



THE HOOD SCOOP

April 2014

GTO of the Month My 1964 GTO Convertible By John Novelli

Gateway GTO
Association



I found my 64 GTO convertible scanning EBay, about four years ago, it was an original car with PHS documents and the number matching motor! The car was at Kentucky Lake the owner stated he purchased the car in 1978 and stored it in his boathouse for 20 years. In 1998 he sent the car out for a paint job. WOW! An original motor 64 GTO convertible SUN-FIRE RED white interior!! This is about the rarest of all the GTO colors and very beautiful when done with the modern paint materials. Pontiac had paint problems mid year and canceled the color, then brought it back and canceled it for 65.

I just imagined what I was doing in 1978..... Driving my 66 lemans white, with black interior, chrome reverse and baby moons... just a little air in the hijackers. Cruising White Castle and hanging with my buddies. The thought went through my mind; this guy stored this car for me, for twenty years!! Luck was on my side; these cars didn't exist in my neck of the woods, North County. I remember the first time I saw a 64 GTO convertible it was 1980 at the POCI nationals in Gettysburg PA. It was gold and white the top was down and it had a white taunu cover over the interior. I met Jim Wagners at that meet and he drove my 65 GTO tripower 4 speed around the parking lot.

I knew if I went to Kentucky to get the car I wasn't coming back without it. I made the guy promise me, if I found anything, he forgot to

INSIDE THIS ISSUE:

GTO of the Month	1
The Presidents Scoop	4
Tech Article	7
Calendar	20
GTO Marketplace	21
GGTOA Info Page	23





mention we could negotiate some off the agreed price. We arrived and confirmed the motor was correct and then slid a jack under and checked out the rest. I griped about something and busted him another thousand. He licked his wounds and took the cash. I took the car for a drive around the lake.... It was scary, brakes were bad, steering loose, we loaded her up and headed for Missouri.

I remember the muffler fell off unloading it. Then it wouldn't start. That sinking feeling started to come over me..... I laughed it off, pushed her in the garage and started troubleshooting the problems. Before long she was running good enough to take around and have some fun. I always thought of this one as a keeper. There would be plenty of time to restore it, don't rush it just enjoy every turn of the wrench and savor every part purchase. I notice some of the original hardware missing, so I called the seller and asked him if he had

any hardware left over from the body shop? He said he did and sent me a ten pound box of hardware. Soon I started replacing the old bolts back where they belong!

The 64 had excellent chrome bumpers and sheet metal, no rust, the interior pretty good. New emblems, hood scoops, chrome door handles and perfect taillights! The grills were the damaged and need to be replaced. I searched for grills and a wood wheel found NOS grills and an original 64 four spoke wood wheel on Ebay. The remote mirror was removed and rechromed.

I really never focused much on the 64, while we were getting the 67 ready for the nationals in Dayton. So couple of years past and the 67 GTO won gold. So I keep pushing back the start date on the frame off and need to make the 64 more fun to have around. I added

GTO of the Month

tripower and detailed the motor and added a four core radiator.

Then last fall we pulled the two speed power glide and added a rock crusher four speed. Well the four speed conversion went perfectly. It's like owning a whole new car. With family demands and needing to be around the house more, I brought the car home from the shop to tinker on in the evenings. Recently added Pertronix ignition and Flame thrower coil also added rear seat belts to take the kids cruising. The other night I threw a new taillight harness, replace the flasher and got the blinkers working. The white top was looking dingy and starting to black streak. I

had some super vinyl cleaner and it cleaned up real nice and so did the interior also. Next was onto the dash got out my silver paint pen and did the rings on the bezel not bad... then the plastic polish to the cluster lens and it looks like new. Hurst wheels with bullet centers and red line radials look great and dress her out nicely.

My plans are to keep this one, and do the frame off and return to the original color Sunfire Red. Maybe take her to the national and take the gold... but for now just have some fun banging gears and cruising.





Presidents Scoop

The Presidents Scoop

By Kerry Friedman

The sun has finally been out more than not, the average temperature is steadily rising and the list of springtime chores keeps growing. How do we organize our priorities, and how does clean the car, go for a cruise with our buddies, go to a car show, or tinker and tune the Goats fit in? After the brutal winter we just had, I'm going to try to split the time 50-50 between Car things and House things. If one day of the weekend is going to be beautiful and the other day rainy, this may present a problem. Then the other question arises, do I go for a ride or change the oil?

With all the advances of modern technology, do we really need to change the oil? Let's go back 50 years, to the era of the birth of the muscle car. First of all, some of us remember that time, and some of you weren't even born yet. That being said, the following comparisons are based on my experience, and some may even lean towards my light truck experiences.

Starting from the ground up; tires, with the average life of about 15,000 miles per set, or on a real good day, 20,000 miles. The back tires always seemed to wear a lot quicker. Imagine that. Today, you see the radial tires with guaranteed mileage rating in the neighborhood of 50,000 miles. With proper care and rotations, I can average 80,000 miles on my truck.

