



THE HOOD SCOOP

NOVEMBER 2010

GTO of the Month

Terry and Gail Schott's 67 GTO

By Terry Schott

Gateway GTO Association



FAMILIES & INDIVIDUALS

An Official Chapter of the GTO Association of America

You might say that I was born with Pontiac in my blood. My grandfather started selling Pontiacs in 1926, the first year that they were available. The dealership was known as Fox Creek Garage, on what was then old U.S. Route 66 in Fox Creek, Missouri. It had a one car showroom, wooden floors, and two work/service bays. My father and my 3 uncles all worked for my grandfather in the business. Uncle Harold and Uncle Bud were the salesmen and my dad and Uncle Gil were the service mechanics. Over the years, the business had several names, but as I was growing up it was known as Schott's Pontiac. I grew up in the house next door to the garage. Every morning before school while waiting for the bus I would sweep the showroom floor and help carry out the trash. Around new car announcement in mid September, we would throw away all the old Pontiac brochures and posters. (You know, the stuff we all pay good money for now!) After school my time was spent scraping carbon from piston heads and helping disassemble and clean heads for valve jobs. After all, isn't that what all guys did after school? So my love for Pontiacs runs deep.

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My first car, (at the age of 14) was a 1949 Chevrolet with a 3 speed on the column. At weekend gatherings, my cousins and I would drive our cars in the fields close to home. The cars would be driven like little old ladies in front of the



parents, but as soon as we were out of their sight...the dust would fly! We worked at putting the cars *into* skids versus trying to recover *from* them!

When I turned 16, I paid \$50 for a flathead straight 8, 1951 Pontiac. It had fat rounded fenders, a fat sun visor over the windshield and a prism on the dash in order to see the traffic signals from under the visor. (You know; a real chick magnet.)

My longings for a GTO were just that, longings. There was no way I could afford one, much less pay for the insurance. So instead,



my next car when I was 17 was an Aquamarine, 1966, 2-door Catalina with a 3 speed on the column and bench seats. Although it was only a 2-barrel single exhaust it did beat a 352 Ford 4-barrel, twice! My buddy Steve whined after the first run, so we did it again. He didn't even stop after the second one...

With cars in my blood, in my junior year of high school I transferred to South County Technical School for their auto mechanics course. Within one week of graduation, my friend Tom and I decided to join the Army. We spent 3 years in the Construction Engineers and discharged in 1975. Gail and I got engaged and we married in 1976.

In 1983, after 7 years of marriage we built our home and then in 1986 started our family. We have 2 wonderful daughters, Kelly and Jennifer. Along with starting our family I joined



the Gateway GTO Club and started going to a few car shows even though we did not own a GTO yet. In March of 1988, I found a 1970 GTO locally. It was advertised as a Judge and had the stripes and spoiler and it had the correct motor, a 400 automatic. When I went to look at the car and checked the numbers it *was* a GTO, but not a Judge. I think I hurt the owner's feelings when I told him that his car was not really a Judge, because he insisted that it was. The car was priced fair and after a little more talking, I was the owner of a black/black 70 GTO "joker" Judge. Not really what I was looking for, but I couldn't wait any longer to own a goat. In my haste to buy it, I didn't look as closely as I should have underneath. I learned more about that later.

My one Ford buddy, Dave, had just bought a 1988, 5.0 Mustang and every day he was challenging me to race. In September of 88, we drove them both to Gateway to find out how they ran. We couldn't get paired up side by side so we just had to go by our time slips. I ran my best ET of 15.52 at 93.808 mph. The car had more, but it had no posi and only street tires. It took a lot of brake torque to get that good of a run. I beat Dave on mph, but with

his posi-traction and new tires he bested me with 15.50 on his best run. (Fast forward Benton Dragway, 2008; I beat him 2 out of 2! J But it was a close race both times and worth the wait!)

The next day when I got home from work and opened the garage, gasoline was all over the floor. I had flexed the rusty frame enough that it cracked the gas line. After a repair and lot of careful inspection, I decided to sell this car in October of 88.

During the Judge ownership, I was still looking for my dream 67. While looking through the paper, I found a Verdoro Green, 68 GTO in Maryville, IL. It only had 65,000 miles, was exceptionally clean, and even though it wasn't my 67, I had to have this one. This was May of 88. I still own the car and drive it occasionally but it has an exhaust manifold leak and the radiator is leaking, so it sits.

