



THE HOOD SCOOP

MAY 2010

GTO of the Month

A Tale of Two Judges

By Guy Gordon

Gateway GTO
Association



FAMILIES
&
INDIVIDUALS

An Official Chapter of the GTO Association of America



As with most current GTO owners, more specifically the historical variety, my love for this car started in my youth and quite by accident. During my high school years two friends of mine, Peter Swanson and Pete Ponzio, and myself dabbled in auto salvage and body and paint work. This not only satisfied our desire to work on cars, but it also had us buying a lot of the "junk" in a small area of northern Wisconsin. We would typically buy a car or truck, remove the parts we could easily sell, then scrap the rest. On the body side we repaired and painted a number of cars that the severe Wisconsin winters had taken their toll on. One day, one of the Petes informed me of this white muscle car sitting in someone's yard. This was the type of second hand information we typically received. He felt it was obtainable since it hadn't moved in some time. My curiosity got the better of me and we went to see if the car did indeed exist. It did and was sitting as described. We decided it would not be one for our salvage business since it

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THE HOOD SCOOP

was too expensive and still in decent condition. Since I had the most interest in the car I was given the opportunity to purchase it. Without my parents knowledge, I struck a deal with the owner for \$400 and the car was mine.

This car was a 1970 GTO Judge, Ram Air IV, 4 speed. The exterior was white with the interior being blue. Options on the car were hood tack, power drivers seat, Safe-T-Trac, power steering, power brakes and an 8-track. The only change that was made was the replacement of the Rally II wheels (yes, the original engine was still in it). Now I was only 16 at the time and had absolutely no idea what I had or how special this car really was. I just liked the looks. We immediately started the body work and got it to run well (a good tune up solved this). Surprisingly it ran great. We got the body work done and in primer in time for our local track's Street Eliminator race. This was on a 3/8 mile asphalt oval which ran every Friday evening during the summer. A couple times a year they would sponsor a Street Eliminator race allowing street legal cars to race each other two at a time, side by side, once around the track (boy how times have changed). At this time, I still really didn't know what I had but I was going to find out. Sixteen cars had shown up that night ranging from an SS Chevelle, 440 Dodges, big block Mustangs, and others that were heavily modified. Again, I was 16 and very naive about the whole process, let alone how to get the most out of the car. The racing began and before long I found myself in the finals against a Chevelle SS 454 with an automatic. Although that car won, it wasn't due to it being the faster car. I made a choice not to shift to third gear on the back straightaway allowing him to catch me. With the momentum he had, he was able to pass me and win by less than 6 inches. Following this experience two things happened, first, I gained an education on what this car really was, and second it became recognized as one of the fastest cars in the area. I know I don't have to explain to anyone in this club

what that reputation had in store for me the remaining time I owned that car.

That car got me through high school and my first year of Technical College. With my desire to go on to get my Bachelors degree and some of the offers I was getting, I sold the car and started regretting it once I was out of school.

In college, I bought and restored a 1973 Corvette which, ironically, was purchased new by the original owner of the Judge. He traded the Judge for it in '73.

Like most, graduation was followed by marriage, kids, and all the other responsibilities that carry a higher priority than the pursuit of a dream (owning *that* muscle car). For those that fell in love with muscle cars, it was either the car you've dreamed of, restoring one you've been fortunate enough to keep, or looking for the one you wish back. With me, it was a couple of lame attempts to get back into the hobby. First, it was someone's unfinished project, a 1966 Chevelle convertible. Nothing special and my heart wasn't really into finishing it. Next was a daily driver, an 1985 then 1997 Mustang GT Convertibles. Although they were nice and fun, it didn't really hit the spot. Then I purchased a 1969 Mustang Mach I which had been sitting in a warehouse since 1979. A pretty good find but not a big block. Oh yes, remember that marriage I mentioned earlier? Well, I met Gina in college and she has always been very supportive of everything I've done. She also ensured me that I would be able to pursue my desire for cars when the time was right. Knowing her, this was not just talk to redirect me. I knew she meant it. So back to that Mach I. As we discussed our plans for it, Gina made an observation of me, something I probably don't do very well myself. She told me she didn't think it was the car I really wanted, and I should pursue *that car*. No punch-line here, what I really wanted was a white 1970 GTO Judge 4 speed (I had to let go

of the RA IV part). So I sold that Mustang and bought her a Mustang GT/California Special convertible as a daily driver (the least I could do for such good advice), and started the search for a Judge.

vide knowledge, including John Johnson, even though I wasn't a member yet. Once I joined, the members welcomed me in and I truly enjoy the events I am able to attend.