Back in the sixties and seventies, if you didn't get the car undercoated, it would start to rust out within the first few years, especially in areas that used a lot of salt on the roads during the winter. Modern cars seem not to rust at all, with moderate care. The acrylic paints and clear coating requires much less polishing and waxing than the old lacquers did.

Changing oil every 3000 miles, dumping it in the creek, or down the storm sewer, or even just pulling the plug and onto the ground, was very common. Most manufactures have increased the change frequencies to 5 or 6,000 miles. Using synthetic oils specialized lubricants, such as with Schaefer's, we see 10-15,000 miles between changes becoming the normal on small fleets with regular maintenance. With special filtration, some over the road tractor/trailer rigs gets 100's of thousands of miles.

One of the BIG items is the gas mileage. At 20 to 25 cents a gallon, it didn't seem to matter if we only got 10 miles per gallon. With Federal regulations, emissions control equipment and the higher cost of gas, 20-25 miles per gallon is a huge item for today's cars.

If you got 100,000 miles on a car the engine was worn out, and the body was rusting out, it was time to trade in. Today because of rock chips, door dings, or some new gadget that is available and we just have to have one, or we are just tired of a car, are some of the reasons we have to replace a car.

The use of computers has gone from none, to where they can assist in parking, avoid collisions, shut down cylinders we don't need, adjust fuel ratios, tell us how to get somewhere,





Presidents Scoop



keep your car from being stolen, or locate it if it is stolen. How about calling On-Star to open your door when you lock the keys in it, or immediate response when a collision sensor goes off. Who used seat belts or shoulder harnesses other than race drivers? Air bags, what a life saver. Is the only downfall of new vehicles, the inability to access spark plugs, or even attempt to see where the oils is leaking from? 625 HP in a stock factory Corvette. Imagine that in a 1964 GTO!

We have come a long way since those days, but the fact that we don't make an ignition switch that stays on with a bunch of keys hanging from it? Does the accelerator pedal stick or is it the carpeting? Have the large conglomerate groups taken over and profit is more important than pride?

The April regular meeting was held at our new location and day of the week, the first Thursday of the month at The Sports Café. What did you think? We invite you to send in articles to this newsletter. Car of the Month articles, technical articles, new product information, and if we get any, we can have a new column, Letters to the Editor.



For other upcoming area car shows & cruises see <http://clubs.hemmings.com/lakerscarclub/>

GGTOA Minutes 4-3-2014

7:04PM – Meeting Start - New Members – Dan Jackson has a 67 and a 69 GTO, Pat Garvey has 67 LeMans convertible.

7:09 – Old Business – Alton Theater show was an excellent time

7:11 – New Business – Discussion on the 2014 GTO Nationals in Pittsburgh. They are expecting over 400 cars due to the 50th anniversary of the GTO.

7:14 – Steve Hedrick spoke about putting together a trip to the hotel in Springfield, where we plan on hosting the Nationals in 2017. We have to sign a contract to lock in a specific date.

7:21 – Chris Winslow has requested club members with 64, 74 and 04 GTOs to write an article for the newsletter. We need more from the classic GTO owners.

7:23 – Membership renewals are now closed. We currently have 65 members for 2014. If anyone still needs to renew, they will have to do so as a new member.

7:24 – We are planning on re-designing and purchasing new club t-shirts and hats. We may have a design contest.

7:25 – A card was circulated for the passing of Cap Proffitt. He was a long standing member of the GTOAA.

7:26 – Upcoming events – Thursday May 1st will be the next meeting at the Sports Café – The Poker Run planned for June 21st – Terry Schott is organizing another trip to Bob's Gasoline Alley. The cost for the meal will be \$11.00 per person. Please send money to Will Bowers by Saturday May 17th.

7:45 – Frank Chapman discussed an Elvis show in Trenton Illinois. He will have more details to follow. This will be a cruise that will likely occur in August or October.

7:50 – GTO Tech Issues – John Novelli said that pure lemon juice is excellent for cleaning corrosion off of car parts. He also mentioned that he had some gas soaked rags spontaneously ignite, and warned others to be careful. – Chris Simmons brought in some schedules for Gateway Raceway, and he spoke about Purolator and Bosch oil filters that will fit the older cars – Terry Schott is putting together another order for Schaeffer oil.

8:05 – GTO Tiger went to Vegas with Joe Mayweather and then made a trip to California with Frank Chapman.

