



THE HOOD SCOOP

September 2015

CAR OF THE MONTH TEN YEARS AFTER

By Ken and Kathy Boyer

Gateway GTO
Association



In August of 2005, we bought our GTO. Kathy and I had been talking about, looking at, and admiring these stealthy little road rockets since the 2004 GTO was announced.

Built in Australia, Holden GM Monaros had been burning up the Outback in the land down under for many years. Sometimes referred to as the “Aussie corvette”, Monaros were well-respected for their potent performance. In their full race form, these cars were dominant competitors in the Australian V8 Supercar series, which was basically a bare-knuckle brawl between Holden GM, Ford, and others. While in Australia on company business, Bob Lutz (GM USA) along with Holden Special Vehicle guys drove/tested the Monaro. At his urging, the cars were reconfigured to meet American standards and became the new era Pontiac GTO’s.

When the 2005 GTO’s arrived with increased power, hood scoops, and traditional-style dual exhaust outlets, it was time to buy.

It took a lot of searching but we finally did locate the exact car that we wanted – a 2005 Midnight Blue Metallic GTO with black leather inte-



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GTO of the Month



write the caller's name down. I remember from our previous conversation that he had said he was a retired coal miner now selling cars at a low volume Pontiac dealership somewhere south of St. Louis on Illinois Route 3. He had spoken of his brand-new 1965 Tri-Power 4

rior, automatic transmission, and 18" wheels. About a year after we had bought the car, we discovered that Midnight Blue Metallic was a one-year only color and ours was 1 of 44 as optioned! That's not even one car per state!

We had contacted 20-25 Pontiac dealers by phone. The answer was always the same – "No, we don't have that particular car" or, sometimes, "Yes we have that car but with a six speed manual transmission" or "with 17" wheels". Several times, aggressive dealers would say, "Yes, I think there's one on the next boat. Come in, put \$500 down, and we'll try to get it for you. Should be about a month". It was beginning to look like our dream car was not going to happen,

We began to consider other options. Black with red interior was very, very cool! Red! – you can't go wrong with a red GTO – Right?! The cyclone grey cars also looked really sharp!

Then, about a month later at 9:30 in the morning, the phone rang and an excited voice on the other end said "Ken, I found your car!" He then described it and said it was at Four Flags Motors In Edwardsville, Illinois. I'm sorry to say I was so excited that I did not

-speed GTO. He said it was the "cat's meow" and, even now, he missed it terribly. GTO people are a very special breed. Even though it had been about a month since I had contacted that dealership, that old GTO guy had remembered me, found our car, and called. How cool is that!?!

The rest of that day was just a blur. I called Four Flags and confirmed the car was there, then called Kathy at work. I told her the sticker price and she said, "what are you quibbling about, call them back and make a deal. If we lose that car, I'm gonna shoot you." Well, I know that little lady pretty well and she is a very good shot. Since I am a good husband, I dutifully did what Kathy said and called them back and made a deal that I could live with. That afternoon we drove to the dealer with a cashier's check. After a little small talk, they gave us the keys and told us to go try it out! We fell in love with the car and by 9:00 that night it was tucked away safely in our garage.

As delivered, all 2005 GTO's are great performance cars. The gutsy LS2 is very smooth and makes good power across a wide RPM range. The upscale interior is quiet and comfortable, and those large bucket seats are

absolutely top-notch. If you have one of these cars (no matter what color or options), you have a limited production high-performance jewel that's 'bad to the bone'.

Our car drove and handled beautifully but, for some motorheads, good enough is never good enough – so eventually we made some mild modifications. JHP Vehicle Enhancements shipped us a very nice set of CV8Z 18x8 wheels from Melbourne, Australia. A set of meaty G-force BF Goodrich KDW 235/40ZR18 tires were installed. A Lingenfelter performance air intake; Kooks long-tube headers and cats. A MagnaFlow cat-back exhaust; race-ready electric cutouts; Moroso SF-R mufflers with MagnaFlow 4" tips completed the exhaust. PBJ (Performance by Joe) did a nice job with the dyno tune. BMR supplied a lightweight skid plate and stout strut-tower brace. Billet Prototypes provided a catch-can and some really nice low-key underhood details. JHP also sent a dashpod with GM volts and oil pressure gauges. Of course, we retained all of our original parts.

They say time flies when you're having fun. That must be true because, in what seems like the blink of an eye, our 2005 GTO is ten years old. Well, hell, that means Kathy and I are ten years older too! GR-RRR! We don't move as fast as we used to (a malady that our little goat doesn't suffer from) but we have not stopped having fun with our GTO. We still enjoy cruising and an occasional car show. The Annual Main Street Cruise Night is a local "must attend" event that we never miss. We can easily spend a week of what I refer to as "quality time", and Kathy thinks of as "just a lot of damn work", preparing our GTO for that night. We always have a blast at this event!

