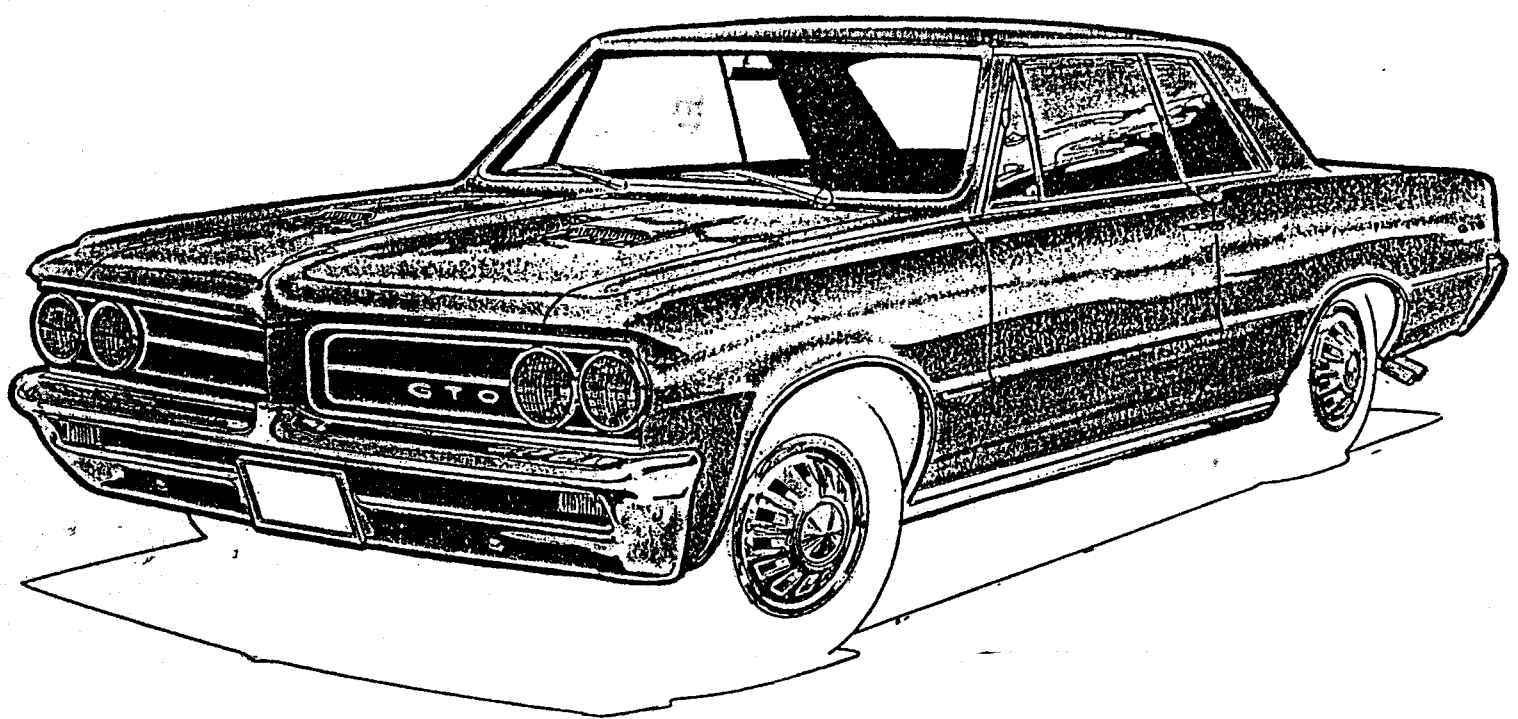


GATE WAY GTO CLUB ST. LOUIS
C/O S. HEDRICK
2738 CORRAL ESTATES
ARNOLD, MO. 63010

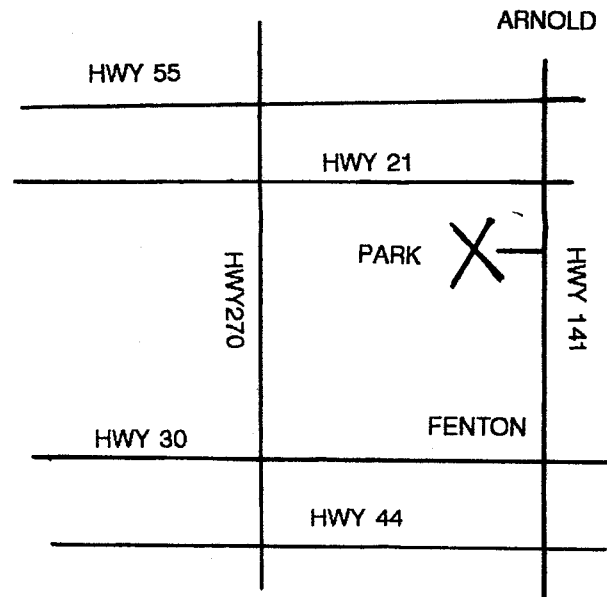


GTO

THE GATEWAY GTO END OF SUMMER PICNIC SEPT. 15

SPRINGDALE PARK

SEPT. 15 1990
SPRINGDALE
PARK CALL
SANDY
CHAPMAN FOR
R.S.V.P. AND
WHAT DISH TO
BRING
282-2203

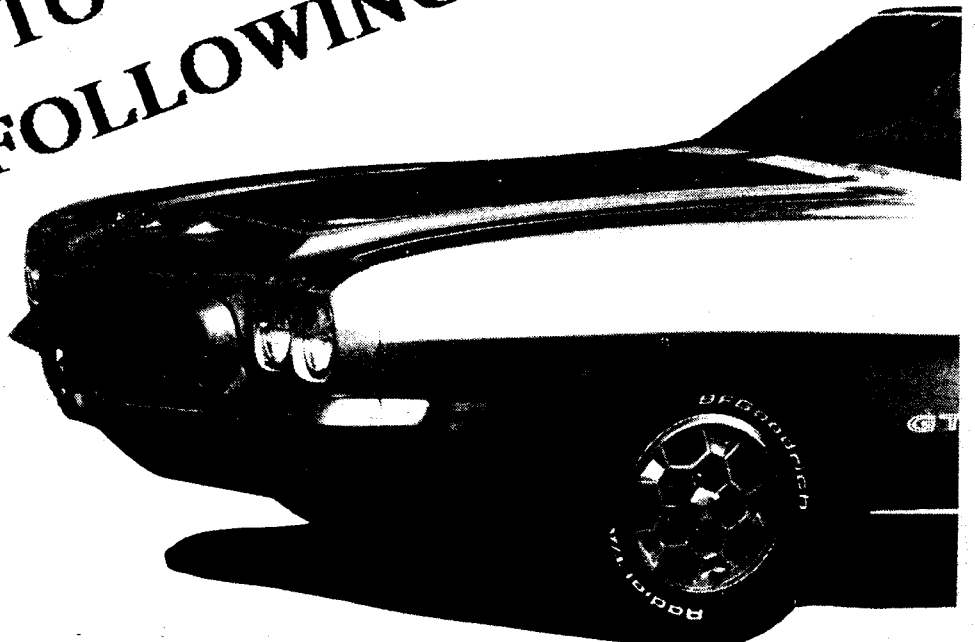


TIME: 12:00 - TILL ???

GTO CRUISE
AFTER THE
PICNIC

GTO CRUISE
FOLLOWING PICNIC

BE THERE!
BE THERE!
BE THERE!
BE THERE!



SHOW CLASSES

SATURDAY - SHOW AND SHINE - 10 A.M. - 4 P.M.
(Show Cars May Participate in Time Trials on Saturday)

SUNDAY - MOVE IN TIME - 8:30 A.M. to 12:30 P.M. — TROPHIES AT 4 P.M.

- | | | |
|-----------------------------|-----------------------------|-----------------------------|
| 1. ANY G.M. Car Pre-1955 | 19. PONTIAC 55-57 | 30. BUICK 55-57 |
| 2. CHEVY 55-57 | 20. PONTIAC 58-64 | 31. BUICK 58-64 |
| 3. CHEVY 58-64 | 21. PONTIAC 65-UP | 32. BUICK 65-UP |
| 4. CHEVY 65-79 | | |