As an added benefit, the GTO has



opened up the car hobby to my two sons, Brett (20) and Brock (16). Last year both accompanied me to the Troy Car Show. Even though it poured on us, it was the most enjoyable time I have ever had at a show. Their interest in something I love was priceless. Brock has since informed us he is interested in pursuing a career in auto restoration. We already have visits planned to Macpherson College (a 4 year Bachelors program in Kansas), and Ohio Techni-

The one I found was located in Jacksonville, Florida. Originally an Ohio car, it had excellent documentation including a Silver Concours at the 2000 GTO Nationals held in Columbus, Ohio. PHS documentation verifies the car's originality as well as two dealer's invoices (due to a dealer trade). Additional documentation provides all owners back to 1974. This Judge is white, with a red interior, M20 4 speed, hood tack, 3.55 Safe-T-Trac, AM/FM (mono with front and rear speakers), and power steering and brakes. The car is an absolute joy to own and brings back memories that are priceless.

cal College. Both are considered the best in the country. I guess taking a kid to a car show really does pay off.

As for Gina, she will come visit me at shows, but it isn't really one of her interests. Yet, her support for my interest in this hobby has made me realize even more of how lucky I am.

During my search and seeking advice, several Gateway members graciously obliged to pro-



The Presidents Scoop By Mark Melrose

Car Guys

Car guys are a different breed, we have to be because "proper" society has a way of looking askance at us. I guess the look is part of the "cars are just transportation appliances" philosophy. I learned this very quickly in 2003 only weeks after bringing my '68 GTO home when a neighbor asked "Are you enjoying your little red car?" While my response was naturally very positive, later upon further reflection I wondered if that might have been some vague reference to the purported and thoroughly unsubstantiated concept of some sort of "second childhood" experience. The fact that the enquirer was of the fairer gender and a practicing attorney did not allow me to lightly dismiss the comment. Is there "no fool like an old fool"? Is it foolish to love cars? Is 57 even "old"? Pondering these questions left me with little more than a headache.

Then it came to me, I had a '68 goat back in the day and loved the car but had to get rid of it because gas prices tripled within about a 60 day period. I no longer owned a performance car but I'm a car guy and never stopped lusting after them during the 31 year gap between when I bought my first and second '68 GTOs. Resource allocation priorities during those years did not include a "car-toy". While my love for high performance four-wheelers has never subsided, changes in the resource allocation priorities came through in the end and I bought my second performance car – the '68 I have now.

So, as you can see, no "second childhood" tendencies are involved here because I'm a car guy – I have always loved performance cars. There is no first, second, third, fourth, etc. childhood for a car guy. In this respect car guys are just like everyone else – there is only one childhood per car guy and it's over before the whiskers sprout isn't it?



Gateway GTO Club MARCH MEETING MINUTES

MAY 5, 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, Kerry Friedman, Steve Hedrick, Will Bowers, Darrell May, and Shauna Wollmershauser.

NEW MEMBERS: Bob Timmerberg was a guest tonight. He is a former member. He has not rejoined the club yet, but plans to do so.

OLD BUSINESS:

Easter Show: 8 Classic GTO's were in the Upper Lot. The Upper Munny Lot was a bit sparse compared to the Lower Munny Lot. Mark wonders what happened to the Cord's and Duisenberg's that were at the car show in the past, but not there this year.

Dyno Day: 12 or 13 cars showed up. Harry brats were served along with some hot dogs and chips. This year no one broke his or her car on the dyno. Every one had a good time. We may schedule another dyno day next year.

Ranken Show: Had a nice turn out. Roughly 10 new style GTO's were there. One of the GTO's had a Monaro conversion and won the Best Import award.

Gateway Swap Meet: Was a little damp. Steve Hedrick and John Johnson showed up with nothing to sell. It rained all day. Will Bowers and Chris Simmons bought things, as did Cecil Morton.