GTO's are made to be driven. No matter what you call it – a roadtrip, cruising, or grand touring – it's our favorite way to enjoy our car. We pick some obscure location, usually somewhere in the Ozark foothills, and head out for a day of adventure. After plotting a route on a roadmap, we grab some snacks, cold bottled water, a handful of Rock & Roll





GTO of the Month



CD's, (and a Garmin, just in case we can't find the 60's. our way home) and we're good to go. No interstates! Just scenic two-lane highways and well-maintained blacktop roads. Kathy navigates and I drive. Our GTO is perfect for this type of driving. It's a sleek and capable grand touring machine!

Kathy and I are both very proud to be members of the Gateway GTO Association and the GTO Association of America – a status we hope to maintain for many years to come!

In fact, it seems like the old adage "GTO – a flying machine for people who can't stand heights" is as true today as it was back in





Presidents Scoop

The Presidents Scoop

By Kerry Friedman

As summer is rapidly ending, and the Halloween Costumes and candy is already in the stores, I wonder where has this year gone. As a matter of fact where has the last several years gone? Where have the last 13 years gone?

13 years ago is about the time I bought my 1969 GTO. It is truly the case of “If I knew then, what I know now”, I probably would not have bought this car and probably would not have been involved in doing a lot of the repair work which had already been performed, or so the seller/dealer said had been done. Since that time when buying a used car for one of my sons, I took the prospect car to a repair shop, put it on a lift and got an expert opinion from the shop. Were they 100% accurate? No, but a whole lot better than my GTO experience. Most of the claimed repairs on the GTO could have been readily examined by putting it up on a lift and just getting under it and looking at the car. Solid floors would be very easy to see. New front end bushings and hardware, also easy to see. Not so easy to see would be the internal engine repairs.

If I had it all over to do again, “that beat to crap” blue ’69 convertible, that ran, for sale at Country Classics for \$5000 could have been a much better deal. They didn’t even call me back after I offered \$1500. Imagine that. At least I knew that it needed a total overhaul from top to bottom, inside and out.

But, the main difference in my thinking today is; I belong to a Club, Gateway GTO that is a combination of people that have known these GTO’s, since 1964, when they were new, and cars in general before that. Had I joined Gateway, used the available resources, the outcome could have been much different. For the better, I would hope. The additional costs to have had someone else evaluate the car, would be well worth it to get what “you paid for”. Would there be these charges? Probably not, other than maybe travel expenses. Being that our GTO’s were straight forward, no computer vehicles, there are people that know what everything should be like, and how it should work.

It is very evident, especially when someone has a problem that the support you get from our Members is next to none. This is also seen when we have an Event that needs participation from simply showing up in numbers or when we need “The Orange Shirt Brigade” for Car Show duties and the like.

Thank you Gateway GTO for your continued growth and support as my first term as President draws to a close. It has been a real privilege to be President of such a fine group of car enthusiasts.

The next regular Gateway GTO meeting will be October 1, at The Sport’s Café, in Bridgeton. See you there.



GGTOA Minutes: 9/3/2015

7:07PM – Meeting Start – New member Dan Wilson was in attendance. He has a 67' GTO driver. He is a retired letter carrier. He's had the car for about 2 years.

Jim McCarthy made it to the meeting, he's doing well.

7:09 – Old Business – The Jefferson County summer rally was great. We had several GTOs and one Corvair show up. Everyone had a good time, including the ones who got lost.

Mark Melrose spoke about the Veterans car show at Purina Farms. Around 200 cars were present.

The Gateway GTO picnic went well. The food was excellent, as was the company. Tom Oxler and Bob Blattel won the washer tournament.

7:12 – New Business – Discussion on the Wheels in Motion show on September 13th.

There was a mention of a possible trivia night activity in February at the Moolah Shrine ballroom

7:17 – Facebook discussion by Kerry Friedman. The club will have signed documentation for the website and facebook administrators.

7:29 – Upcoming events –

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

9/26 Olivet Fall Harvest Fest 12:00-4:00 CSE

10/24 Lebanon Missouri Cruise. Overnight at Munger Moss Motel CSE

11/8 Possible wine cruise to Augusta

7:38 – GTOAA – Steve Hedrick spoke about the "Nationals" Issue of The Legend. The 2016

Nationals are almost ready for registration. There is still room on the cruise to sign up.