Still I was looking for my 67. Spring was just around the corner! I got a copy of Hemmings and decided to start looking "away" from the salt belt. I tried a phone inquiry out of Scottsdale, AZ. After several calls and photos, I just

wasn't satisfied. The next inquiry, I headed east. I found a 67 that looked promising close to Erie, PA. Road trip! Gail and I left after work on a Friday night and tried to stay in Dayton, OH, but all the rooms were booked at 1 AM and we ended up in Columbus at about 4 AM. A couple hours of sleep and we were on the road again. I met the guy around noon. The car wasn't bad, but it wasn't near what I thought it should have been. It had rust repairs, but they weren't very good. We waved goodbye to that one also and headed back home to work on Monday morning, tired and disgusted.

Our next trip took us South. May of 89, I had seen a 67 red advertised in Hemmings and called on it. It sounded promising. This one was located in Atlanta, GA. We left on a Saturday morning and met up with the guy selling the car at noon Sunday. After a careful examination and a test drive, I was SOLD! The car was a 400, 3 speed on the floor, red/red. The carpets were shot and the interior was fair, but overall the car was straight and not a rust bucket. There was no rust on the frame either; I looked this time! Now came the fun part; driving it home.

We left Sunday afternoon heading for home. I was driving the GTO, Gail followed in our car complaining about the blue smoke she had to deal with coming from my new goat. We drove just north of Chattanooga, TN and stopped for the night. The area didn't look the best. I made sure that we parked so that we could see the car from our room. In order to make sure no one else took my new goat, I pulled out the battery and took it to our room. The next morning we got gas and another quart of oil for the main run home. Going up I-24 by Monteagle thru the mountains, I lost sight of Gail at times because of the smoke. Before I made it home I was down to 7 cylinders due to fouling one of the sparkplugs. With an AM radio that didn't work; it made for a long trip.

I drove the car around a little bit over the next few months, but the original motor was tired, so in Dec. of 1990 I pulled the motor. While looking for parts in July of 91, I ran across a 67 parts car in Ware, MO, which I still have, but that's a whole other story. In April of 1992, I started building a motor for the red 67. It was a 400 bored .030 over with #16 GTO heads and a Ram Air III cam. A special word of thanks to Dan Whitmore and Tony Bezzole; Tony was very helpful in advising me of what



to build from his previous experience and was always there to answer any questions I might have. After assembly, Dan Whitmore of Whitmore Engines in Wisconsin helped me work through cooling problems and other issues. Once the bugs were worked out the car made 2 trips to Gateway and 2 trips to MAR in Wentzville that summer. Its best time was at MAR with a 14.17 ET at 97.67 mph.

It was running decent, but now it was time to work on her looks. I pulled the motor, stripped the car out and took it to my buddy's body shop in the spring of 1993. The car was stripped to bare metal and was pretty straight. The rear tail panel was replaced, it got primed and painted and I picked it back up in late summer 1993. While the motor was out of the car, I decided that it would be better to build a motor to run on premium unleaded gas if I wanted to drive it around town. Not wanting to let this motor just sit, in April of 1994 I put it in the 67 parts car previously mentioned. In Oct. of 1994 I ran the parts car in the GTO vs. Corvette drag event at MAR. In the lighter parts car, I lost first round because I broke out, but was not too dissatisfied because the car ran a 13.49 ET vs. the Corvette's 14.54.

As you can see I always get side-tracked with other projects but finally in November of 1995, I started putting the red 67 back together. I stayed at it and by October of 1996 it was time for the 2nd motor assembly for this car. I chose another 400 bored .030 over, using small chamber 6X heads. Dan Whitmore did the valve job and installed the guides. This one has a Ram Air IV cam but a compression ratio of 9 to 1, so that I can run premium unleaded gas. In May of 1997 I got to drive it for the first time with the new motor and paint. I finally completed the rest of the car, interior and wheels, in June of 1998; a mere 7 ½ years after starting the project.

By the way, during this period in May of 1995 we got Gail's 1970 GTO convertible; guess what, another project still under construction...let's see that's been 14 years ago. Guess I better hurry up!



