



# THE HOOD SCOOP

April 2015

## My GTO Story By John Kehrein

Gateway GTO  
Association



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

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

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

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

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THE HOOD SCOOP



soccer, scouts, band, etc. ---- all good times. But I kept reading the want ads and managed to flip some cars (the nicest was a '34 Chevy 2 door coupe), but no GTOs.

Finally in 1987 there was an ad for a 1966 convertible. Dad and I met with the owner, a young man needing money for college. It was rough, sagging, but

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

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

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

Pontiacs were too expensive as "my three sons" arrived – Dan, Mike, and Dave, along with baseball, football,

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

I stripped the convertible, removed the interior and front clip, and did all the body work. At the same time, I found a 1967 GTO hardtop in Pontoon Beach Illinois. The owner decided it was too rough and was going to part it out and crush the rest. It was a no money rusty basket case – needed floors, truck floor, sills, lower rear window metal and removal of the rebel flag painted on the trunk lid. But it was all there and it ran. I put air in the



# GTO of the Month

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

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

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

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

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

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

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

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

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



# Presidents Scoop

## The Presidents Scoop

By Kerry Friedman

My work, that's what pays the bills, feeds us, and the leftover goes to projects around the house and the GTO Hobby, has been getting in the way lately of enjoying the GTO. I have several jobs that should be over in the next month or so, then I'm going to be GTO cruising and showing as much as I can.

We did however, go to the Show Me Corvair Club Spring Rally last Saturday, because their flyer was inviting other "Orphan" cars, and it was a cruise around Jefferson County. We met at a shopping center, had a donut, and they read the rules. It was a little different than our cruises, and combined some of the things we do. There was a route that a navigator had to help you with, things to look for and two stops for a timed check in. It also was a Dice Run, where you roll the dice at the beginning, 2 stops, and the end.

There were 4 Corvairs that started, 1 GTO, and 1 Sprite or Triumph 2 seater convertible. 2 Corvairs didn't finish, one had a wheel bearing problem, and the other had somewhere to go. The cruise took over two hours and ran around 90 miles. The Sprite, won the High roll of the dice, and the time finish for the race. The GTO



won the low dice roll and the closest to the exact mileage. All in all everyone had a good time, the weather was great, and it doesn't matter what kind of car it is, but the people are all very nice and helpful. I recommend we do more events with other Clubs like we did last year on the Illinois Cruise. I have all the maps and instructions from this rally, and I will try to get it in the schedule in the coming months.





# Presidents Scoop

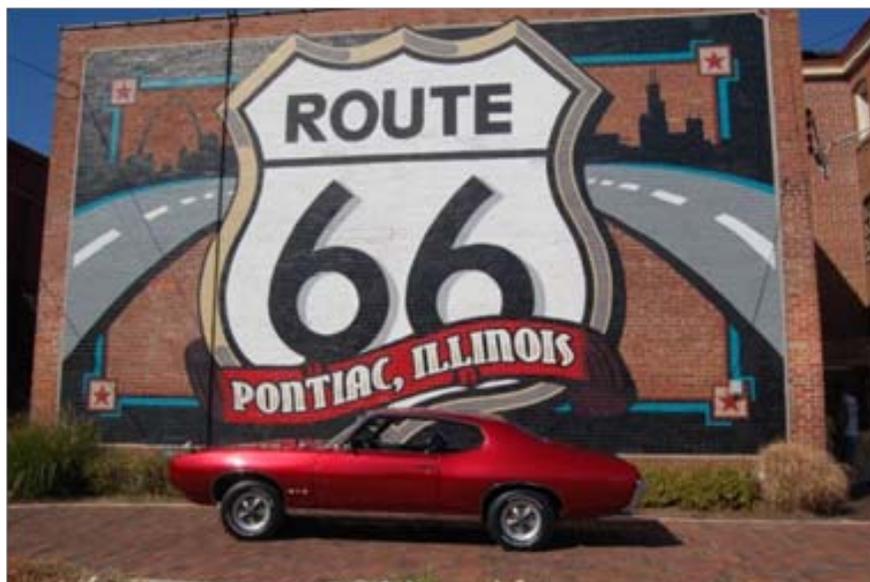


The GTOAA 2017 Convention Committees will be working behind the scenes on the preliminary planning, and as time goes by we will be getting more of the members involved.

There was more confusion this year with the membership renewals. As it seems, other than one or two people who moved, everyone else has renewed with GTOAA, and thus Gateway by either paying GTOAA directly, where the confusion came in, or sending the dues to Will. We will work on better communication this year, and try to get everyone to send it to Gateway.