8:06 – Motion to adjourn by Shauna Wollmershauser seconded by Steve Hedrick

50/50 of \$38 won by Marty





Tech Article Of the Month



REPLACEMENT OF IGNITION LOCK CYLINDER ON 2004-2006 GTO

By
Chris Winslow

Many of you with the newer GTO's have probably either heard of or experienced a problem with the ignition lock cylinder. The problem is one of a fairly poor design, both in terms of the cylinder itself and in terms of the material selected in its fabrication. The net result is that the cylinder can wind up locked up to the point that the key cannot be turned from the locked position. Since it is necessary to turn the key to the unlocked position to remove and replace the cylinder, this locked condition has led to more than a few GTO's (and Monaros) needing the entire steering column replaced.

GM has recognized the problem and issued a TSB to correct it. TSB 09-02-35-003 discusses the problem in some detail and then describes removal of the old cylinder. For that removal, the TSB describes both a normal procedure for those instances where the key will still work, and a fairly novel procedure for instances where the key will not turn.

The key to the TSB, however, is the new part that GM has issued. The new cylinder is revised in both the shape of the ramps that were such a problem on the old part and in the selection of a harder material that hopefully will prove more durable.

In my case, I had been fortunate enough not to have had any issues, but then again, my GTO still has relatively low miles. After giving it some thought, I decided to go ahead and replace the cylinder on my car as a preventative measure.

The first step in this process is to make sure to get the new part. The old lock cylinder is still available and some GM parts counter guys may not be aware of the new part number. The part required is GM part number 92234035. This part is key (no pun intended!). Unless you want to be doing this again at some point in the future, you should be sure to get the new part. I tried to order mine from a local dealer. First I was told no such part existed. When they were confronted with a copy of the GM TSB listing that part number, they backed off that and changed their story to indefinite backorder. I finally ended up ordering it on-line from GMpartshouse.com.

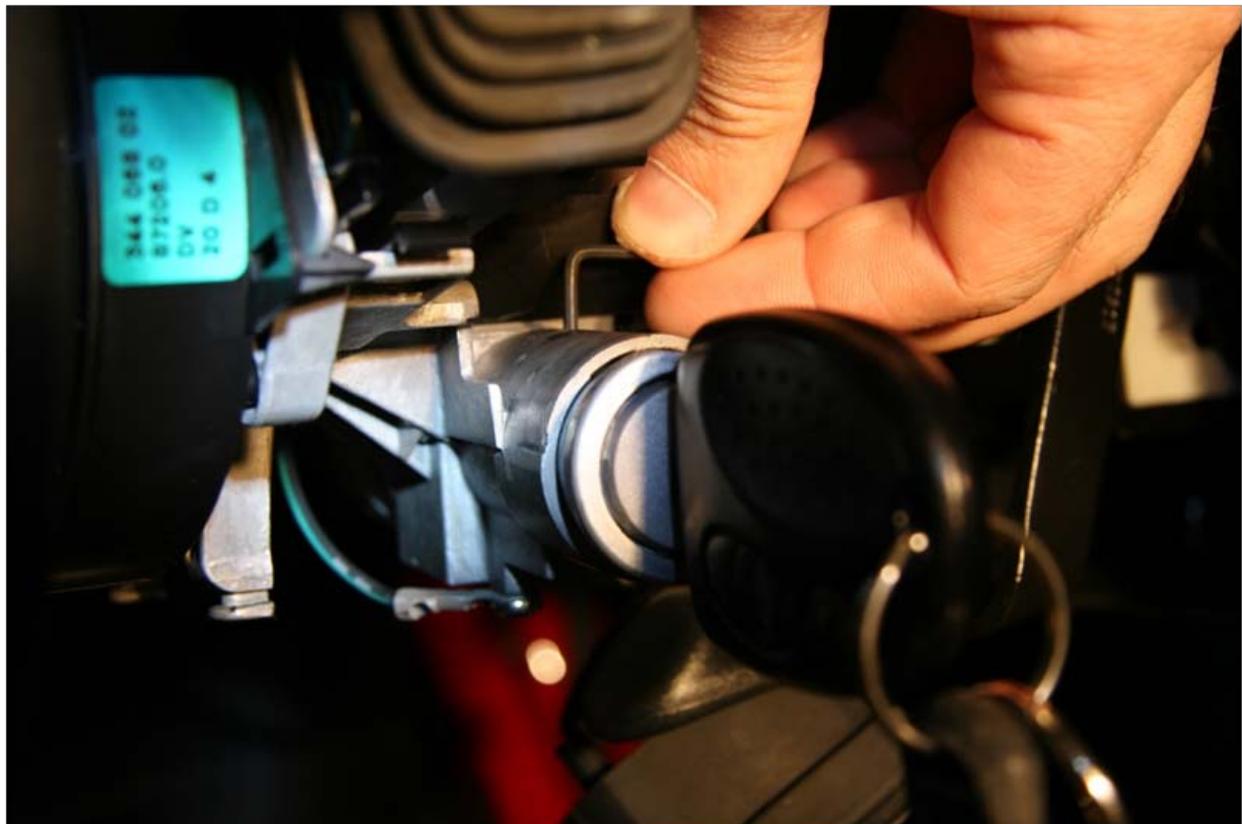
The actual replacement is fairly straightforward. The first step, after disconnecting the battery to disable the airbags, is to remove the upper and lower steering column covers. To do this, first extend and lower the steering column to the maximum extent possible. Then remove the knee bolster from beneath the column. With the bolster off, remove the screw that secures the lower cover to the steering column and then GENTLY separate the upper cover from the lower. These two are snapped together and will come apart with a little wiggling. If you are too aggressive, you will break the tabs on the housings, so take your time. With the upper cover off, push the lower cover towards the steering wheel a bit to work it off of its seat and then pull it off. With both covers off, what you will see should look like the picture at the

right.