7:41 – Tom Oxler talked about a recent visit to the host hotel for the 2017 Nationals. He lined out details for the show setup. The planned date for the Nationals is June 25th-July 1st.

7:51 – Tech – Chris Simmons talked about an open house at a junk yard in Illinois called Markman Autoparts. He also found an OEM EFI manufacturer that is now making aftermarket parts. They make an EFI that will bolt on to a four barrel carburetor.

Tootie May mentioned that they found her father's 54' Kaiser in Maine. It is in great shape and they bought it. They will be making a trip to pick it up in a month or so.

7:58 – No new Tiger news

7:59 – Motion to adjourn by John Taylor, seconded by Mark Melrose.

50/50 of \$21 won by Kerry Friedman





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.

REGISTRATION Chair Chris Winslow 636-939-2770 chriswinslow@charter.net	Committee Members		
	Terrie Oxler Tod Lieble Brian & Amy O'Sullivan Paula Winslow Jim & Mary McCarthy Mary Ann Ray	Darrell & Tootie May John & Linda Kehrein Andrew O'Sullivan Mike & Maggie Wilson Bev Mayweather	
HOTEL Chair Mark Melrose 314-968-3106 mjmelrose@aol.com	Committee Members		
	Denny Gunn Harry Smelcer Dave Island	Paul Kondrick	
ACTIVITIES Chair Terry Schott 636-273-6313 tschott@kelpe.com	Committee Members		
	Gail Schott Earl & Barb Lewis Marty Howard Leroy & Debbie Brune John Folluo	Brian Ray Bill Craft Jim Mutz Annette Morton Donna Bowers	
CAR SHOW/TECH/LOT Chair Frank Chapman 618-523-4636 cchapman7328@att.net	Committee Members		
	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
VENDORS/SWAP MEET Chair Will Bowers 618-656-1899 wwbdsb@yahoo.com	Committee Members		
	Cecil Morton Chris Simmons John Novelli Doug Wollgast Craig Glen	Jeff Heinie Jeff Homsher John Rolfes Roger Maczura	
SPONSORS/SPEAKERS Chair John Johnson 573-581-8013 johnjohn@midamerica.net	Committee Members		
	Jon Havens Bob Blattel Dave Huesgen Jim Moran Jim Kiburz	Danny Schmidt Charley & Jeanne Simpson Carl Thoenen Scott Brandt Scott Hudler	



Gateway Girls:

At our convention in 2017 we will have an indoor parking lot party complete with a 9-piece band. The party will be called "Its My Party" with a sock hop theme. We are going to encourage each chapter to choose an era, 1950s, 1960s, 1970s, 1980s, and dress accordingly.

The Gateway Activities Committee has chosen the 1950s era, so poodle skirts are in order for the girls. Barb Lewis has graciously volunteered to make the skirts for \$20 and we can order black GTO pink rhinestone shirts through the club store for \$24. If you want to order a poodle skirt contact Barb 636-219-4936 or Gail Schott 314-952-9832 with size (waist measurements so material can be purchased. Work has already begun on the skirts.

Pinging and Temperature Problems Resolved By Tom Oxler

For well over two years, my 66 GTO with the 461 stroker motor, has been experiencing pinging problems and now more recently temperatures hovering around 190 degrees and going as high as 200+ degrees when I use the air conditioning. Over this time I have constantly been checking the timing and even disconnected the vacuum advance as the pinging was getting worse especially when the engine heated up.

This spring, the Gateway GTO Club sponsored a Dyno Day at Omer Phelps's St. Louis Tuners location on a Saturday morning. I ran the 66 and the HP was 365 HP at the rear wheels which was a reduction of at least 80 HP from previous runs. I took the GTO back to Omer and we readjusted the valves, checked the leak down (all cylinders less than 4%) and reran it on the dyno. This time, it made 400 HP after I reduced the timing from 30 to 28 degrees. Some of the power was back but not all and I wondered why it made more power with less timing when the motor always made the best power right at 30 – 31 degrees in the past.

While attending one of our Old GTO Guys Luncheons in Granite City, I was telling my sob story to the guys who also included my engine builder and Gateway member, Jim Moran from MBJ Machine, also in Granite City. He listened intently and asked several probing questions and then suggested that I check the harmonic balancer as it sounded to him like it might have slipped. A slipped harmonic balancer is no real problem except it now invalidates the timing mark used on the balancer to set the timing of the motor. The more I thought about what Jim said, the more I was convinced that my harmonic balancer had slipped and my timing was somewhere other than where it should be.

