Pewaukee, Wisconsin. My buddy and I drove up one Friday morning, drove the GTO around Pewaukee for an hour and drove it home. It was like bringing home our children Julie and Dan for the first time. I wanted everyone to see what I had just acquired. All the neighbors came over to look and asked a lot of questions I could not answer.

Soon, I joined GTOAA and the Gate-



moved to St. Louis and continues doing this to this day. She keeps asking when she can retire and I tell her she has to get her 28 years in before we can discuss it.

Once our daughter Julie was married in 2000, I began to look seriously for a GTO. I had a good friend of mine from SBC who owned several GTOs and knew much more

way GTO Club. I picked up a card from someone’s GTO at a car show and I called Marty Howard who invited us to a meeting which I attended at McDonald’s Bar in Hazelwood. Here I met Jim Kiburz, Steve Hedrick, Will Bowers and Chris Simmons who was the current President. After the meeting, several members came out to the parking lot to look my car over. I was really impressed that the

club took such an interest in me and my GTO. Terrie and I began attending club functions including the Christmas Party in 2001 held at Steve and Tammy Hedrick's house. We had a great time.

I have had to do many repairs and restorations to my GTO due in part to the way I drive it. As my buddy said, you need a driver since you are going to fry the tires every time you get in that thing. He was right and 3 engines later, the GTO has a stroked 400 to a 461

appeared in the July, 2007 edition of High Performance Pontiac.

In 2008, I decided the paint was in need of restoration so I took the car to Cecil Morton's CeeJay Autobody in Granite City. Cecil stripped it down to bare metal and we found 40 years of dings, dents and rust that needed repair. I got the car back in early April just in time to get it out into the sun where the new metallic paint really shines. The body is absolutely straight even on those huge rear quarters



with Kaufmann heads, 6.8 inch rods, Tripower, a Tremec TKO600 5 speed and Vintage Air for Terrie making about 450 hp at the rear wheels. I was invited by High Performance Magazine to participate in the Pavement Pounder Shoot out at the 2006 Nationals in Louisville, Kentucky. I was trembling on every pass as we drove the GTO to Louisville and I was not sure how I would get it home if I broke it. My best pass was an 8.13 @ 88.37mph which equates to a 12.75 @ 109.58mph. HPP recalculates the best time for temperature, humidity and altitude and that is 12.17 @ 114.82. The article

that are so difficult to get right. Cecil is an artist when it comes to metal.

This latest engine, the stroked 400 came about after a trip to the Michigan 500 in 2008 with Cecil and Annette Morton. The car had just been painted and Cecil got both of us invited to Vintage Car display with 3M. We were two of about 25 vintage cars located in front of the 3M display which was right in the path that all of the spectators would have to walk to get into the speedway. There was the truck race on Friday, the Nationwide race on

Saturday and the Sprint Cup race on Sunday so approx. 300,000 people walked by the cars on their way to the races. The crowds were unbelievable. There was a street rod, a Jack Roush Drag car and mine that could open the headers. Each of us would take a turn starting up the cars and then opening the headers. The spectators were like moths to a flame. Within about 2 minutes, you could no longer see the car as the people were 15 – 20 deep. On the way back to Cecil's brother's house, the engine made a very loud banging sound and white smoke came immediately out of the exhaust. I was able to stop the engine fairly quick but the damage was done. Cecil's brothers help me pull the head only to find that a screw from the rear two barrel had worked loose and had fallen into the #8 cylinder beating up the piston and aluminum head and cracking the block. That motor was somewhat unique in that it was a 389 bored .065 over and stroked to 4.25 making it a 454. Yes a Pontiac 454. It drove those Chevy guys crazy. Thanks to Cecil and his family, I was able to get the car back, the engine pulled and back into my garage waiting on MBJ Machine and Jim Moran to produce another stump pulling motor, the 461. Hopefully, this will be my last motor for a while. At

least that is what I keep telling Terrie.

Terrie has enjoyed the old GTO almost as much as I have so in August of 2007, I bought a red 2006 for our anniversary. The first thing she did to it was to get the personalized license plate: MRS GTO. It fits her perfectly. She does not let me drive it much anymore since I "cratered" the transmission one evening.