The next step is to remove the key reader/ignition light. This assembly simply snaps on to the ignition lock cylinder, so to remove it, just pull it off towards the passenger side of the car. The TSB and the factory service manuals both say to disconnect this unit, but I found that it could just be pushed aside without disconnecting the wires.



With the reader out of the way, the next step is to remove the cylinder assembly from the steering column. In my case, with a lock that is still working, this is a very straightforward process. Simply insert the key and rotate it while at the same time inserting a small probe into the hole on the top of the cylinder housing. I ended up using a 2mm hex wrench. The short side easily cleared the control stalk above. As you turn the key, you will feel the cylinder start to move outward towards the passenger side of the car. Then simply remove the probe and the cylinder will be free to remove. See the series of photos below:



Releasing Cylinder with Hex Wrench

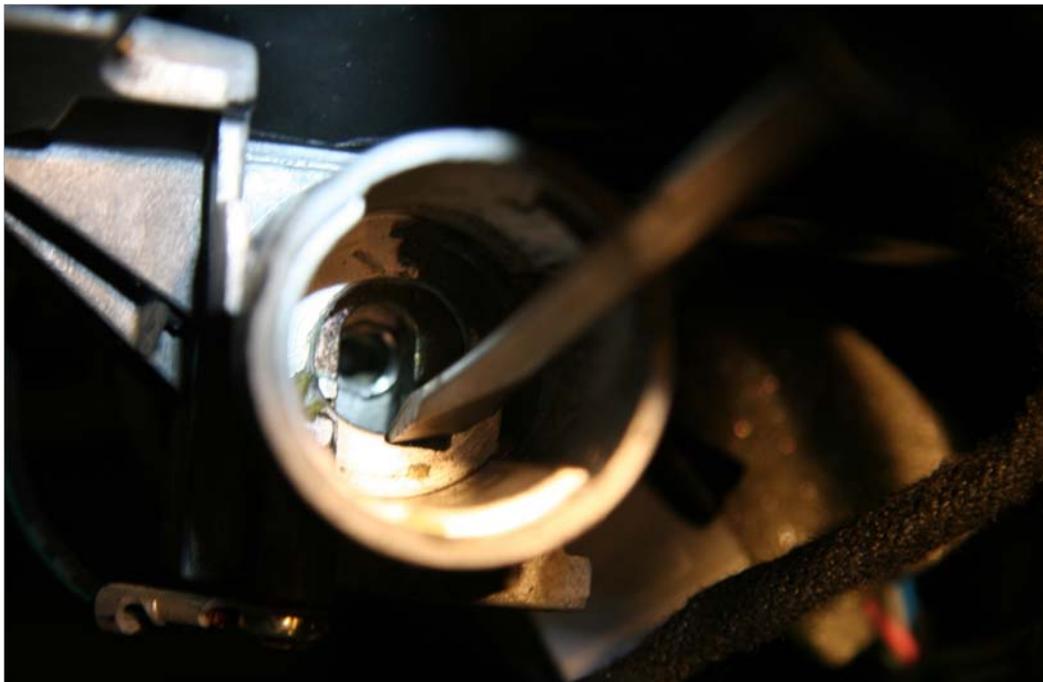


Extracting Released Cylinder

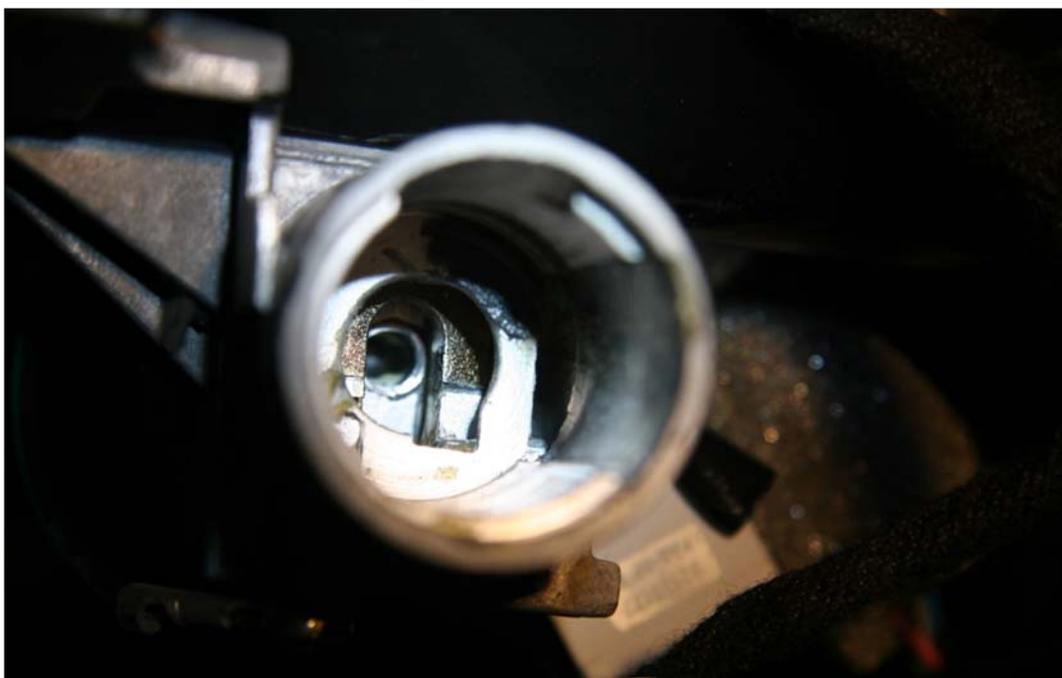
With the cylinder out of the way, you will need to latch the steering wheel locking mechanism out of the way so that you will be able to get the cylinder back in later. This is a really pretty easy if you know what you are looking for. Essentially, there is a small latch that you need to push down until it locks. The next three photos illustrate the process.