Events around the corner: May 9<sup>th</sup> St. Charles Heritage Museum GTO Show, 11:00 to 2:00, and the same day at PUR Performance, near EPC, Customer appreciation day, 9:00 am to 5:00 pm.

The next regular Gateway GTO meeting will be May 7, at The Sport's Café, in Bridgeton. See you there. I'll have the GTO 50 year books that were on the 2<sup>nd</sup> order.



## GGTOA Minutes: 4/2/2015

7:03PM – Meeting start – No new members present

7:04 – Old Business – The club currently has +/- 67 members with 100% participation in GTOAA.

Earl Lewis spoke about the Cottleville St. Patrick's Day event. He read a note from Cottleville that thanked the club volunteers for helping run the parade. We also received a Certificate of Service. We are considering a float in next year's parade. Early made a motion for a club vote to approve creation of a Gateway float. Motion seconded by Mark Melrose. The motion was approved by a majority vote.

7:12 – New Business - We are working cruises and events for 2015. John Novelli may be putting together a car cruise that could result in another club sponsorship. The cruise proceeds would benefit the St. Charles West Marching Band.

7:18 – Omer Phelps will attend the May meeting to speak about the benefits of dyno-tuning your car.

7:19 – Chris Winslow is still looking for 65/05 GTO and tech articles for the Hoodscop.

30<sup>th</sup> Anniversary shirts are still available.

7:20 – Tom Oxler talked about the 2015 National Convention in Columbus Indiana

7:22 – Kerry received a letter from the Independence Fund thanking us for our \$450 donation.

7:24 – Kerry is planning on making one more order for the 50 Years of GTO book. Let him know if you would like a copy.

7:25 – Upcoming events –

5/2 Lafayette Renaissance Car Show. \$10 per car. Lafayette High School 11AM-4PM

5/9 GTO Display at St. Charles Heritage Museum. 11-2, free food. CSE

5/16 Dyno day at Omer Phelps'. 9AM-1PM. Rain date 5/23. CSE

5/16 Fords Unlimited baseball night at T.R. Hughes. Notify Kerry for tickets. \$10 per person. Club cars get to drive around the field before the game.

6/12 Car and Bike Show and Dyno Day at Federal Mogul Motorparts. 4PM-9PM. 3168 Riverport Tech Center Drive, Maryland Heights, MO 63043

7/7-7/11 GTOAA Nationals in Columbus Indiana. Sign up online, call Clarion Hotel direct for reservations.

8/15 Veterans Car Show. 11AM-3PM. Purina Farms Gray Summit. CSE

8/30 Annual Gateway GTO Club Picnic at Vago Park. CSE

9/19-9/20 GTOAA Regional in Pontiac Illinois. Pontiac Museum fund raiser.

10/10 Lebanon Missouri Route 66 Cruise.

Overnight stay at Munger Moss Motel. CSE

7:26 – Mark Melrose is setting up a Road Rally for POCl. Gateway GTO is invited.

7:37 – Tom Oxler talked about the upcoming Lebanon Cruise

7:38 – GTOAA Report – Referral program is still in effect.

7:40 – Tech – Craig Glen is looking to replace a gas tank in a 69 GTO. He is asking for info and advice. John Novelli buying from autopartwarehouse.com.

7:43 – Kerry mentioned a problem with his car pulling in different directions depending on acceleration.

7:47 – Chris Simmons talked about some aftermarket headers.

7:53 – Club personals – The GTO Tiger went to Mexico. He got married on the beach. There will be an article to follow. Everyone else also had a good time on the trip.

7:56 – Mark Melrose was celebrating his 38<sup>th</sup> anniversary at the meeting. Sandra was thrilled.

7:58 – Motion to adjourn by Mark Melrose. Seconded by Rich Vie.

50/50 won by Jim McCarthy





# Convention Corner



2017 will be here before we know it. As we prepare to host the GTOAA convention, Tom Oxler has put together a tentative set of committee assignment. These are intended as a starting point, so please take a look at your assignment and if you would prefer to be in a different group, please let us know.