Terrie and I cannot express our sincere gratitude to the friends we have come to know with owning a GTO and being a member of the Gateway GTO Club and GTOAA. From Prom Night, to our Route 66 Cruise to California, to Drag Days, Club Picnics, the Christmas Parties and just plain cruising on a Sunday afternoons with friends, we have enjoyed ourselves immensely. Some of my friends have called me the world's oldest teenager but I never had a car like the GTO when I was younger so I have all of this teen aged mischief still inside just fighting to get out.

Thanks everyone for making our GTO such an enjoyable experience.



The Presidents Scoop **By Mark Melrose**

WHAT IS “REAL”?

Soon after joining Gateway GTO in May of 2003 I was at a car show with some other members when a more than slightly inebriated gentleman engaged me in conversation about GTOs. As the discussion went on he started to talk about “real” GTOs versus the rest. The 2004 GTO had just been announced and, based on some disparaging remarks about the car’s styling I had seen in the trade press, I figured he was preparing to give the new car a tongue-lashing. To my amazement it soon became apparent from his slurred words that in his mind the only “real” GTOs had stacked headlights – the 1965, ’66 and ’67 models. He looked at my beloved ’68 and snorted “That ain’t a real GTO”.

Back in 1972, I bought a 1968 GTO hardtop with 69,000 miles, 4-speed, hideaways, rally gages, Rally IIs, etc. I was far from a muscle car connoisseur but the ’68 Goat was one sexy looking car that just oozed muscle. I have never been a Chevy guy, the Olds 4-4-2 and Buick GS were no more than wanna-be musclecars, Mopars were junk, Ford’s “hot cars” had trouble outrunning VWs and I didn’t even pay much attention to GTOs built after 1970 because the emissions regulations were beginning to emasculate everything on the road – especially the musclecars. While the basic body style changed little from ’68 through ’72 what was under the hood peaked in ’70 and then began to fall-off dramatically. Personally, I was not impressed with any of the post-1970 musclecar offerings.

So what am I doing here, trying to make a case for the 1968 GTO as the “only real GTO”? Hardly. Beauty, as the saying goes, is in the eye of the beholder. We all have our preferences and good reasons for the preferences just as we all have our reasons for being in the hobby and participating in the club. It pains me to note that the derision over the 2004-2006 GTOs continues almost unabated. The car looks every bit like a midsize two-door Pontiac should and has a high-performance V-8 under the hood – sounds like a GTO, looks like a contemporary GTO, corners much better and runs faster than previous GTOs and is considerably more refined, comfortable and luxurious than its predecessors. But according to many the ’04-’06s are not “real” GTOs. Some of their arguments are it’s not retro-styled, it’s not an American car, it has a dreaded “Chevy” powertrain, etc., etc., etc., ad nauseum. These arguments come from a self-absorbed, intolerant minority within the car hobby. This minority has gone so far as to compromise the very existence of one of the largest chapters in GTOAA and continues to attempt to drive a wedge between “old (so-called real)” and “new” GTOs. Fact is people, every Pontiac built with the GTO nameplate is just that – a GTO and more to the point a “real” GTO. Please stop trying to force your half-witted arguments on the rest of us, we know what a “real” GTO is and since nobody asks for your opinions why should we pay any attention to your displays of intolerance? How about some “live and let live”?

In short, don’t ever try to tell me my 1968 or my 2006 GTOs are not “real” GTOs.



Gateway GTO Club MARCH MEETING MINUTES

MARCH 3, 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 7:00 PM. Officers in attendance: Mark Melrose, Kerry Friedman, Steve Hedrick, Will Bowers, and Shauna Wollmerhauser.

NEW MEMBERS: No new members were in attendance. George Jeter brought his son George III with him.

ANNUAL DUES:

Mark related to the membership that dues are now past due. If you have not paid them please do so as soon as possible. On April 1, those who have not paid their dues, will no longer receive the Newsletter.

OLD BUSINESS:

Hooters and Hyman Tour: Roughly 10 club members showed up with guests. There were roughly 60 people in attendance. Mark had a list of cars there are for sale at Hyman's garage. There was a Pace Arrow Bus and a Packard pick up truck on display.

Pinball Wizard: Marty had the tournament bracket from the evening posted at the meeting. 26 people attended this event. Jerry brought a friend that dethroned Marty. Marty thanks everyone that attended the event.