While in Norwalk attending the Pontiac Nationals, I purchased a new Power Bond PBO-PB1056ST performance balancer from Butler Performance. This new balancer has 40 degrees of timing marks and has a mark every 90 degrees making valve adjustments much easier than



OLD



NEW

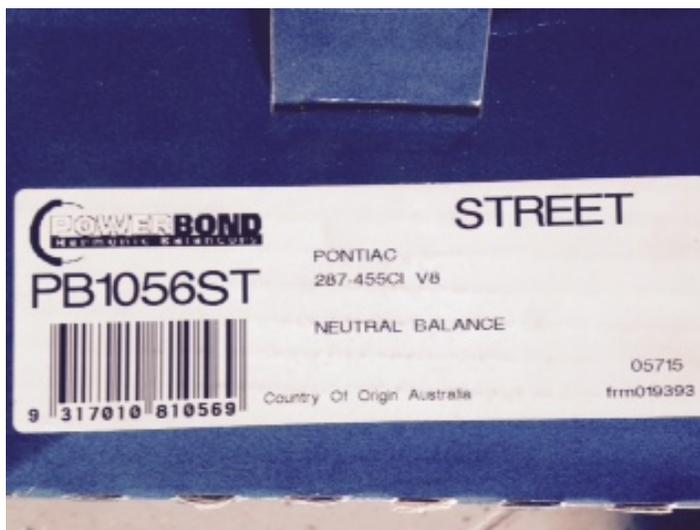
the stock balancer. The cost from Butler was \$124.95.

The morning after returning home, I rotated the crankshaft to set the balancer mark to zero and then removed the bell housing inspection plate and locked the flywheel with a vise grip pliers. I did not want the flywheel turning as I wanted to see where the new balancer showed the timing to be. I removed the old stock balancer and installed the new one.

The new balancer showed almost 7 degrees advance yet the crank had not moved. Thus, my old balancer had slipped 7 additional degrees so when I thought I was setting my timing at 30 degrees, it was really 37. No wonder I was getting pinging as I was way too advanced for the Kauffman Aluminum heads I have on the 461. I test drove the GTO and found I could reconnect the vacuum advance and noticed the pinging was almost gone. Just a little at 1500 – 1800 rpms so I changed the advance springs on the MSD distributor one setting higher and almost all of the pinging is gone and the GTO is running cooler than before with the temperature around 180 normally and 190 with the AC on.

While in Norwalk, I also purchased a Flow Kooler performance water pump and the offset pulleys to compensate for the 4 inch versus 4.5 inch snout on the Flow Kooler pump. After several hours of washers, sleeves and inserts to readjust the belts for the AC compressor and the alternator, the 461 is running cooler than it ever has. I test drove it this afternoon with the AC on full blast and the temperature sits at a steady 185 degrees. I think that the combination of a faulty harmonic balancer along with the new Flow Kooler water pump has solved a long standing problem I have been fighting for several years.

I was ready to purchase a performance aluminum radiator with electric fans this winter but now I can spend that money somewhere else on the old 66 GTO. I wonder how a new set of Doug's Headers would look.



St. Charles History Museum Car Show By Chris Winslow



The weekend of September 12th and 13th was a busy one for Gateway GTO. The first event was the annual GTO car show day at the St. Charles Heritage History Museum. The event had been rescheduled from earlier in the summer when rain caused the museum to cancel. The rain date of September 12th turned out to be the first really crisp fall like day of the season.

The usual Gateway GTO suspects and their cars showed up for the event. We had expected that the museum would serve some hot dogs and soda like they usually do. Unfortunately, the vendor that the city had hired for 2015 to handle the food service at these events had canceled at the last minute. This was a problem for most of us because we had not brought any lunch and there really are no lunch spots close to the museum.

Gateway GTO CEO Marty Howard to the rescue!!

Marty was a little late getting there, but once he arrived and found out about the lunch situation, he took charge and ordered pizzas and soda for the group.

Other than the excitement surrounding lunch, it was a really nice event where all of us sat around and compared notes on the latest car mods and issues, and interacted with the folks

Gateway GTO Activities

that stopped by to look at the cars. This included one or two that we hope may soon join the club.

As always it was a really great event that was enjoyed by everyone that stopped by. For more photos from the event, check out the web site photo gallery.



Annual Wheels In Motion Car Show

By Chris Winslow



Gateway GTO once again participated in the annual Walter F. Phillips Memorial Old Cars Against Cancer Wheels In Motion Day Car Show. As is the case every year, all of the proceeds from the car show go to The National Children's Cancer Society.

There are a number of local car clubs that participate in the event. Gateway once again had a large showing at the event both in terms of the members and their cars. The orange shirt brigade was on site by 8:00 and as usual assumed the duties of collecting the \$20 fee from each show car and helping organize show car parking for the event.