<b>REGISTRATION</b>  Chair Chris Winslow 636-939-2770 <a href="mailto:chriswinslow@charter.net">chriswinslow@charter.net</a>	<b>Committee Members</b>		
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<b>ACTIVITIES</b>  Chair Terry Schott 636-273-6313 <a href="mailto:tschott@kelp.com">tschott@kelp.com</a>	<b>Committee Members</b>		
<b>CAR SHOW/TECH/LOT</b>  Chair Frank Chapman 618-523-4636 <a href="mailto:cchapman7328@att.net">cchapman7328@att.net</a>	<b>Committee Members</b>		
<b>VENDORS/SWAP MEET</b>  Chair Will Bowers 618-656-1899 <a href="mailto:wwbdsb@yahoo.com">wwbdsb@yahoo.com</a>	<b>Committee Members</b>		
<b>SPONSORS/SPEAKERS</b>  Chair John Johnson 573-581-8013 <a href="mailto:johnjohn@midamerica.net">johnjohn@midamerica.net</a>	<b>Committee Members</b>		
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Denny Gunn Harry Smelcer Dave Island		Paul Kondrick	
Gail Schott Earl & Barb Lewis Marty Howard Leroy & Debbie Brune John Folluo	Brian Ray Bill Craft Jim Mutz Annette Morton Donna Bowers		
Harry Timmerman Lucas Hedrick John Taylor Terry Schneider Pat Garvey Joe Mayweather Bill Hargrave	Tony Bezzole Rich Vie Mike McNeal Dan Jackson Jeff Bond Ken Boyer Larry Frederick	John Hunt John Lally Brian Lavac George Jeter Tom Fox	
Cecil Morton Chris Simmons John Novelli Doug Wollgast Craig Glen		Jeff Heinie Jeff Homsher John Rolfes Roger Maczura	
Jon Havens Bob Blattel Dave Huesgen Jim Moran Jim Kiburz		Danny Schmidt Charley & Jeanne Simpson Carl Thoenen Scott Brandt Scott Hudler	

## Transmission Fluid Change on 2004 GTO Manual By Chris Winslow

At over 10 years old and a trip to the Nats just around the corner, I decided it was time to swap out the factory fill transmission fluid in my 2004 manual. One would not think there would be that much to changing the fluid, but it turned out to be a bit more involved than I thought.

The first thing I had to figure out was what type of fluid to use. I first started with the owners manual. It simply said Dexron III. Of course, as most people know, Dexron III has long since been discontinued. I next turned to the online forums. It turns out, like most things on the forums, there are raging debates on this with lots of people posting lots of opinions. For every person who talked about how great this aftermarket or that aftermarket fluid made their transmission shift, there were other people saying just the opposite. Next, I turned to my GM factory service manuals. Those manuals were calling for “GM Goodwrench –III, GM P/N 12378470 or the equivalent Dexron III.

So, I started trying to find 12378470. That was also no longer available. One person I spoke with at a GM parts counter suggested to just replace it with Dexron VI since that is the new universal fluid for “everything”. After doing some additional research on that, however, I found a TSB that specifically said NOT to use Dexron VI in a manual transmission or transfer case. That TSB recommended, instead the use of 88861800 Manual Transmission and Transfer Case Fluid. In addition, I found MSDS sheets that cross referenced 12378470 to 88861800. Based on all of this, I decided to go with the 88861800.

The next step was to figure out how much fluid I needed. There was a bit of disagreement on the forums on that as well. Apparently early owners manuals indicated 4.4 quarts. The owners manual in my very late 2004, however called for 4.6 quarts, as did my factory service manuals. So, I headed off to our brand new Sponsor, **Gateway Buick GMC**, and purchased 5 quarts of the fluid. They had it in stock and I was in and out in only a few minutes.

According to the procedure in the factory service manuals, the fluid must be added through the reverse light switch opening. This is apparently because filling it through the transmissions fill plug will result in under-filling the transmission because of the angle at which it sits in the GTO. This is backed up by a sticker that is mounted to the side of the transmission adjacent to the fill plug.



The backup light switch is mounted to the passenger side of the transmission fairly high up on the housing adjacent to the frame rail. After scoping it out, I was confident that I could get the switch out, but I had no idea how to get fluid pumped up there to refill the transmission.

I turned to the internet and found a few options. One was a fairly large sort of semi-professional pump system. It would definitely work, but appear to be overkill for my needs. At the other end of the spectrum, I found a small pump the essentially screwed into quart bottles and then allowed you to pump the fluid by pushing up and down on it. The problem was that based on the literature it was going to take about 80 pumps per quart. The idea of pumping that thing all afternoon to refill the transmission also did not appeal to me.

I finally found a solution in-between the two extremes. It was essentially a 1.5 quart syringe specifically designed for this sort of thing.

The final issue was the sealant to use when re-installing the backup light switch. The service manuals were calling for GM 1052080. Once again that turned out to be un-obtainium! I have found, however, that most such sealants are actually not really GM sealants, but really Permatex sealants on which GM has slapped their part number. Based on that I was able to find a cross reference to Permatex High Temperature Thread sealant, which I picked up at Advanced.