| 5. CHEVY 80-UP | 22. G.T.O. 64-67 Stock | 33. G.S. 65-69 Stock |
| | 23. G.T.O. 64-67 Modified | 34. G.S. 65-69 Modified |
| 6. CAMARO 67-69 Stock | 24. G.T.O. 68-UP Stock | 35. G.S. 70-UP Stock |
| 7. CAMARO 67-69 Modified | 25. G.T.O. 68-UP Modified | 36. G.S. 70-UP Modified |
| 8. CAMARO 70-UP Stock | | |
| 9. CAMARO 70-UP Modified | 26. FIREBIRD ALL - Stock | 37. G.N. 84-UP |
| | 27. FIREBIRD ALL - Modified | |
| 10. CHEVELLE 64-67 Stock | | 38. T-TYPE-ALL |
| 11. CHEVELLE 64-67 Modified | 28. TRANS-AM ALL - Stock | |
| 12. CHEVELLE 68-UP Stock | 29. TRANS-AM ALL - Modified | 39. OLDS 55-57 |
| 13. CHEVELLE 68-UP Modified | | 40. OLDS 58-64 |
| | | 41. OLDS 65-UP |
| 14. CORVETTE 63-67 | | 42. OLDS 442 64-67 Stock |
| 15. CORVETTE 68-77 | | 43. OLDS 442 64-67 Modified |
| 16. CORVETTE 78-UP | | 44. OLDS 442 68-UP Stock |
| 17. CORVETTE Modified | | 45. OLDS 442 68-UP Modified |
| | | |
| 18. TRUCKS - ALL | | 46. CADILLAC 55-57 |
| | | 47. CADILLAC 58-64 |
| | | 48. CADILLAC 65-UP |