The Presidents Scoop

By Mark Melrose

Car Season Swan Song

It's that time of year again, the weather has turned colder and the leaves are quickly building up to ankle-depth (at least in my little part of the forest). Regrettably the area Car Shows and Cruises have come to a halt for 2010, leaving us totally to our own devices to generate some GTO fun.

There is one more Club Sponsored Event left in 2010 – the Club Christmas Party on December 11th at the Webster Barn on Rock Hill Road in Webster Groves – to be followed on January 16, 2011 with the Club Pizza Party at Serra's Pizza on McKelvey Road in Maryland Heights. The Christmas Party is \$15/person and will include a buffet dinner catered by Favazza's – BYOBeverages and bring a \$20-\$30 "Rob Your Neighbor" gift if you want to participate in the traditional annual gift swap. The Club supplies the pizza at Serra's, beverages and extras (salads, soups, sandwiches, etc.) are your responsibility.

Your officers will be meeting soon to review 2010 and begin planning activities and events for 2011. While I believe the club had a good year in 2010 there were several miscues that resulted in some events being scrubbed. How can we rectify those types of circumstances? I can vouch for the fact that planning and executing Club Events requires a goodly amount of planning and logistics. While we have a great group of officers who are committed to providing a relaxed and fun environment at club events, the best ideas for the events themselves come from the membership. I will take the opportunity at this point to ask for your ideas and preferences for 2011 Club Events and I will also tell you that the best, most appreciated events are those where the member(s) with the idea(s) chair and/or work the event to ensure its success. We have very capable "worker bees" among the officers and membership and many ideas are great, but we need help in bringing your ideas to fruition. Our many hands will make for light work and your idea(s) coupled with your efforts to create and work the event invariably make for the best execution.

So please, give some thought to what you liked about our 2010 events and what you'd like to see happen in 2011 and drop me or any of the officers an email. Then be prepared to be involved in the execution of the events themselves – you'll get plenty of help from the club, it's easier than it sounds and very rewarding when you hear "Thanks for putting together such a great event, we had a terrific time!"



Gateway GTO Club November Minutes

November 3, 2010

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

President Mark Melrose called the meeting to order at 7:03PM. Officers in attendance: Mark Melrose, Kerry Friedman, Darrell May, Steve Hedrick, Will Bowers, and Shauna Wollmershauser.

NEW MEMBERS: No new members were in attendance.

Old Business:

NMCA Muscle Car Nationals/LSX Shootout: Kyle Keith won Best Late Model GTO. Mike McNeil, John Taylor, Chris Simmons attended. Shauna Wollmershauser was one of the track photographers at the event.

Gateway GTO Fall Tour Day: Went real well. Most people were standing around trying to keep warm. 32 people showed up. We saw the geyser use it's 2400 horsepower pumps. Those that attended the event enjoyed going from one venue to another, pretty much spending the entire day doing something. The club thanks Kerry Friedman, Karen Ewens, and Shauna Wollmershauser for organizing the event.

Museum Of Transport Fall Color Tour: This is an annual event. One of the stops was at the Schott's old Pontiac garage. It was known as the Fox Creek Garage. After the cruise there was a car show.

Dick Levi's Garage: The HOI GTO club invited us to come out for this event. Several

club members made the drive to Springfield, IL. He had two new additions to his collection. They were a Mustang Super Snake and a Corvette ZR1.

New Business:

Red Bird Sports Bar: MAR Car Show. Benefits the building of MAR Park in Eolia, MO. 70 confirmed cars. See Marpark.net for more information regarding the track.

Wine Cruise: Montell Winery is the winery of choice this year. Meet at Francis Howell at 10 AM for a 10:30AM departure. We should arrive right when the winery opens. If you can make it please do.

Gateway GTO Club Christmas Party: is at the Webster Groves Barn on Rock Hill road. More information will be on the website. Favazza's will cater dinner. If you would like to bring a dessert that would be wonderful. Please send Will your check by November 18, so we can have an accurate head count. Pick up a gift in the \$20-\$30 range if you wish to participate in Rob Your Neighbor.

Behlmann Show(s): The club has been approached by Behlmann to do more than one car show during the 2011 season. One large show in mid to late spring and possibly once cruise night per month is being discussed.