NEW BUSINESS:

Rosebud's Custom Embroidery: Donna Rosenfelder stopped in to give us a presenta-

tion. She does custom embroidery. Her business is a small home based business. She works with businesses and individuals. She is very flexible and with what she will do and prices are fair.

She is doing the GTO emblem for Earl Lewis' seats. Earl is providing new vinyl seats. She is also making shirts for earl. Her contact information is:

Rosebud's Custom Embroidery
Drosen9750@aol.com 636.447.9375 or
636.279.2516

America's Incredible Pizza: Bob Purvis the event manager for America's Incredible Pizza was also in attendance. America's Incredible Pizza is a 50's themed restaurant. They have 30 varieties of pizza. There is a buffet there for non - pizza lovers. They have two large banquet rooms, a huge fenced in area to protect our cars if a meeting is held there. The banquet rooms seat from 10-200 people. They are open from 11AM - 10 PM.

Elliot Cytron: Wheels in Motion thanked the club for our participation. Wheels in Motion raised \$8500 that day. He hopes to see us again September 12, 2010.

Irritation to A Murder: The event is sold out. 20 members are attending. It should be a fun event. Mark Melrose won last year. His prize was a loaf of bread a month from St. Louis Bread Company for one year.

POCI /ARCH American Motorcars/Bucheit Automotive: Car Show is March 21, 2010. If you are available please consider attending this event. After all the weather is starting to get nicer and your cars want out of storage.

Easter Show: The Gateway GTO club will

display with the Arch POCI club. The upper Munny lot is for vehicles made in 1985 or older. The Lower Munny lot is for all other vehicles. Spots are first come first served on the lower lot. Classic cars need to contact Mark Melrose and make arrangements to pay the \$15 entry fee as soon as possible. Meet at the McDonald's on Hampton at 8:30AM. The meeting spot is for all cars.

JJ's Cruise Nights: Will begin April 10, 2010. The cruise starts at 4PM. This event happens the second Saturday of the month starting in April and ending in October.

April Fool's Day Swap Meet: Will be held April 11. The meet is at GCS Ballpark.

Gateway Swap Meet: Will be held April 25. Steve Hedrick will be there. He will have some Harry Timmerman brats on the grill. Stop by and say Hello if you make the event.

Gateway GTO Club Dyno Day: Will be April 17 at P2. Paul Smith owns the dyno now. Cost is \$40 for 3 pulls. Harry Brats will be there. We will start at 10AM and finish up at 1PM or so. This event is open to friends and relatives. No tuning on the dyno.

Illinois Cruise: Cecil Morton is leading a cruise to New Salem, Il on April 24. Meet at the Flying J at 111 and 270 for breakfast. More details will follow.

Behlmann Car Show: Will happen later this summer. Tom and Mark will finalize the details soon.

Muscle Car Reunion and Drags: Are Memorial Day weekend. May 28-30 at Gateway International Raceway.

Pontiac Registry: Steve Hedrick belongs to the PontiacRegistry.com and they will donate money to the club for every member that joins

or renews a membership with them. They have Pontiac manuals online. You can view other Pontiac Clubs. Discounts are available through some of their sponsors. \$5 is what they donated to the club for the first year, and \$4 for the second year that Steve renewed. He didn't did not remember what the cost was to join.

GTOAA National Meet: Everything is indoors this year. The event is July 1-4, 2010. You can register at GTOAA.org. You must register with the GTOAA before you can reserve a room at the host hotel. If you have any questions please contact Steve Hedrick.

POCI National Convention: is July 6 – 10, 2010. It's being held in Charleston, WV. If you are interested in going contact mark Melrose for more details regarding this event.

TECH ISSUES:

Earl Lewis is having his motor refreshed. He has to replace his crank because his main bearings were not installed properly. Ron Elliott is doing the engine work. He knows Pontiac Engines.

GOOD OF THE CLUB:

Tom Oxler is our Goat of the month feature this month.

Jim Kiburz won the 50/50 drawing. He won \$39.

The meeting was adjourned at 7:57 PM.



Gateway GTO Activities



HOOTERS AND HYMAN EVENT

By Mike McNeil

The Archway Oldsmobile Club extended invitations to Gateway G.T.O. Club to join them for a get-together at the Hooters restaurant in Maryland Heights and a visit to Hyman Limited Classic Cars. The weather cooperated for the February 13th outing. The streets still contained salt dust from our very “interesting winter”. I thought it would be best to leave the G.T. O. under its cover in the garage. Many others in the clubs felt the same and decided to leave their rides at home.