OTHER CLASSES

- 49. PRO MODIFIED Regular
- 50. PRO MODIFIED Blown
- 51. STREET MACHINES 49-59
- 52. STREET MACHINES 60-69
- 53. STREET MACHINES 70-79
- 54. STREET MACHINES 80-90
- 55. STREET RODS OPEN
- 56. STREET RODS COUPE
- 57. STREET RODS T-BUCKET
- 58. STREET RODS SEDAN
- 59. SPECIAL INTEREST Pre-65
- 60. SPECIAL INTEREST 66-UP

SAFETY RULES FOR RACING

- 1. All Cars Must Have SEAT BELTS
- 2. Cars 13.49 and Quicker Must Have HELMET
- 3. Cars 12.49 and Quicker Must Have NECK BRACE
- 4. All Open Cars Must Have ROLL BAR

1ST ANNUAL

SPONSORED BY: MATT JOHNSONS



G.M. NATIONALS

AT

ST. LOUIS' GATEWAY INTERNATIONAL RACEWAY
SATURDAY & SUNDAY, SEPTEMBER 29TH AND 30TH

SEE ALL THE HEAVY HITTERS FROM G.M. - *THE MARK of EXCELLENCE*

CORVETTES - G.T.O.'S - G.S. BUICKS - 442 OLDS - SS CAMAROS AND
CHEVELLES - GRAND NATIONAL BUICKS - AND MANY MORE

RACES - ALL CARS MUST BE G.M. POWERED

TOP ELIMINATOR 0 - 12.49	SUPER E.T. 12.50 & UP	STREET KING - HEADS UP Must be street legal D.O.T. Tires Closed Exhaust	HIGH TECH SHOOTOUT - HEADS UP Cars 1985 And Newer Must be street legal D.O.T. Tires - Closed Exhaust and must have original engine No nitrous	TROPHY CLASS
1st \$2,000	1st \$1,000	1st \$100 & Trophy	1st \$100 & Trophy	1st Trophy
2nd 1,000	2nd 400	2nd \$50 & Trophy	2nd \$50 & Trophy	2nd Trophy
3rd - 4th 300	3rd - 4th 100	3rd - 4th \$25	3rd - 4th \$25	
5th - 8th 100	5th - 8th 50			
(Purse Guaranteed)	(Based on 60 entries)			
Entry \$55	Entry \$29	Entry \$15	Entry \$15	Entry \$15

CAR SHOW

60 CLASSES - ENTRY ONLY \$15.00 COVERS CAR AND DRIVER BOTH DAYS

SATURDAY SHOW AND SHINE 10 A.M. - 4 P.M.

(SHOW CARS MAY PARTICIPATE IN TIME TRIAL SAT. 10 A.M. - 4 P.M.)

TROPHIES SUNDAY AT 4 P.M.

(THREE TROPHIES PER CLASS PLUS SPECIAL AWARDS)

- SWAP MEET 10' X 20' \$20.00
- SATURDAY NIGHT CRUISE

Motels

Holiday Inn (618) 345-2800
Thrifty Inn (618) 345-9500
Super 8 (618) 345-8008
Drury (618) 345-7700

- CARS FOR SALE \$20.00
- OVERNIGHT CAMPING

SAT GATES OPEN 9:30 A.M.
TIME TRIALS 10 A.M. - 4 P.M.

SUNDAY GATES OPEN 8:30 A.M.
TIME TRIALS 9 A.M. - 1 P.M.
ELIMINATIONS START AT 1:30 P.M.

G.M. OWNERS...THIS SHOW IS FOR YOU!!!

- FOR DETAILS -

LEN GRECO PROMOTIONS • P.O. BOX 541 • FENTON, MO 63026

(314) 343-6578 or (314) 343-6459



GTO is for kicking up the kind of storm that others just talk up.

Standard Equipment: engine: 389-cu. in. Pontiac with 1-4BBL; bhp—325 @ 4800; torque—428 lb-ft @ 3200 rpm/dual-exhaust system/3-speed stick with Hurst shifter/heavy-duty clutch/heavy-duty springs, shocks, stabilizer bar/special 7.50 x 14 red-line high-speed nylon cord tires (rayon cord whitewalls optional at no extra cost)/14 x 6JK wide-rim wheels/high-capacity radiator / declutching fan / high-capacity battery (66 plate, 61 amp. hr.)/chromed air cleaner, rocker covers, oil filler cap/bucket seats/standard axle ratio 3.23:1 (3.08, 3.36*, 3.55* to 1 available on special order at no extra cost).