GTOAA Nationals: are July 4-8, 2011 in Portland, Or. Registration is up and running. Registration is the same as Wichita.

POCI Nationals: are July 5-10, 2011 in Bowling Green, KY. See www.poci.org for more information.

Tech Issues:

John Taylor still has a vibration. They (Chris and John) will continue to try to solve the problem.

John Novelli had his car soda blasted. He is preparing to win gold at the 2012 Nationals. If you need any parts soda blasted let John know.

Mark Melrose loves Wolfgang polish. It cleaned up the swirl marks, small scratches, and water spots on his car. Menzerna was in-

strumental in developing the Total Swirl Remover. The Total Swirl Remover works well with a Porter Cable Random Orbital machine.

Good of the Club:

The Huesgens will be grandparents in the next couple of weeks.

Can cozies are in. They are \$2 each.

Jerry Novak won \$29 in the 50/50 drawing.

The meeting was adjourned at 8:08PM





Tech Article of the Month



How I Ended Up Wearing Stripes

By Shauna Wollmershasuer

As many of you know I had some custom pin striping done to some of my camera gear. After I had that work done a few people suggested that I have some work done to the GTO. I let that suggestion go in one ear and out the other. I just wasn't ready to grasp the concept of adding paint to the GTO that wasn't there to begin with.

Well while I was in Wichita, I had Jim Wangers autograph my radiator shroud. After that I thought seriously about having the radiator shroud pin striped under his autograph and clear coated.

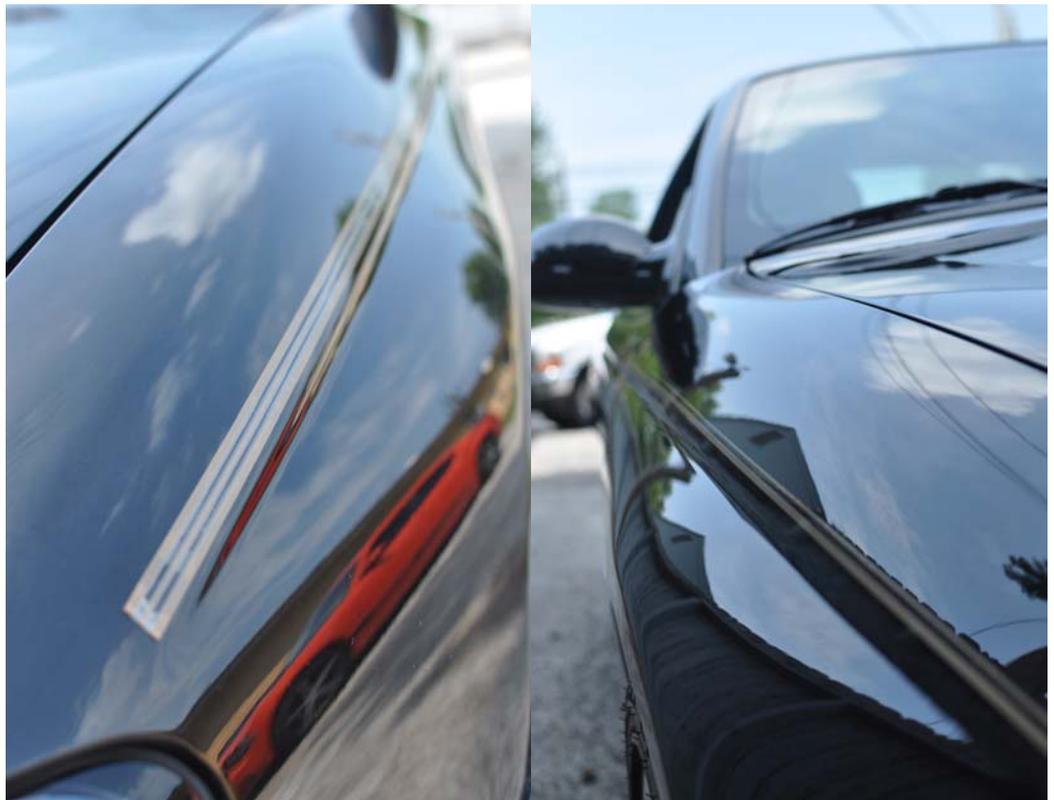
A couple of days before I left for the Woodward Dream Cruise I stopped by a shop owned by Jason Sprengel and discussed having the radiator shroud work done. After talking with him for a short period of time he actually advised me AGAINST having the shroud pin

striped because he didn't want to destroy Jim's autograph. Feeling a bit defeated I heeded his warning. Now what I haven't mentioned to you readers is that I did consider having the GTO pin striped at one time, I just wasn't real sure about it. I discussed this option with Ja-

son since I was already at his shop and I was determined to add a little something to the GTO before I left for Woodward.