We filled the room off the south side of Hooters with car guys and a few car gals. The Hooter girls provided a steady stream of wings, burgers, beer, and soda for the group. Gateway G.T.O. members attending were Mark Melrose, Tom Oxler, Bob Blattel, Tony Bezzole, Jim Mutz, Rich Vie, Kerry Friedman, Jeff Bahler, and Mike McNeil. Lunch with the members included the normal gear head talk, such as, G.T.O.A.A. discussions, Danica Patrick in a stock car, the GTO-R that ran in the 24 Hours of Sebring, and the realization that the Pontiac brand is now an orphan.

After lunch we headed to the Hyman Limited Classic Cars, located at 2310 Chaffee Dr., St. Louis. I didn't really know anything about this place other than what Mark Melrose had said in the e-mail. Mark Hyman has been interviewed as a classic car expert during Speedvision's coverage of the Barrett-Jackson Auction



When I walked in the door, the first car we saw in the foyer was a 1937 Delahay 135M Figoniet Falaschi Cabriolet. A representative for Hyman Classic Cars met us and handed out inventory lists for the cars in the warehouse. I said to the representative, “That car looks like it should be at the Pebble Beach Concours De Elegance”. She replied, “It was and won best of show in 2000”. At that point I realized this was going to be a very interesting and exiting day! The other car in the foyer was a 1938 Dalage Talbot-Lago T23 Figoni Falaschi which was another French classic that had been shown at the Pebble Beach Concours De Elegance.





Gateway GTO Activities



After a moment to look over the inventory list, it was noted the Delage and Delahaye cars in the foyer along with the 6 or 7 more of the French classics were not listed for sale. Maybe these are Marks Hyman’s personal “stash.” As we walked into the warehouse, I was overwhelmed and couldn’t decide which direction to go first. The largest section of the building

had the cars parked very close to each other. The South-east side of the building was a shop for detailing and light service work. I decided to view the shop first.

In one of the bays was a 1907 R.E.O. The headlights and radiator shell had been removed for polishing. Near the R.E.O. was a 1970 Maserati Ghibli. What a contrast between the two red cars. The Maserati’s hood was popped but not raised. I wanted to see the motor but did not dare touch that thing. I struck up a conversation with one of the Hyman shop mechanics and discussed the automobiles sitting in the shop area. When we got around to the Maserati, he raised the hood so we could see the 4-cam V8 engine.



In the back of the shop was a 1931 Chenard and Walker “tankcar” – a French race car. The auto maker was first winner of the “24 Hours of Lemans” in 1923. The car resembled tanks from the W.W.I era.

Hyman Classic Cars has a Mercedes 300 SL “Gullwing” from 1954 which is spectacular.

The car had been restored in such a way that it probably looks better now than it did when it was new. It was the second one I had ever seen in person. Our Gateway members commented on some similarities between the Mercedes and the early Corvettes because of their styling cues.





Gateway GTO Activities



The most expensive classic car available at Hyman's is a 1931 Bentley 8 Litre Tourer with dual wind shields. This vehicle is monstrous in comparison to our present day automobiles. Only 100 were made and Bentley was bought out by Rolls-Royce in 1931. After Rolls acquired Bentley, Rolls scraped the 8 litre models and all of the parts inventory. Only 78 are known to be in existence today. Wow! Fewer than 25% had open bodies like the one at Hyman's. Price \$950,000.00.



When I was a kid, I had a Road & Track Buyer's guide from 1970. In it was a Lamborghini Espada which was a four seat V-12 GT car. I remember how I thought it was a very interesting and impressive looking car. The list price in 1970 was \$25,000. The Lamborghini Espada at Hyman's was the first one I was ever



Gateway GTO Activities



able to see in person. It has been restored and had many of the weak points of the original car were updated or modified to meet the expectations for today's cars. The cost of the restoration and modifications alone was \$140,000. Price \$79,500.00

The inventory is mind boggling in its variety. Cars from the Brass era that I had never heard of to a 1919 Pierce Arrow Bus (fully restored), a 1902 Toledo steam car, 2 electric cars, (a 1912 Detroit Victoria Electric car and a 1929 Electric Model 95.