And some of our extra-cost Performance Options: engine: 389-cu. in. Pontiac with 3-2BBL (Code #809); bhp—348 @ 4900;

*Available only with heavy-duty options at slight additional charge.

torque—428 lb-ft @ 3600; 3.55:1 axle ratio standard with this engine option/4-speed with Hurst shifter (gear ratios 2.56:1, 1.91:1, 1.48:1, 1.00:1, and 2.64:1 reverse)/2-speed automatic with 2.20:1 torque converter/Safe-T-Track limited-slip differential (Code #701)/3.90:1 axle ratio available on special order with metallic brake linings, heavy-duty radiator and Safe-T-Track/handling kit—20:1 quick steering and extra-firm-control heavy-duty shocks (Code #612)/high-performance full transistor (breakerless) ignition (Code #671)/tachometer (Code #452)/custom sports steering wheel (Code #524)/exhaust splitters (Dealer installed)/wire wheel discs (Dealer installed)/custom wheel discs, with spinner and brake cooling holes (Code #521)/console (Code #601).

the GTO makers—Pontiac

PONTIAC MOTOR DIVISION • GENERAL MOTORS CORPORATION

BODY STYLE NUMBER

The body style number consists of five digits as they appear on the body number plate. (Refer to previous section for body number plate location.) The body style number is used to include or exclude a specific style (ex. on 16637, use; on all styles, except the 68069 style, use).

BODY STYLE NUMBER SERIES

The body style number series may be used to indicate three possibilities:

- Division - first digit and four zeros (ex. 10000 Chevrolet; 20000 Pontiac).
- Division and Car Line - first two digits and three zeros (ex. 33000 Oldsmobile F 85; 45000 Buick LeSabre).
- Division, Car Line and Style Group - First three digits and two zeros (ex. 25200 Catalina; 25600 Star Chief).

BODY STYLE NUMBER SUFFIX

The last two digits of the body style number indicate body type as follows:

- 07 - 2 door sport coupe with pillar post (strut back)
- 11 - 2 door sedan with pillar post
- 17 - 2 door sport coupe hardtop (strut back)
- 23 - 4 door sedan with auxiliary center seat
- 33 - 4 door sedan with auxiliary center seat and center partition window
- 35 - 4 door station wagon two seat
- 37 - 2 door coupe hardtop
- 39 - 4 door sedan hardtop
- 45 - 4 door station wagon three seat
- 47 - 2 door sport coupe hardtop

- 49 - 4 door sedan hardtop
- 55 - 4 door station wagon two seat with skylight
- 57 - 2 door sport coupe hardtop
- 65 - 4 door station wagon three seat with skylight
- 67 - 2 door convertible coupe
- 69 - 4 door sedan with pillar post (some models equipped with door window frames)
- 80 - 2 door pick-up delivery
- 87 - 2 door sport coupe hardtop (plain back)

BODY TYPE NAME

Body type names are used for group classification as follows (style number suffix shown in brackets):

Closed Style

- Two door sedan (11)
- Two door sport coupe (07)
- Four door sedan (69)
- Limousine (23, 33)

Hard Top

- Sport coupe hardtop (17, 47, 57, 87)
- Coupe hardtop (37)
- Sedan hardtop (39, 49)

Station Wagon

- Station wagon two seat (35 less skylight; 55 with skylight)
- Station wagon three seat (45 less skylight; 65 with skylight)

Convertible Coupe (67)

Sedan Delivery (80)

BODY TYPE LETTER

Basic body types can be identified by generic group classifications as follows:

- "A" - Chevrolet 13000 Series
Pontiac 23-24000 Series
Oldsmobile 33000 Series
Buick 43-44000 Series
- "B" - Chevrolet 15-16000 Series
Pontiac 25-26000 Series
Oldsmobile 35000 Series
Buick 45-46000 Series
- "C" - Oldsmobile 384-386-39800 Series
Buick 482-48400 Series
Cadillac 68000 Series
- "D" - Cadillac 69700 Series

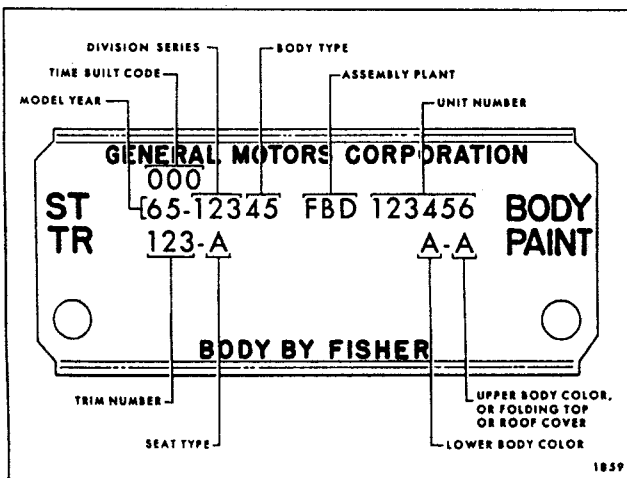


Fig. 1-1—Body Number Plate

Changes Respond to Organizational Needs

By Lars Grimsrud & GTOAA Board of Directors

General

The Board of Directors of the GTO Association of America recognizes the need for occasional changes and improvements in order to respond to the needs of the membership. Currently, it is recognized that some changes are in order, and we would like to not only inform you of these changes and the reasons for implementing them, but also take this opportunity to inform you of the way the GTOAA is structured and how changes are implemented.