With everything I needed in hand, jacked up the GTO on the passenger side and got to work.

Note: This would be way easier with a lift, but it is doable with a jack and a jack-stand).

The back up light switch is a bit tricky to get out. After disconnecting the connector. It was time to unthread it. It requires a 22mm wrench. I had a 22mm regular socket, but that would not clear the connector on the switch. I had a 22mm deep socket, but that would not clear the frame rail. So, that left me with a 22mm combination wrench. For some reason, the engineers at Tremec decided to tuck the switch in a pocket between two raised areas in the



housing. So, it took quite a few wrench re-positions to get the switch out.

With the switch out of the way, (so that I knew I would be able to refill the transmission), I turned my attention to the drain plug. That was a lot easier. Simply insert a 3/8 inch socket wrench and give it a few turns. The key here is to be careful when removing the plug as the fluid wants to come flying out quickly. With the drain plug out, I pull out the jack



stand and lowered the car so that I would be sure to get all of the old fluid out.

I captured all of the fluid in a drain pan and then measured it to see how much was in there. As it turned out there was about 4.2 quarts. A bit less than the 4.6 called for in the manuals.

With the car back in the air and the jack stand in place, I installed the drain plug with a light coating of the thread sealant. Next up it was time to fill.

The syringe pump that I had purchase was very well thought out. The rear of the unit comes off and the opposite end of the syringe had a valve that could be opened and close with a quarter twist. This allows the user to simply pour in 1.5 quarts of fluid, and then put the back of the unit back on, sealing in the fluid.



With the pump filled, I was able to slip under the car, poke the end of the hose into the backup light switch opening, open the valve, and fill the transmission back up 1.5 quarts at a time.

The manual calls for filling the transmission to the bottom of the hole, but that would assume that the car is level. Since I had it jacked up on one side, I went ahead and put in the entire 5 quarts. I then lowered the car to let any excess drain out. As it turns out none did.

With the car back in the air, I applied a film of the sealer to the threads of the backup light switch and put it back in and reconnected it.

Then, after a quick check to the make sure the backup lights were working, I took the GTO for a quick spin. I did notice that the neutral to reverse shift was noticeably smoother, but otherwise there was really no difference.

So, in a around an hour with very little mess, I was able to get the fluid changed out and the car back on the road.



## Year Of The 5's



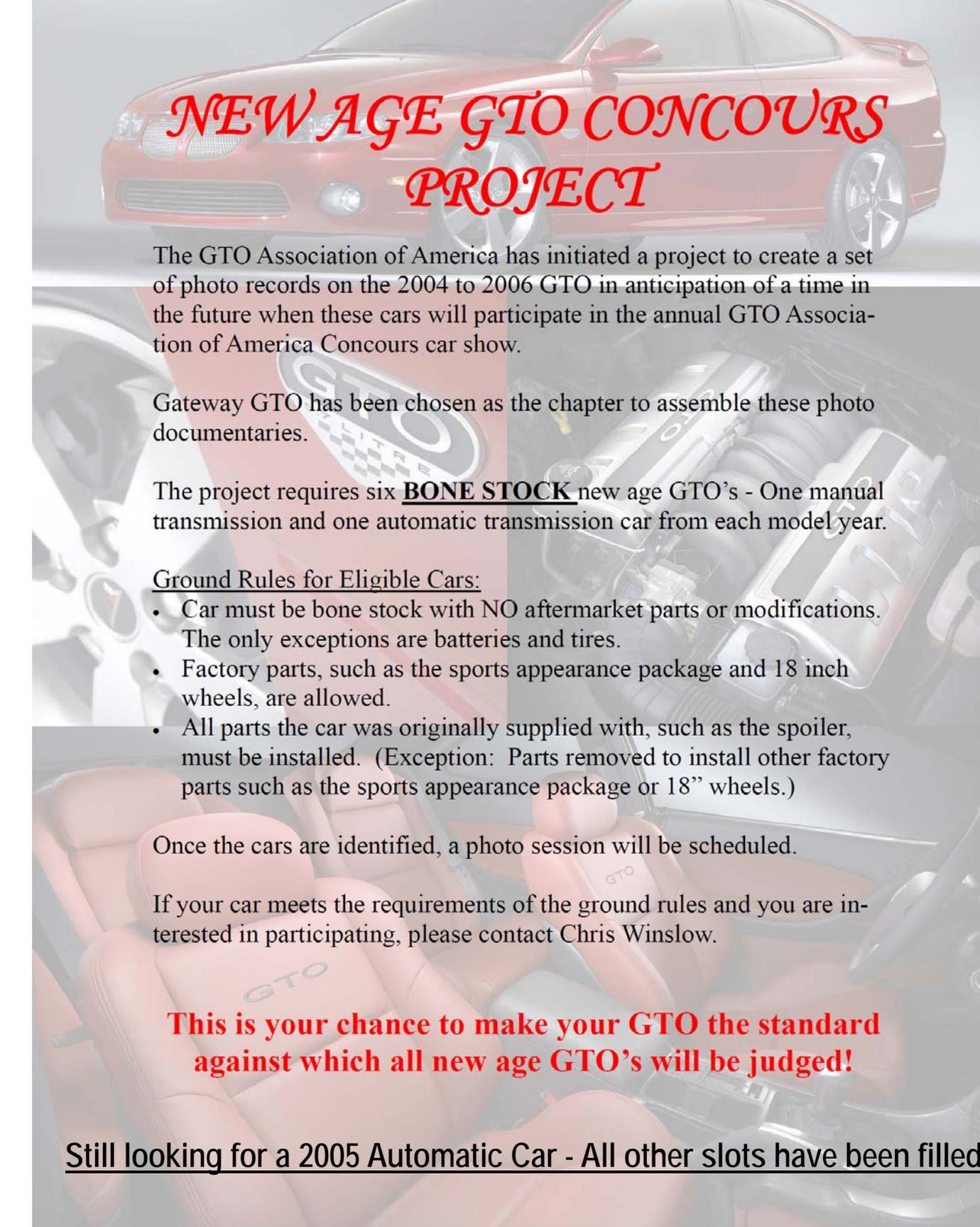
**Calling all owners of 1965 and 2005 GTO's!**