Lincoln's New Salem, IL Cruise: The crew met up at the Flying J for breakfast. One of the stops along the way was Country Classic Cars. Lincoln lived in New Salem, Il for 6 years.

NEW BUSINESS:

Wagner Buick/GMC: Is back in business as a GM dealer. They should start getting new vehicles to sell in about 6 weeks if all goes well.

Kerry Friedman: Accepted the post of the Club Car

Show Czar. Kerry brought the May listing for Southern IL and MO from Hemmings.

Incredible Pizza: Marty has a date set for May 22, 2010 around 4PM. Please let Marty know if you plan on attending this event.

JJ's Cruise: Is the Second Saturday of the month. The event starts at around 4PM and ends around 9PM. Please do not block access to the ATM.

Dave Sinclair Arch POCI: is May 15, 2010. The show starts at 10AM. Please help support the Arch POCI chapter as they support us.

Cobblestone Nationals: is May 31, 2010 at Fast Lane. Their address is 427 Little Hills Blvd, St. Charles, Mo. Registration 9AM-Noon; show from 9AM-5PM, cost to be judged is \$20.

Pontiac Tribute Day: is June 1, 2010. The website for this event is <http://www.pontiactribueday.com>. If you can please drive any Pontiac you own on June 1.

Tan-Tar-A Show: Gene Bossaler reminded us that the show starts June 4th and runs through June 6, 2010. Everything is indoors. If you sign up at Tan-Tar-A let them know that you are there for the show and you'll receive a group discount on your stay. The venue can fit 80 cars.

Wentzville Cruise In: Wentzville Cruise is scheduled for June 4 this year, beginning at 6:00 p.m. This is the event where you can cruise the main drag in Wentzville with open headers, etc. This is a HUGE event and a lot of fun. Entry in the past has been \$5.00 and you have to be able to show proof of insurance to gain admittance.

Hot Rod Power Tour: Will be passing through Springfield, IL June 6, 2010 and then move on to DuQuoin, IL on June 7, 2010

Anchorfest: is June 6, 2010. This show features 28 different classes. Several members make the trip to Centralia, Mo. We've won the club participation award several times.

Behlmann Show: is June 12. The rain date is June 19. This is a club-sponsored event. Please make this show the one show you participate in this year if you don't

plan on making any other shows.

GM Nationals: is June 25-27. Four club members are making the trip. Tom Oxler is driving. Contact him if you'd like to make the trip.

Ray Brunkhorst Drag Day: is June 26. This event is open to all cars. Invite your best friend or other bench racers to come out and have fun with us. We have the track from 9AM until 3PM.

GTOAA Nationals: July 1-4, 2010. Steve Hederick says sign up now if you plan on attending.

POCI Nationals: July 6-10 in Charleston, WV

Brian O'Sullivan: Handed out free samples of Black Magic.

Karen Ewens: is now the half owner (her brother owns the other half) of Ray's 66 GTO. Ida gave her and her brother the car as part of their inheritance.

Earl Lewis: Had more trivia questions for the club. He also has two tickets left for the Happy Together Tour. Contact Earl if you would like to purchase the tickets.

Earl can also now write policies for Haggerty Insurance. He will make donations to the club if club members write a policy through him. Contact Earl if it's time for you to renew or write a new Haggerty policy.

Tech Issues:

Earl's car isn't done yet.

Shauna installed new half shafts. See the tech article.

Tim Brown of HP Powdercoating does excellent work according to Earl and Shauna. Tim's phone number is (636) 936-8051.

Good of the Club:

Jim Kiburz father is ill. Please keep him in your prayers.

Steve Hedrick won the 50/50 drawing. His portion was \$36.

The meeting was adjourned at 8:02PM.





Gateway GTO Activities



GATEWAY GTO CLUB DYNO DAY

BY TOM OXLER

The Officers of the Club asked me to organize a Dyno Day because it has been about two years since our last one. Many members have performed modifications to their GTOs and wanted to see the results. I contacted Pauly Smith from P2 Motorsports to see if he would participate with us. He was very agreeable and the same terms would be used: three dyno pulls for \$40. Pauly purchased the dyno from Omer Phelps who had conducted 3 of our other Dyno Days in the past so we would be using the same dyno to get good, accurate comparisons of our results.