My brother, David McNeil of Macomb, IL., and I were talking on the phone about the incredible collection I had seen. I mentioned the 1939 Packard 120 Pickup truck in the collection. Dave is the owner of a 1948 Packard unrestored "bathtub" sedan. He said that Packard Motors Company built the trucks for Packard dealers to run for service calls. They had used trucks by other manufacturers and felt they should have their own for the dealers thus making them very rare vehicles.

Hyman Classic Cars has a noticeable lack of American Muscle cars in their inventory. I don't know if the universe that Hyman's Classic Cars occupies considers American Muscle cars a collector items yet. However, when looking on the internet for information on Mark Hyman and his dealership, I did see that a 1970 LS-6 Chevelle SS had at one time listed for sale at \$96,000. Sounds like a classic to me.

This was a great day for a "car guy" like me. The collection of classics was as good as any I have ever seen anywhere and was great that it was almost in my own backyard. Hyman's website is www.Hymanltd.com. I encourage anyone that has a great love of the automobiles as I do to visit the dealership.

P.S. If you were looking for a 1928 Evinrude 16hp outboard motor in pristine condition ... Hyman has one.....





Tech Article Of The Month



AC Delco Redesigns the PF-46 Oil Filter

By Chris Winslow

For those of us driving the LS1 and LS2 GTO's the factory recommended oil filter is the PF-46. I was surprised this month when I went to do my spring oil change on the GTO that the store no longer carried the PF-46. Instead, they were selling a PF-46E. I asked the parts guys at the counter what the difference was, but as you might expect he had no idea. I went ahead and bought one of the new ones

and then located one of the original PF-46 filters at another store for comparison.

Looking at the two filters, there is an obvious difference in size and design. The new filter is smaller and has an obvious difference in the design of the threaded plate that screws onto the engine nipple. See the photos below for a side by side comparison





Tech Article Of The Month



Given the differences between the two, I was not comfortable swapping in the new filter without knowing more about it. A few minutes with Google revealed the answer. AC

Delco had designed the PF-46E as an improved replacement for the PF-46. In fact it had redesigned a whole series of filters. See the attached article below:

ACDelco Launches Redesigned OE Oil Filter

ACDelco has announced a redesigned Original Equipment (OE) oil filter that offers ACDelco's exclusive Duraguard® media in a smaller package.

The new OE filter applications PF46E, PF47E, PF52E and PF61E will be installed in applicable new GM models. The new oil filter features:

- Duraguard media, ACDelco's trademarked synthetic cellulose-blended media that efficiently filters particles as small as 10 microns — 1/3 the width of a human hair — to ensure a clean supply of oil to engine components



- A full cover baseplate that allows easy installation in blind applications
- Increased efficiency and higher burst and collapse strength
- A new Nylon core that provides better flow characteristics and improved collapse strength
- A combination relief and anti-drainback valve that prevents dry starts and assures oil flow (where applicable)

Design	ACDelco part number with corresponding GM part number			
Classic Design	PF46 19256041	PF47 19256042	PF52 19256043	PF61 19256044
New OE Design	PF46E 19210283	PF47E 19210284	PF52E 19210285	PF61E 19210286

In addition to the new OE design oil filter applications, the original filters (PF46, PF47, PF52 and PF61) continue to be available in a classic design.

For more information about the new ACDelco oil filters, refer to ACDelco bulletin #09D-142.



Tech Article Of The Month



After reading the through the AC-Delco documentation, I was satisfied that the new filter was an acceptable sub for the original PF-46 and decided to go ahead and use it.

Delco announced the new E series filters) and found that I actually had used one of the new filters last fall, kind of.

What happened next was kind of surprising. I went ahead and dropped the skid plate on the GTO and pulled off the PF-46 filter that I had installed last September (2 months before AC

The filter that I had installed carried the PF-46 nomenclature but the part number of the new PF-46E. Looking at the filter, it was clearly the new design. See the photo below:



PF-46
(No E)

PF-46E
Part
Number

So, apparently, for at least some time mid year last year, AC Delco was selling the new filter as a PF-46, but with a new part number.

The bottom line here is that for those of you that use the AC Delco filters on your LS1 and LS2 engines, you can either continue to use the PF-46 or switch over to the new PF-46E.