Cylinder Housing with Cylinder Removed



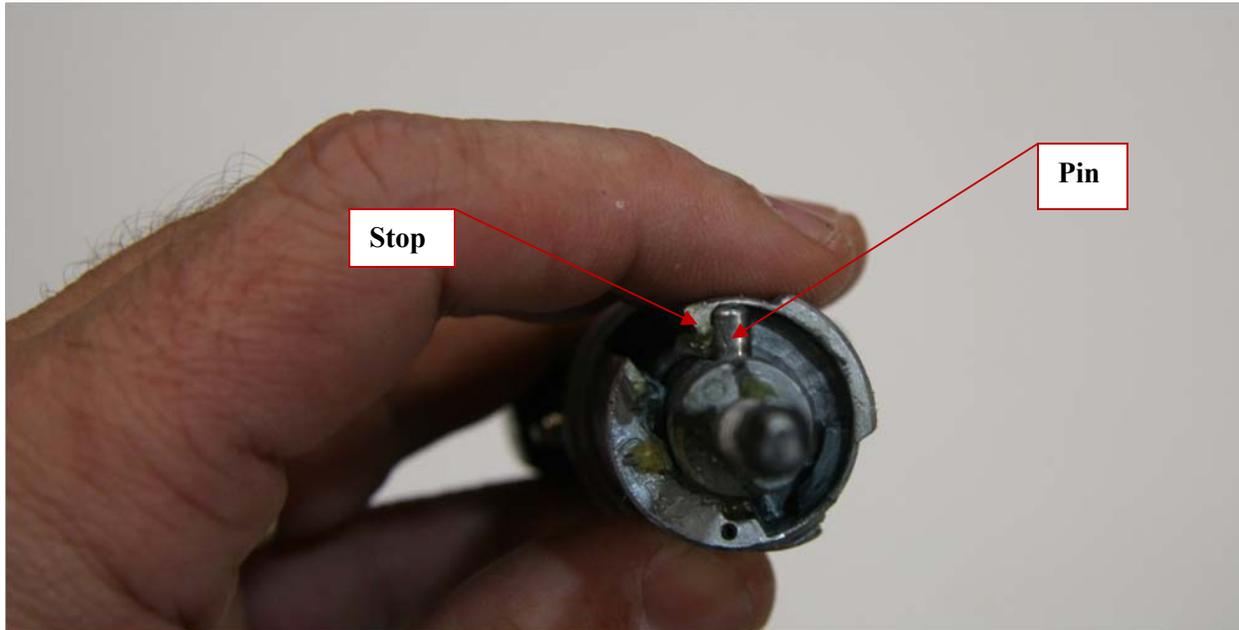
Using a Small Screwdriver to Press Down the Steering Wheel Locking Tab



Tab is Now Locked

The next step is to actually replace the lock cylinder. This can sound like a really involved process, but it is actually very simple, provided that you take your time. There is one absolute rule that you **MUST** follow for this procedure and that is you **MUST NOT** remove the key at any time. Doing so will release all of the lock elements and will require that they all be reinstalled in the correct locations and orientations for your particular key. That is something

you do not want to deal with, so just be sure the key stays in the lock. With that warning in mind, the lock itself needs to be removed from the lock cylinder so that the lock can be transferred to the new cylinder. To accomplish this, first turn the assembly so that you are looking at the end opposite to where the key goes in. You will see a pin on that side of the assembly that is riding inside of a groove machined into the cylinder. Rotate the key such that the pin rotates counterclockwise until it hits the stop. See the photo below.