A meeting called by the Chapters at the 1990 International Meet demonstrated several facts. First, we have some Chapters and members who are genuinely concerned about the GTOAA and its future. These people want to help, and are willing to provide us with positive input for improvement. We also have some members who are unaware of the structure of the organization, and who, as a result, suggest conducting business in a way which simply is not done in this organization. There appears to be a general misunderstanding of the current situation, and we would like to correct this situation.

Current State

The GTOAA is today stronger and larger than ever. We currently have 2,400 members, not counting associate members. We have yet to experience a decline in membership, in spite of recent slow growth due in part to a lack of promotion on our part. We would like to correct this situation.

The GTOAA is an all-volunteer organization which does not pay its Directors or Officers a salary or allowance. The personnel in charge of The Legend and other club functions occasionally have other priorities which must take precedence over their hobby, resulting in some late correspondence and late mailings, but the job always gets done. We are taking some steps to improve efficiency and delegate some responsibilities in order to minimize these situations. We are also taking steps to start compensating key personnel for the time and effort they are putting into this organization.

The club is financially solid, and has been well managed by our Secretary/Treasurer. We have passed all CPA and IRS audits with no problems. We are correctly and legally incorporated in the State of Colorado, and all legal work is current and correct. Copies of the 1989 financial report are available for \$2.00 to cover copying and postage for those who wish to see the actual numbers. We feel that the majority of our members do not wish to see four pages of The Legend used up on financial statements when we could be publishing GTO-related material instead. This is why you will not see this, or other items such as by-laws and corporate documents, published in our magazine. All documents are available for those who wish to see them.

Organization

The GTOAA is not organized as a "democracy." In other words, the members and chapters

do not elect the Board of Directors or the Officers. The Board of Directors appoints and elects people to the Board, and the Board elects personnel to fill Officer positions. We have not in the past, and will not in the future, spend the time and resources required for "open" elections.

Although this is an easy way to set up a legal organization, we recognize that it has not promoted good communication from the members and Chapters to the Board and Officers. In the past, decisions made by the Board have been based on input received from individual members during the year and correspondence received from people within the organization. When good, workable points have been brought to our attention, we have implemented the change. We have always attempted to run the organization in such a way so as to keep most of the people happy most of the time. We will now make some changes so that this will be a more easily achievable goal.

Needed Changes

It is recognized that communication is a key issue within any organization, and it is important that every member have a chance to be heard and to voice their opinion. This can be done in two ways: Personal discussion with a Board member, or communication through a representative. We would like to give you the opportunity to do both.

First, several people have brought it to our attention that Lars Grimsrud is very difficult to reach. This is true. Lars works up to 12 hours/day and weekends on his regular job, and after receiving phone calls throughout the night from GTOAA members, got himself an unlisted number. To rectify this situation, we will be installing a separate GTOAA phone line in Lars' house, and we will publish the number for this "information and hot line." There will be an answering machine on this phone which will always have a current message on it regarding the status of the next issue of The Legend, and any other information which may be of interest to you at any given time. Lars will answer the phone when he is there, and when he's not, you can leave a message to have your call returned. Lars will not answer the phone at 2:00 am. This will give you a direct line for your concerns and questions.

We will also print the numbers for all of the Board members, so if you don't feel comfortable talking to one of us, you'll have four other names to choose from.

Secondly, we feel that it is important that a system be in place for members and Chapters to voice their concerns and issues to the Board of Directors in an organized and formal fashion. On issues of policy changes and implementation of new programs, a representative system is needed. This will be implemented as follows:

A Regional Representative Coordinator will be elected by the Board of Directors. This

Coordinator will divide the country into regions of similar demographics and GTOAA population. The number of regions is at this time undetermined, but four or five may be a target number. The Coordinator will establish a method for each region to elect a Regional Representative. These elected Regional Representatives will be responsible for listening to the needs of their region and to represent their regions at Board Meetings or Special Meetings of the Board of Directors. The Board of Directors of the GTOAA will make organizational and policy changes based in part on the input provided by the Regional Representatives. Organization of each region, the method of performing elections, and the method of internal communication within the regions will be the responsibility of the Coordinator and the Representatives. While the Regional Representatives will be interfacing primarily with Chapters, the Reps are also responsible for catering to individual members' concerns and issues within their elected region.

Board of Directors Meetings

Over the last year, we have not followed our own By-Laws to the letter by having formally scheduled Board meetings. When issues have arisen which have needed the Board's attention, we have handled this through group telephone conversations. Effective with our upcoming International Meet, we will conduct Board Meetings at the Meet. These meetings will be conducted in an organized fashion, and those items on the agenda will be discussed and decided upon. The Board will solicit input from members and Representatives prior to the meeting for discussion. Those wishing to speak and present issues must reserve a slot on the agenda prior to the meeting. Persons wishing to serve on position within the GTOAA should submit their proposals in advance of the meeting so that adequate consideration can be given.