EIGHTH ANNUAL

Mid-Missouri Oldsmobile Show

Friday **Saturday** **Sunday**
June 4th **June 5th** **June 6th**
2010

Location :



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Hosted by Archway Olds Club

With invited guests representing the chapters of the Pontiac Oakland Club and the Buick Club of America.

ALL models and years of Oldsmobile, Buick and Pontiac vehicles are welcome!

First 60 registered will have indoor Air Conditioned Exhibition Hall Parking!

Registration fee: \$50.00 for the first car and \$25.00 for each additional car.

Registration fee includes one Adult \$15.00 Awards Breakfast Ticket.

Child ages 4-12 yrs Award Breakfast \$3.00

There is no gate registration, this show is by reservation only!

Tan-Tar-A Resort Special \$99.00 + a \$10 facilities fee = \$109.00 per night for "Run of the House"
(placement anywhere on property)

or \$109.00 + a \$10 facilities fee = \$119.00 per night for Main Resort complex room.

Rates available June 2nd through June 7th, 2010 be sure to Mention the Oldsmobile Show.

Room reservations must be received by May 1, 2010 – For reservations call : 573-348-3131

For show information call:

Jerry Wilson 314-878-5651 or email: jfwilson66@earthlink.net or sweetpeppeolds@aol.com

Friday June 4th - Set Up - Dinner on your own

Saturday June 5th - Judging 11am to 4pm - Dinner on your own

Sunday June 6th - Awards Breakfast 8:30am to 10:00am

Oldsmobile Club of America National Point Judging

Oldsmobile Club of America Membership not required

Ample trailer parking available

Registration form – cut along dotted line and return with payment

Mid-Missouri Oldsmobile Show – June 4 to June 6, 2010

Name _____ OCA # _____

Address _____ City _____

State/Zip _____ Phone _____

Car #1 Year _____ Model _____ Body Style _____ Class _____

Car #2 Year _____ Model _____ Body Style _____ Class _____

Please list additional cars on a separate sheet.

Are you a member of the Oldsmobile Club of America? Yes ___ No ___

Will you be judging? Yes ___ No ___

If so, what class do you prefer to judge? _____

Will you need trailer parking? Yes ___ No ___

	Number	Amount
Register – Car #1 (includes 1 awards breakfast ticket)	\$50	\$ _____
Additional Cars = \$25 each	\$25 ea	\$ _____
Extra Award Breakfast Tickets	\$15 ea	\$ _____
Child's age 4-12 years Breakfast	\$ 3 ea	\$ _____
Total		\$ _____

Please make checks payable to Archway Olds Club and mail to:

Dan Breen, PO Box 1733, O'Fallon, MO 63366

OCA, AOC & their officers, members & agents will not be responsible for, or liable for property damage, theft or personal injury during the course of the show.

2010 GATEWAY GTO CALENDAR OF EVENTS

- March 3 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 6 *Irritation to a Murder* Mystery Theatre at Crestwood Court 109 Crestwood Plaza (Watson Rd.), 6:30PM-? Dinner and Cash Bar, with a group of 10 cost per person is \$23. Contact Steve Hedrick (636-942-4020 or sthedrick@aol.com) for details. (CLUB SPONSORED)
- 14 Arch/POCI Great River Road Cruise, details to follow.
- 20 Six Flags Swap Meet, details to follow
- 21 Arch/POCI American Motorcars/Buckeye Automotive car show in Union, MO, 10AM-3PM, details to follow
- April 4 Easter Car Shows in Forest Park, Horseless Carriage Show on upper Muny lot for cars 1985 and older, St. Louis Hot Rod Assoc Show on lower Muny lot. Cost for upper lot show is \$15.00/vehicle, cost for lower lot show is \$25-\$30. Reservations are required for the upper lot (Horseless Carriage Show). You can register day of the show at the lower lot show. If you want to participate in the Horseless Carriage upper lot show get your \$15 to Mark Melrose by the March 3rd Club Meeting at the latest – no exceptions as space is limited. (CLUB SPONSORED)
- 7 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 10 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 11 April Fools Swap Meet at GCS Ballpark
- 17 Dyno Day (tentative). (CLUB SPONSORED)
- 24 Spring Cruise to Salem, IL, details to follow or contact Cecil Morton (618-877-8254 or dentologist@charter.net) for details. (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 dwbgtto@hotmail.com



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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:

\$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.

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



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

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