Assembly Positioned for Pin Removal

The next step is very easy, but must be done with extreme care. The pin shown in the photo above is spring loaded. In order to extract the lock from the cylinder, that pin must be depressed towards the centerline of the assembly while rotating the key such that the lock turns counterclockwise. This will allow the pin to clear the stop. **BEFORE YOU DO THIS PLEASE READ THIS WARNING!!!!!!!!!!** The spring that keeps the pin in place is very strong. You must make sure that as you rotate the pin past the stop that you keep control of it. If you do not, the pin and the spring can become projectiles and you will be spending the next hour and a half looking for them. GM is serious enough about the concern that these objects could become projectiles that they actually recommend that the service techs wear safety glasses for this step.

Once the pin is clear of the stop, your assembly should look like the photo on the next page.



Assembly with Pin Clear of Stop

With the pin clear of the stop, it can now be removed from the lock. Simply pull it out. Make sure to keep track of the spring during this process. In my case, the spring stayed in place inside of the lock, and I did not try to extract it. With the pin removed, carefully pull the lock from the cylinder making sure not to dislodge the key during the process. The photo below shows what this will look like.



Lock Removed from Cylinder

From this point forward, the process is to reverse the removal process, except use the new cylinder in place of the old one. One key step is to lubricate the new cylinder. In my case I used a good synthetic grease that will provide lubrication over a wide temperature range. Once the cylinder is lubed up, insert the lock into the new cylinder, position the pin in place, depress it, and rotate the assembly clockwise so that the pin is once again captive. The assembly is now ready to re-install back into the car.

Installing the assembly back into the car is relatively straightforward. The one thing that you need to do is make sure that the key is in the unlocked position. When the key is in the unlocked position, you will be able to depress the locking tab on the outside of the cylinder assembly. See the photos below.



Positioning Key so that Locking Tab can be Depressed

With the key oriented in the unlocked position, simply insert the cylinder into the steering column. If you have the steering wheel locking tab correctly locked out of the way, the cylinder will simply slide in and lock itself into position.

After this step, the rest is easy. Just snap the key reader back on, reinstall the steering column covers, reinstall the knee bolster, and reconnect the battery.

Where was Gateway Tiger This Month?

This month, Gateway traveled to the left coast with Vice President and Mrs. Chapman. Here are the details:

The first day there we visited Alcatraz and did the tour, quite interesting, but the tiger spent some time behind bars and did not enjoy the day also stopped by Fisherman's wharf for food and entertainment.



Day two consisted of the start of a three day excursion around the area with stops at Monterey beach to watch the surfers and along the coast to see the seals and

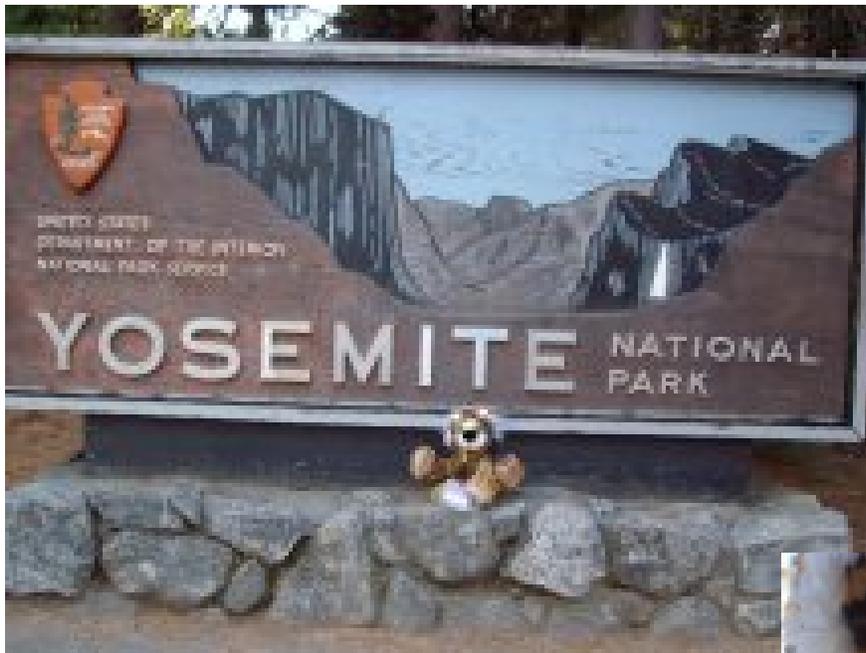


Hwy 1 coastline. Day two was a visit to Big Basin park to see the big Redwoods, much more enjoyable for the tiger, and the drive to Yosemite Park. Day three was a tour of Yosemite, most of which we could go to, but some areas were still snow-

Where was Gateway Tiger This Month?

bound with the roads closed, a good day for all. We then headed back to San Jose and the house.