I made an appointment to come back the next day and have the car pin striped. He suggested I go with bright red as a pin stripe and I was honestly a bit leery of doing that until he showed me a color swatch. I decided bright red was the way to go. We decided the day before where the pin stripe would go.

The prep work was simple. I washed the car before I got there. He made sure there was no wax by using some wax remover along the path where the pin stripe would go. After he did that it was time to mask off the car.



Once the car was masked off he mixed the paint with a bit of hardener and the painting began. Now I'm at the point of no return and I'm quite nervous, but what could I do other than wait to see the finished product.





Tech Article of the Month



Here are some photos of the paint going on the car:





Tech Article of the Month



At this point I'm starting to get a little bit excited because I like the way the stripe looks even with the tape still there. I did tell Jason that he had creative license to do what he wanted around the Pontiac Arrowhead because of the space that was there. I came up with a pretty neat design on the fly.

This is how the car turned out:



I am VERY pleased with the way the striping turned out. Jason and I are making plans to do some neat things with all of the plastics under the hood. I'm looking forward to that. If you are interested in seeing more of his work you can view his website at <http://www.sikpaint.net> All of his contact information is on his contacts page.



Gateway GTO Activities



Gateway GTO Fall Tour Day By Kerry Friedman

It was a sunny, but chilly, Saturday morning, October 16. We met at the CITY GARDEN, 8th and Market Street, in downtown St. Louis.

the “Parking by Permit Only” signs. It took several minutes for all to catch up and new arrivals to get parked. At this time, there were 32 attendees and 13 GTO’s. The Ewens group of 8, Oxlers, Lallys, Mays, Melroses, Mayweathers, Bowers, Terry Schott, the O’Sullivans, and Friedmans



We gathered at the stadium gate and entered with Lyle our tour guide. Lyle was a baseball coach and gave the tours as a side line. We were shown all of the different Club Rooms and areas that had special features such as inside and outside view-

We parked on the street as there was very little traffic that early in the morning. Some of us walked around the park with the park guide booklets viewing some of the numerous sculptures, plants and fountains. Others played in the fountains, some stood around trying to get warm, while a few just sat in their cars. The garden was opened in 2009, and was built and is maintained for everyone’s free use by the Gateway Foundation of St. Louis. www.citygardenstl.org

ing, all the food and drink you can handle, air conditioning and TV’s. We saw walls with pictures of baseball greats, and flags of World Series wins, and retired jersey numbers. The tour was very interesting, and we even got warmed up by the time we reached the Cardinals dugout. It was a totally different view of the field from the players’ benches. We were not allowed to walk on the grass of the field, which had it’s own story of how it is maintained cut and even watered with 41 degree water, 3 times a day.

At 9 o’clock we got in our cars to head over to Busch Stadium III, as we would soon learn. We found an empty parking lot around 10th and Clark streets. No one paid any attention to

We then headed up to the best seats in the stadium, the broadcast booth where, Mike Shannon and John Rooney view and call the play by play broadcasts. The tour ended at the statue



Gateway GTO Activities



and tribute to Stan Musial. The street sign was Stan Musial Way, and the plaza was filled with bricks that had inscriptions to “Stan the Man.”

We went back to our cars, that hadn’t been towed or bothered, and took a quick ride through downtown St. Louis, and the drove across the Eads Bridge, past the Casino Queen to the Malcolm Martin Memorial Park in East St. Louis, almost directly across from the Arch. We were a little early, to view the 12:00PM “eruption” of the Gateway Geyser

Fountain. This fountain is the world’s tallest operating fountain, and can reach heights in excess of 620 feet on a wind free day. While we waited for the guard to open the pump room, we sat at the gazebo near the fountain, and I gave my version of the Fountain history and background, since I had been involved with the design, construction, and operation from its conception.