We feel that these changes will not only improve the communication lines within the GTOAA, but will give more people a chance to be involved and to be heard. Additionally, as our organization grows, talented and dedicated personnel within the Regional Representative system can be selected for additional positions within the GTOAA. When the time comes for changes within the Board of Directors, reliable personnel who have proven themselves through performance can be elected to key positions to keep this Club going, growing and strong without the need to make hasty or rash decisions which may adversely or terminally affect the future of the GTOAA.

If you would like to be a part of the changes we have proposed, we would enjoy having you as an active contributor and an involved participant in what we see as an exciting era for our organization. We have the potential to do some great things, but only if we have your contributions and assistance.

Additions to National Staff

Changes Prepare for Future & Growth

By Lars Grimsrud

In order to improve the operation of the GTOAA, we have added some personnel to our National Staff.

Beth Butcher, well known for her efforts as Chapter Coordinator, has been added to the Board of Directors. In the GTOAA, the Board of Directors elects Officers and Directors, and makes policy decisions which affect future club operations. By having Beth in a Director position, we hope to better represent Chapter and regional con-

cerns in matters affecting the GTOAA and its members.

On a similar note, Neal Blankenship and Richard Whaley, both known for their outstanding efforts and initiative in putting together past International Meets, have also been added to the Board. Their talents in the areas of organization, communication and coordination will be highly beneficial to our operations.

Robin Danni, who in the past has lent her assistance to "Dr. GTO," has been appointed to the position of V.P. of Data Processing. This takes the IBM membership computer from Lars and gives the task to Robin, who has taken classes in computer operation. This eases Lars' workload, and makes the Data Processing task much more efficient.

We will soon be adding an additional Officer to our Staff who will be responsible for setting up a Regional Representative program. We will announce this as soon as it happens (see article on next page).

Many of these changes have come about due to members voicing their opinions and concerns to us. If you have suggestions, concerns or issues you would like to have heard, drop a note to any of the Directors or the President. Although we can't assure you that we will implement every suggestion we get, we do promise to read our mail and give every issue a serious look and evaluation.

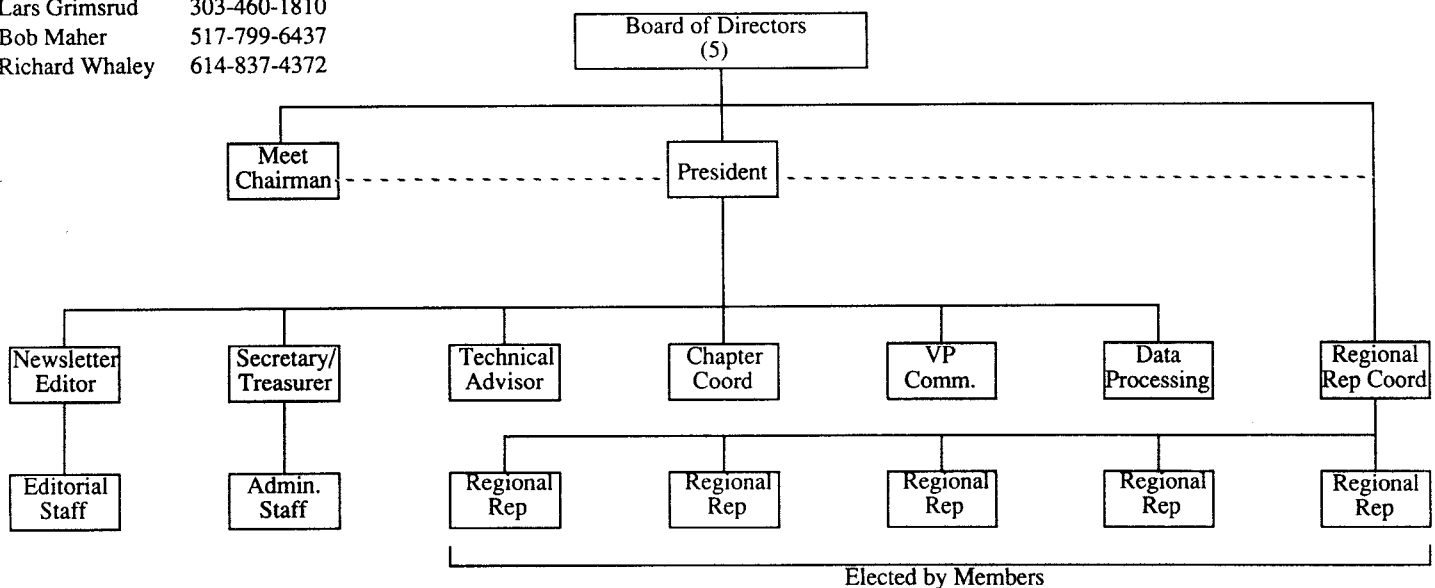
I would also like to thank those of you who have offered your help and assistance. Right now, the best help we could get would be in terms of technical articles. Those who have submitted articles will see them in upcoming issues, and we will pay a nominal fee upon publication as promised earlier.