The next day we had a personalized tour of the Tesla plant given by our son, very impressive operation and adding a new line with project production for 2014 forecasted at 35,000 units. Discovered during the tour that the Tesla plant used to be the GM A body plant and our Black RA III Judge was assembled there. We were treated to a ride in a test model Tesla that was a four wheel drive, the performance of the vehicle was indeed impressive. The last day there we did a tour of the Carrier Hornet which has been turned into a museum and docked in San Francisco, this is a good one if you are interested in that sort of exhibit.



Year Of The 4's



Calling all owners of 1964, 1974, and 2004 GTO's!



**This year, in celebration of:
50th Anniversary of the 1964 GTO
40th Anniversary of the 1974 GTO
10th Anniversary of the 2004 GTO**

**The Hoodscope will be featuring Car of the Month articles
on the anniversary years**

**If you own one of these special cars, please get to work on
your article(s) and get them to Chris Winslow**



For Fun Come to the Third Annual...

GTOAA Regional All Pontiac Cruise and Show



September 20 - 21, 2014

proceeds benefit the Pontiac-Oakland Museum

Hosted by the
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Gateway GTO Club
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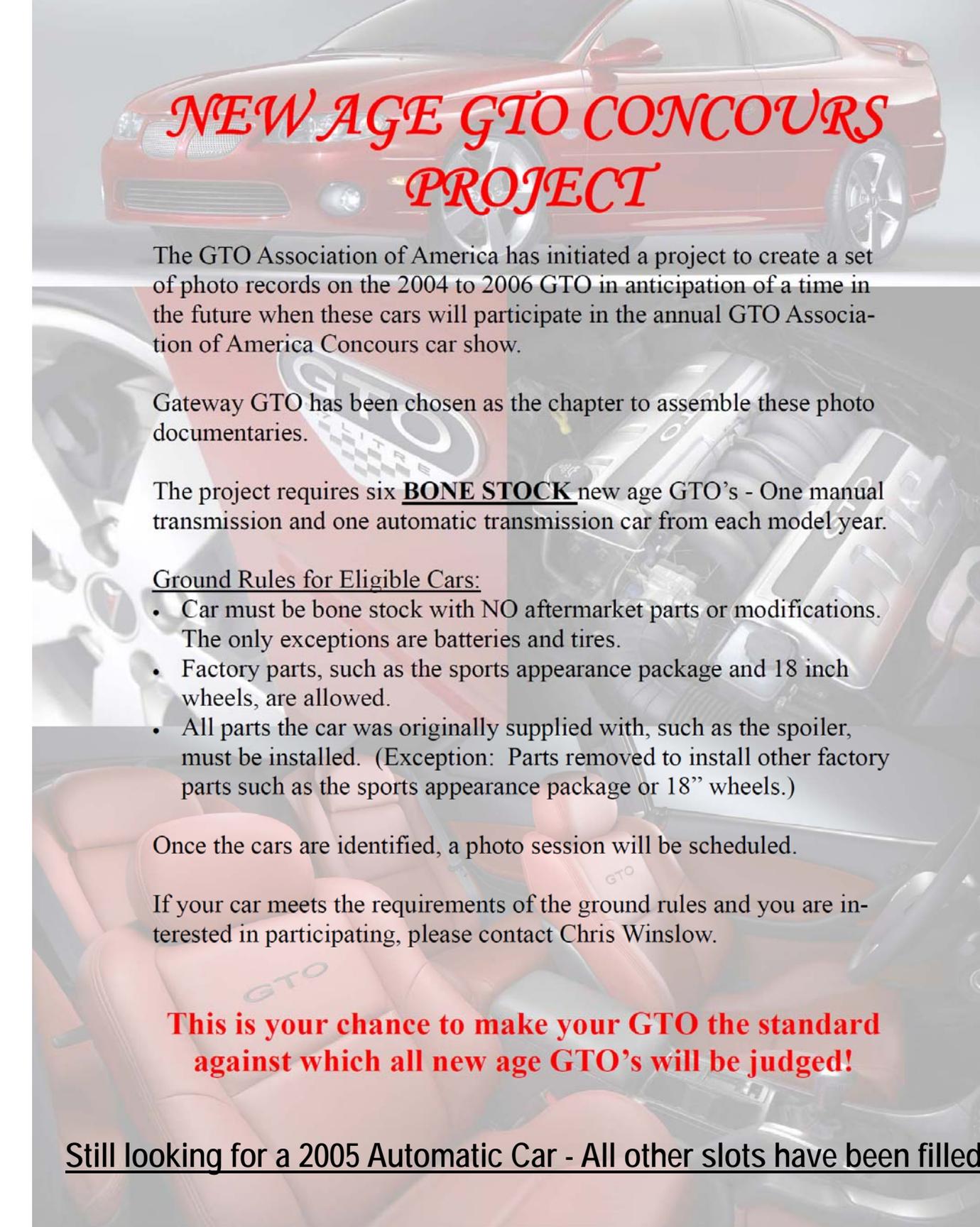
both days \$30 Sunday only \$20

for registration & info, see www.gatewaygto.org

Saturday - Private Collections
Museum Tours - Ice Cream Social
Sunday - All Pontiac Car Show
Expanded Classes