**This year, in celebration of:  
50th Anniversary of the 1965 GTO  
10th Anniversary of the 2005 GTO**

**The Hoodscoop 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**





# 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>



ROUTE 66 CRUISE TO THE MUNGER MOSS HOTEL IN  
LEBANON MO

WHEN: SATURDAY, OCTOBER 24, 2015

WHERE: Meet at 8:00 a.m. at the Route 66 State Park, 97  
exit 266 (Lewis Rd) off off I-44 just east of Eureka.

Travel Route 66 to Devil's Elbow Bridge on the Big Piney  
River where we will have lunch at the Devils Elbow Inn and  
afterwards proceed to the Munger Moss Hotel in Lebanon  
where we will check-in and then have dinner.

INFO: MUNGER MOSS HOTEL

417-532-3111 / Ramona Lehman

Room Prices: Rooms with 2 beds are \$60 plus tax

Queen : \$53.50 plus tax

King: \$56.50 plus tax

Ten (10) rooms are being held under Gateway so get your  
reservations in as soon as possible.

## 2015 GATEWAY GTO CALENDAR OF EVENTS

### May

- 7 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 9 - Heritage Car Show at St. Charles History Museum (CLUB SPONSORED)
- 9 - Car Show at Pur Performance in St. Charles (Next door to EPC)
- 16 - Dyno Day at Omer Phelps', 3950 E. Dietrich Lane, Forrester MO (CLUB SPONSORED)
- 16 - Fords Unlimited night at River City Rascals. See website for more information
- 25 - 24th Annual Cobblestone Nationals at Fast Lane Classic Cars

### June

- 4 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 12 - Federal Mogul Motorsports Tech Academy Car and Bike Show. See website for more information

### July

- 2 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 7-11 - GTOAA Convention in Columbus IN (CLUB SPONSORED)

SEE THE FULL CALENDAR AT [WWW.GATEWAYGTO.ORG](http://WWW.GATEWAYGTO.ORG)

### Gateway GTO Classifieds

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#### For Sale

1967 Pontiac 400 engine (complete less carb)

Casting date H167 Block code YA

6X Heads. Engine runs great and includes turbo 350 trans.

\$400 negotiable.

Contact Rich at 636-734-9340

## GATEWAY GTO 30<sup>th</sup> ANNIVERSARY TEE SHIRTS



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Gray;	S-XL	\$14	2X-3X	\$16
White;	S-XL	\$13	2X-3X	\$15

**Shirts are available for purchase at club functions or  
contact Kerry Friedman**



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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 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



**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](http://www.gtoaa.org)**

**Visit us at  
[www.gatewaygto.org](http://www.gatewaygto.org) or  
[www.gatewaygto.com](http://www.gatewaygto.com)**

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