Organization Chart For The GTO Association of America, Inc

Board of Directors

Neal Blankenship 614-459-0352
 Beth Butcher 303-493-3932
 Lars Grimsrud 303-460-1810
 Bob Maher 517-799-6437
 Richard Whaley 614-837-4372



All positions, except as noted, are elected by the Board of Directors. Officers, Regional Representatives, and Staff members do not have voting privileges, but are included in Board Meetings for input and advice prior to and during Board decisions on matters of policy, appointments, and procedure. The Meet Chairman is appointed yearly from the Chapter hosting the International Meet, and reports directly to the International Meet Directors, Neal & Richard.

THE GATEWAY GTO NEWS

ST. LOUIS, MO.

THE RISE AND FALL

By the next model year ('73), the GTO was a shadow of its former self. It could be ordered as an option on any LeMans body. The Tempest and all the GM Intermediates got new sheetmetal for 1973, but the panache and zing were long gone from the GTO's spirit. Enter the horsepower-loving engineers/saviours, one more time.

If the new blue monster engine could not be on-line installed, so what? They had successfully launched some real fine high tech, high powered pieces by making them either optional or available over the counter, or out the back door. Or whatever. As long as the kids get the right stuff.

Their new rocket was the Super Duty 455, to replace the 455 HO engine. It thus retained all the 455 HO good stuff plus provision for such niceties as dry sump oiling (for Trans Am racing) and new cylinder heads that flowed a full 11% better than any other previous super Pontiac head, even the round port ones.

DeLorean, MacKeller and Estes very much wanted the SD-455 to appear in both GTOs and Firebirds as an option, but one Martin J. Caserio rose to power at GM in 1973 and he was about as performance conscious as Mahatma Gandhi, so the SD-455 never saw the light of day—or the dark of any GTO or Firebird closed hood. Well, a few SD-455 Trans Ams slipped through, but '73 was really an abysmal year all year around, with only 4806 GTOs keeping the UAW workers busy between coffee breaks.

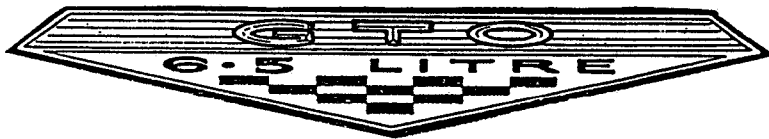
A full ten years after its brilliant 1964 introduction, the GTO became a joke of a Ventura compact. Sure the Ventura is lighter than the LeMans-based GTOs, but it's also underpowered with a 350 (Chevy) mill of only 200 hp.

Perhaps it is better that way. You know, no need to choose between the new version and the old, reliable original. The original is always the best, especially when it breaks new ground. Creates automotive history. Becomes a trendsetter.

WELL THEN THAT BRINGS US TO THE END OF OUR TEN YEAR TRIP THROUGH THE GTO'S. I FEEL THAT ALOT OF THE INFORMATION WAS SOMEWHAT GENERAL, THOUGH IT WAS INTRESTING I HOPE TO START WORK ON A NEW PROJECT THAT WOULD FOCUS IN ON A CERTAIN YEAR, SO GET YOUR REQUESTS IN ON WHAT YOU WANT TO HERE ABOUT. OR ELSE YOU'LL GET A WHOLE BUNCH OF INFO ON '67s TILL THEN HAVE A GREAT TIME WITH YOUR