Gateway also organized and ran the raffle. This year there were 49 items ranging from gift baskets, restaurant gift certificates, car care packages, and other bigger items like a bike, a gas trimmer, and a battery operated drill. As usual, the girls of Gateway GTO took charge of this part of the effort and did a great job.

The event had some of the usual entertainment for the crowd. As always, first up was the contest to guess the time it would take for the St. Louis Model T club to assemble a Model T Roadster from a pile of parts. Although they do this every year, it is always amazing how quickly they can get it done and drive the car away.



Bob Blattel also performed magic for the kids of all ages during the event.



Gateway GTO Activities

There was also musical entertainment at the event including appearances by John Lennon and Elvis.



There was, of course, also lots of great cars for everyone to look at.



Gateway GTO Activities





Gateway GTO Activities



As the afternoon was drawing to a close, Gateway president Kerry Friedman took over the MC duties for the give away of the raffle prizes with a bit of help from Gail Schott and a small volunteer from the crowd as well as Mr. GTO



Overall it was a very successful event. Kerry will have the details on the total amount of money raised for next months newsletter.





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>

Cruisin Cottleville Car Show Oct 10th

Saturday 10am - 4pm

TO BE HELD AT

Vendors Set-up 8am

Old American Furniture Parking Lot

Many Awards

ON MID RIVERS MALL DRIVE

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Call To Be A Vendor - Space Available for a Fee

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For Information Call

Registration: \$ 20.00 Includes T-Shirt & Car Tag to 1st 100

636 333 1003

Pick Up and Drop Off Registration Forms at Cottleville City Hall ----- Attention: CCCS 2015, with Cash or Check
CHECKS - Made out to Cottleville St. Pat's Foundation.

Or Bring October 10th --- Day of Show with Cash or Check

ALL ENTRIES MUST FILL OUT REGISTRATION FORM

Car Show Registration Form Below

Name/Owner: _____

Address: _____ City: _____ Phone: _____

Vehicle: _____ Year: _____ Make: _____ Model: _____

WAIVER AND RELEASE OF ALL CLAIMS AND ASSUMPTION OF RISK:

Please read this form carefully and be aware that in signing up and participating in the Cruisin' Cottleville Car Show, you will be expressly assuming the risk and legal liability and waiving and releasing all claims, damages or losses which you, your staff or your volunteers, minor child/ward might sustain as a result of participating in any and all activities connected with and associated with said programs/activities (including transportation services/vehicle operation, when provided).

I recognize and acknowledge that there are certain risks of physical injury to participate in these programs/activities, and I voluntarily agree to assume the full risk of any and all injuries, damages or losses, regardless of severity, that my staff or my volunteers, minor child/ward or I may sustain as a result of said participation. I further agree to waive and relinquish all claims I, my staff or my volunteers, or my minor child/ward may have (or accrue to me or my child/ward) against the Cruisin Cottleville Car Show Committee and St. Pat's Foundation, including its agents, elected officials, employees, and volunteers (hereinafter collectively referred to as the Cottleville St. Pat's Foundation), including claims of negligence.

I do hereby fully release and forever discharge the Cottleville Car Show and St. Pat's Foundation from any and all claims for injuries, damages, or loss that my staff, my volunteers, my minor child/ward or I may have or which may accrue to me or my minor child/ward arising out of connected with, or in any way associated with Cruisin Cottleville Car Show and St. Pat's Foundation programs/activities, including claims of negligence.

I also agree to grant full permission to the Cruisin' Cottleville Car Show St. Pat's Foundation to use my name, photo, video or recording for publicity or promotional purposes without obligation or liability to me, my staff or my family.

I have read and understand the above Waiver and Release of All Claims and Assumption of Risk. Your signature below represents your understanding of this policy.

SIGNATURE:





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 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

October

- 1 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 10 - Cottleville Car Show at old American Furniture Store on Midrivers Mall Drive in Cottleville.
Rain Date October 17. Details to follow
- 24 - Route 66 Cruise at Munger Moss Hotel

November

- 5 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)

December

- 5 - Gateway GTO Annual Christmas Party (CLUB SPONSORED)

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

Gateway GTO Classifieds

GATEWAY GTO 30th ANNIVERSARY TEE SHIRTS



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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Owners

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jfhavens@sbcglobal.net

(314) 496-7368

Jonathan's Q Jet Service

Jonathan Havens

13 Shamblin Dr.
Florissant, MO 63034



CAR



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Insurance Consultant
Lewis Insurance Agency

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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**

**Visit us at
www.gatewaygto.org or
www.gatewaygto.com**

44 Marcus Drive
St. Peters, MO 63376