Saturday, April 17th was clear, dry and cool; just perfect for making horsepower. Harry Timmerman had given me some of his home made brats and Jon Havens from the POCI Club arrived with his grill to start cooking some lunch for the members. We had over 20 members, 4 members of the POCI Chapter and friends arrive with 13 wanting to make dyno runs. The rest were there for either support, the food or to see something blow up as Jon Havens did with his drive shaft about 3 years ago.



Below are the results of the 13 people who dyno'd their car. The top performer was David Lee, a co-worker of Mike Ewens with a 2008 Ford GT500 Mustang with many motor mods. He did 591 HP and 600 lb/ft of torque. Huge numbers for a 330 cubic inch small block. Everyone, including yours truly, was interested in seeing John Taylor's new motor. John and I have identical motors build by Jim Moran from MBJ Machine in Granite City. They are bored and stroked 400s to 461 with Kaufmann heads and large roller cams. The differ-





Gateway GTO Activities



ence is John has an 850 cfm Holley carb and I have the 750 cfm tri-power carbs. Pauly's computer could never get a good signal off of John's ignition we think due to the very large coil. We think it is putting out so much voltage that it is causing the computer to loose sync and thus stop sampling in the middle of the pulls. John was going to change coils and come back on another day to have Pauly do a complete tune and rejet on his stroker 461.

Several members made appointments with Pauly to have him "maximize" their GTOs with timing and carb rejetting. Many found they were too rich or lean at wide open throttle (WOT) or too rich or lean at cruise or needed more timing as their motors were not performing as expected.

Each participant received a printout of their horsepower, torque and fuel/air ratio over the rpm range. Although most were interested in maximum horsepower and torque, the most critical reading is the fuel/air ratio. It is very important to have the correct ratio at WOT as too lean (above 13 to 1) could mean detonation and burn pistons. Also important is the ratio at cruise rpm. Your motor spends most of its time at this rpm (2000 to 3000) and if you are too rich, you can wash the rings and begin using oil. I am speaking from experience here. After returning from the Nationals in Dayton, my new stroker 461 began burning oil for the first time. I went to Pauly and we put it on the dyno and I had a cruise fuel/air ratio of about 10 to 1. It should be around 13 or 14 to 1 so I was really, really rich and the long cruise to Dayton and





Gateway GTO Activities



back brought the problem to light. I am now at about 13.5 to one and most of the oil burning has stopped except at very high rpms as the members noted as they ran out coughing.

DYNO DAY RESULTS

NAME	CAR	HP	TORQUE
Mark Melrose	06 GTO	336	329
Rich Lacavich	65 GTO	244	306
Jonathan Havens	78 Trans Am	308	413
Shauna Wollmershauser	06 GTO	370	348
George Jetter	05 GTO	366	360
David Lee	08 GT500	591	600
John Kerhrein	69 Mustang	256	328
John Scrima	65 Grand Prix	209	308
Tom Oxler	66 GTO	424	490
Don Bright	71 GTO	231	315
Mark Melrose	68 GTO	319	383
Kerry Friedman	69 GTO	267	385

Everyone left feeling full from the Harry Timmerman brats and loaded with more information about their motors than they had before. Thanks Harry!!!!!! We saved some of Harry's Brats for the Club Picnic in case you could not make it to Dyno Day.





Gateway GTO Activities



GATEWAY GTO ATTENDS THE EASTER CAR SHOW

BY TERRIE OXLER

WHAT? No rain, no snow? An absolutely beautiful day in Forest Park for the 2010 Easter Concours d'Elegance on April 4, 2010 and the crowds attested to that. And we had our very own Easter bunny as you can see from the picture! Our usual meeting place was McDonalds where the Gateway GTO members met up with the Arch chapter members so we could cruise in together to our assigned spots. It took the group of GTOs and Pontiacs an hour to wind our way to the parking lot, to our assigned spots where we encountered a couple of corvettes occupying our spaces. After locating their drivers who kindly moved their vehicles, the GTOs and Pontiacs settled in for a day of camaraderie, inspecting the other show vehicles, enjoying the warm weather and of course feasting on the food provided by the wives. Donna Bowers set up her usual "free candy suckers stand" which the kids enjoyed and even some adults were observed stealing.



Since Sandra Melrose and Terrie Oxler usually have the same ideas, both brought ham sandwiches so there was more than enough to go around. Decorated hard boiled eggs, chips and dip, potato salad along with wine, beer and soda filled the table.