Hotels

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- Super 8 815-844-6888
- Best Western 815-842-2777



NEW AGE GTO CONCOURS PROJECT

The GTO Association of America has initiated a project to create a set of photo records on the 2004 to 2006 GTO in anticipation of a time in the future when these cars will participate in the annual GTO Association of America Concours car show.

Gateway GTO has been chosen as the chapter to assemble these photo documentaries.

The project requires six **BONE STOCK** new age GTO's - One manual transmission and one automatic transmission car from each model year.

Ground Rules for Eligible Cars:

- Car must be bone stock with NO aftermarket parts or modifications. The only exceptions are batteries and tires.
- Factory parts, such as the sports appearance package and 18 inch wheels, are allowed.
- All parts the car was originally supplied with, such as the spoiler, must be installed. (Exception: Parts removed to install other factory parts such as the sports appearance package or 18" wheels.)

Once the cars are identified, a photo session will be scheduled.

If your car meets the requirements of the ground rules and you are interested in participating, please contact Chris Winslow.

This is your chance to make your GTO the standard against which all new age GTO's will be judged!

Still looking for a 2005 Automatic Car - All other slots have been filled

Gateway GTO Association Points Submission Form

Member Name _____

Month _____

Club Sponsored Events and Monthly Meetings

Event	With GTO (40 Points)	Without GTO (20 Points)

Total for Club Sponsored Events _____

Non Sponsored Events

Event	With GTO (10 Points)	Without GTO (5 Points)

Total for Non Sponsored Events _____

Other Activities

GTO Regional/National Event	With GTO (100 Points)	Without GTO(70 Points)

- GGTOA Event Worker/Helper (50 Points) _____
- Car Featured as GTO of the Month (50 Points) _____
- Write an Article for *Hood Scoop* (50 Points) _____
- Sign up a new GGTOA member (25 Points) _____
- Have GTO featured in a National Pub (40 Points) _____

Total Points for Month

Submit completed form at GGTOA monthly meeting or to:
 B. O'Sullivan
 10637 St. Phillip Lane
 St. Anne, MO 63074

To access form from GatewayGTO.com, click below
<http://www.gatewaygto.org/clubpoints.html>

2014 GATEWAY GTO CALENDAR OF EVENTS

April

- 3 - GTO MEETING 7PM at Sports Café CLUB SPONSORED) (Note new day and location)**
- 12 - JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 20 - Easter Car Show at the Muny (Classic GTO's in the upper lot, New Age GTO's in the lower lot (CLUB SPONSORED) Details on registration for Classic GTO's to follow

May

- 1 - GTO MEETING 7PM at Sports Café CLUB SPONSORED) (Note new day and location)**
- 3 -POCI-Buick Clubs Car Show at Dave Sinclair Buick, 5655 South Lindbergh (CLUB SPONSORED)
- 10 - JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 24 - St. Charles History Museum Car Show 10:00 to 3:00, 1630 Heritage Landing, St. Peters
- 26 - 24th Annual Cobblestone Nationals at Fast Lane Classic Cars
- 30 - Federal Mogul Grand Opening and Car Show 4:00 to 8:00
- 31 - Cruise to Bob's Gasoline Alley

June

- 5 - GTO MEETING 7PM at Sports Café CLUB SPONSORED) (Note new day and location)**
- 14 - JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 21 - Gateway GTO Annual Poker Run (Details to follow)

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

Gateway GTO Classifieds

For Sale

1972 350V8 (Needs to be rebuilt) Open to offers. Contact Tom Fox at 314-795-1598

Dave Demsko has a **5 Night reservation at the Host Hotel for the GTOAA Nationals** that he cannot use. Please contact Dave at 314-480-0945 if you are interested

Wanted

WT 400 Block for a 1968 GTO. Contact Tom Fox at 314-795-1598

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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 Thursday of the month at Sports Café 3579 Pennridge Dr, Bridgeton, MO 63044

Membership dues are \$35.00 per year and all renewals are required to be paid by December 31st. You are allowed to have one associate member.

Club Sponsor

We are actively looking for a new club sponsor. If you are interested, please contact Kerry Friedman.

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.



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 or
www.gatewaygto.com**

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