It was getting close and with no sign of the security, I made a phone call and the Guard came over and opened up the gate and pump house. Since it was a little windy, I turned on the wind by-pass switch which allows all 3 pump to run regardless of wind speed. I explained what would happen, and at 11:57, the 3 diesel generators started for the 3 minute warm-up period. At 12:00 sharp, the first of the three 800 HP pumps started up, and after 30 seconds, the next came on, and 30 more, the third came on. With a pressure on the pipe going to the fountain showing 450 PSI, the fountain was a full operating pressure. Since it was windy, the fountain was only going up between 4-500 feet high, but was washing all the cars in the Casino Queen lot. The Fountain shut down after 10 minutes, and after all that had we had done, what would a Gateway GTO





Gateway GTO Activities



outing be with out food? For more information and a video of the fountain history go to: <http://www.lewisandclarktrail.com/section1/illinoiscities/gatewaygeyser.htm>

So back into our cars, back over the bridge, we followed Shauna into Soulard for lunch at one of her “dives”, the Tip Top Food and Spirits, located at 2501 S. 9th St. By the way, it had a beer Garden. We had lost a couple of people, and gained a couple, so we filled the garden with our group. The waitress was new and with this large of a group, she was overwhelmed, but other than missing a couple of orders, she made it through. We were at the last table to order, thus the last to get ours. Some were already finished by that time, but thanks to “Tootie”, we got some leftovers to tide us over till we were served. The food and conversation was good. Just in case you want to go back, you can find out more at: www.tiptopinsoulard.com

All in all everyone had a good time and saw local features that they never had seen or even new about. At the November GTO meeting, it was suggested that we have more of these multi-faceted trips in the future. Any suggestions?





Gateway GTO Activities



Museum of Transportation Route 66 Fall Color Tour

By Tom and Terrie Oxler

The second annual Fall Cruise sponsored by the Museum of Transportation was held on Sunday, October 17th with a buffet breakfast inside the Lindberg Automobile Center. Immediately after breakfast, everyone adjourned to their Classic, Antique and Muscle cars for the Fall Color Cruise along Route 66. The MOT personnel gave each participant a very detailed and descriptive route which went through much of the tree lined portions of Manchester, Ballwin and Ellisville before we actually found Route 66.

Once on Route 66, we proceeded along Old Manchester Road to the site of Fox Creek Garage just north of Highway 100 at 18136 Old Manchester Rd. For those who do not know, Fox Garage was owned by the Schott family and sold nothing but Pontiacs from their one car show room from 1926 until about 1972. Many of us know Terry and Gail Schott as they are members of the Gateway GTO Club and are owners of 4 GTOs.



Wildwood Historical Society



Gateway GTO Activities



We traveled along Route 66 several more miles and then circled back to go to Glencoe where there were rides on the 12 inch gauge Wabash, Frisco & Pacific steam railway. The weather was absolutely beautiful and that must have been the reason for the 1 hour waiting line for the trail ride so many of us turned around and headed back to the Museum for the afternoon Car Show. Here we found several Pontiac owners already set up showing their cars.

Towards the end of the Car Show, Molly Butterworth with the Museum of Transportation handed out Certificates of Appreciation to the Arch Chapter of POCI for our annual Pontiac Rendezvous show we have organized for the last 4 years.



REV-UP YOUR HOLIDAYS



GATEWAY GTO CHRISTMAS PARTY

DECEMBER 11, 2010 7-11PM

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Buffet Meal, BYOB, \$15 per person, \$30 per couple

For Reservations send a check by November 18th to:

Will Bowers
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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



2010 - 2011 GATEWAY GTO
CALENDAR OF EVENTS

- Nov 3 GTO MEETING 7pm JJ's 1215 S. Duchene, St. Charles, Mo 63301 (CLUB SPONSORED)
- 7 Gateway GTO Wine Run at Montelle Winery (CLUB SPONSORED)
- Dec 11 Gateway GTO Club Christmas Party at Hawken House in Webster Groves, Mo. Details to follow. (CLUB SPONSORED)
- 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)

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

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chriswinslow@charter.net

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



820 McDonnell Blvd.
Hazelwood Mo. 63042

314-895-1600
1-800-892-8267

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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St. Louis, MO 63104