Members in attendance: Will and Donna Bowers, Don Bright and Gina Wanick, Marty Howard, John and Linda Kehrein, Jim and Kathy Kiburz, Mark and Sandra Melrose, Tom and Terrie Oxler, and Shauna Wollmershauser.

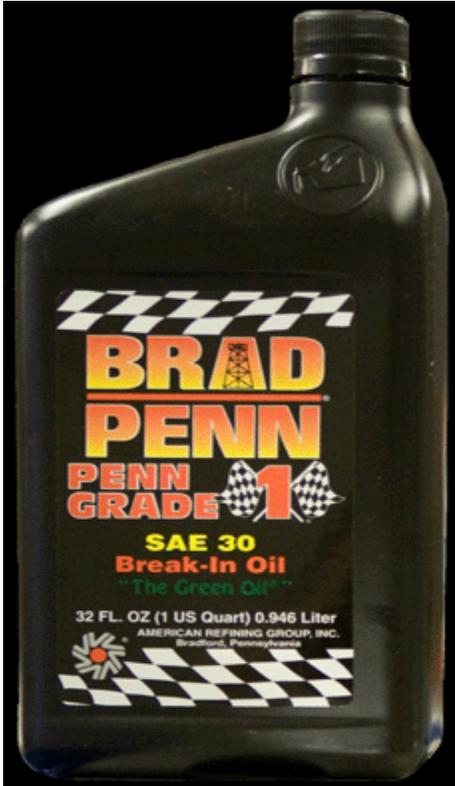


Tech Article Of The Month



Brad Penn “Green Oil” By Steve Hedrick

Yet another short article on oil for your GTO. If you are the proud owner of a new GTO 04-06, you can take this time to day dream of a strut bush or a beefed up sway bar or even a new supercharger. The problems with oil and ZDDP should have little interest to you. But if



you want to read on in an effort to feel the pain of the old car guys, feel free to continue on. As many of you know there has been much debate and talk of oil the last few years. What was removed when it

was removed, which oils had additives, which didn't, what was the best additive, how much to use. And to this day the talk continues.

Many of you might know first hand or heard of someone that has paid the price for the missing ZDDP. Cams and lifters will be destroyed rather quickly.

This article is strictly my thoughts, and in no way was there any scientific evidence applied.

Formulated with the unique cut from Penn-Grade stocks, this heavy viscosity straight-

grade motor oil is designed to provide excellent protection for street and competition engines. Its superior film strength, highly effective detergency package and foam inhibitors make it an optimal lubrication choice for muscle car/hot rod enthusiasts. The increased ZDDP provides outstanding antiwear/antiscuffing protection for engines with older style push rods as well as those employing flat tappet cams. Excellent option for vintage GTO's.

Penn Grade has increased concentration of “zinc” (zinc dialkyldithiophosphate a.k.a. ZDDP) provides outstanding anti-wear/anti-scuffing protection for engines like that in older GTO's with either ‘flat tappet’ or roller cams. BRAD PENN Grade 1 High Performance Oils have been evaluated by a number of premiere camshaft manufacturers with tremendous success. Many are now recommending Penn Grade 1 High Performance Oils to provide outstanding protection for their ‘flat tappet’ or roller cams.

Brad Penn is 100% pure Pennsylvania crude oil. It comes from one of the oldest operating lube oil refineries in the United States. I am currently running the “Green” oil in my '67 GTO. I can't say if the oil helps I just know the Zinc is in there and that's one more thing I don't have to worry about. And as an added benefit it's made the USA.

I currently buy my oil from Lee Helms Inc. locate on Missouri Bottom Rd. 314-878-0501. But it can be found on the web, either eBay or dealers that deal in racing supplies. Good luck with what ever oil you're using and happy motoring with your new or old GTO.



EIGHTH ANNUAL

Mid-Missouri Oldsmobile Show

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

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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!

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(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

- May 5 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 8 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 31 22nd Annual Cobblestone Nationals at Fast Lane Classic Cars. Their address is 427 Little Hills Blvd, St. Charles, Mo. Registration 9AM-Noon, show from 9AM-5PM, cost to be judged is \$20
- 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

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:

\$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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www.behlmann.com



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**

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