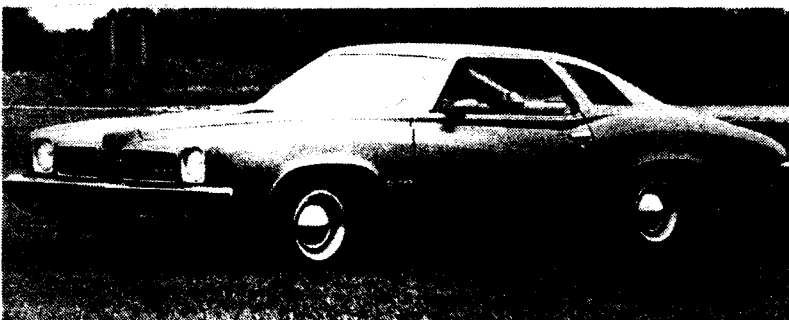
GTO's

STEVE



the GTO makers-

Pontiac



RICH VIE - PRESIDENT
314-426-2709

WILL BOWER - VICE PRESIDENT, IL
618-876-6586

EARL CHAPMAN - VICE PRESIDENT
314-282-2203

DARRELL CARNAL - VICE PRESIDENT
314-928-8030

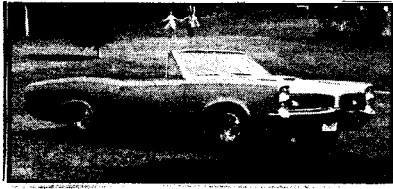
TONY BEZZOLE - TREASURER
314-878-6892

DEB SHABLEL - SECRETARY
314-225-1100

STEVE HEDRICK - NEWSLETTER
314-296-7559

The Gateway GTO News

Hot Cars For Hot Times

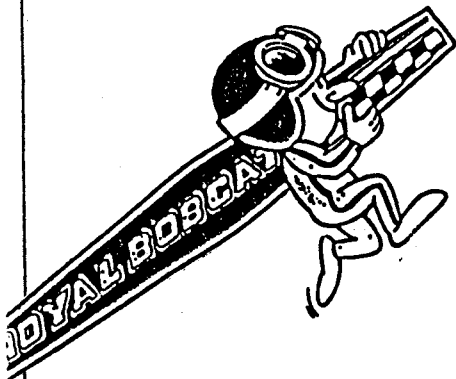


FROM THE EDITOR

HI, EVERYBODY, WELL THE SUMMER SURE DID FLY BY, I KNOW I NEVER GOT ALL THE THINGS I HAD PLANED DONE., I HOPE THAT YOU DID.

THIS MONTH THERE ARE A COUPLE OF THINGS TO TALK ABOUT, ONE THING IS THE CLUB PICNIC, THE WHO, WHAT, AND WHERE WILL BE IN THE NEWSLETTER, I HOPE THERE IS A CHANCE THAT EVERYONE CAN MAKE IT. ANOTHER THING THAT HAS COME UP IS THE CHANGES WITHIN THE GTOAA. I HOPE THAT THE NEW INFORMATION CAN SHED SOME NEW LIGHT ON THE SUBJECT. ANOTHER ITEM OF GREAT INTEREST IS THE 1st ANNUAL G. M. NATIONAL'S AND A OFFER THAT YOU CANT REFUSE. SO SIT BACK AND TAKE A LOOK AND SEE WHAT YOU THINK, SEE YOU AT THE PICNIC.....

STEVE



WHATS NEWS.....

THIS MONTH I THOUGHT I WOULD TRY SOMTHING NEW. THIS IS A SPACE THAT YOU CAN GET NEWS ON PONTIAC, I KNOW THIS IS A GTO NEWSLETTER, BUT I LIKE PONTIACS AND I LIKE WHAT PONTIAC HAS BEEN DOING IN THE AREA'S OF PERFORMANCE, SO IF THIS DOSNT SET RIGHT WITH YOU I WOULD LIKE TO HEAR FROM YOU, SO PLEASE WRITE OR CALL

IN NHRA WINSTON DRAG RACING, JERRY ECKMAN AND BILL ORNDORFF ARE HAVING SOME GREAT SUCCESS IN PRO STOCK WITH THIER FIREBIRD TRANS AM. IN IHRA ACTION TOMMY MAUNEY HAS BEEN LOW QUALIFIER AND CLASS CHAMPION IN HIS FIREBIRD TRANS AM PROSTOCKER. THE 1991 BIRD OF BLAKE WIGGINS AND TIM McAMIS ARE TWO OF THE FASTEST CARS IN IHRA PRO MODIFIED COMPETITION, WITH SPEEDS IN EXCESS OF 205 MPH.

NEW FOR '91 IS THE 3.4L 24-VALVE V6, IN THE NEW GTP GRAND PRX THIS SHOULD BE A GOOD DRIVER, THE '91 SUNBIRD WILL BE GETTING THE 3.1L V6 SQUEEZED UNDER THE HOOD . PONTIAC ENGINEERS WANT TO BRING BACK THE GTO NAME, THE RETURN OF THE GTO NAME ON THE '92 OR '93 SUNBIRD PLATFORM , JUST MAYBE!

GEEETO....

GTOAA NEWS.....

SINCE THE 1990 GTOAA NATIONALS THERE HAS BEEN RUMORS FLOATING AROUND THE GTOAA. THE NEW LEGEND I JUST RECIEVED HAS SOME INFORMATION IN IT THAT I THINK SOME PEOPLE MIGHT BE INTRESTED IN READING. FOR THIS PURPOSE I WIL BE ENCLOSEING A COPY OF THIS IN YOUR NEWSLETTER, IF YOU HAVE THE TIME TO READ THIS INFORMATION YOU SHOULD DO SO , BECAUSE ITS YOURE CLUB ALSO.

STEVE

G.M. NATS

ON SEPT. 29 & 30th AT ST. LOUIS INTERNATIONAL RACEWAY THE 1st ANNUAL G.M.

NATIONALS WILL BE HELD. LEN GRECO PROMOTIONS HAS A VERY SWEET DEAL FOR ALL YOU GATEWAY GTO FANS, IF YOU WOULD LIKE TO SHOW YOUR CAR YOU CAN DO SO FOR FREE, YES, I SAID FREE. IF YOU WILL SEND LEN GRECO PROOF OF MEMBERSHIP AND YOUR CARS YEAR, HE WILL RETURN YOU YOUR TICKETS. EACH TICKET COVERS THE CAR AND DRIVER, THIS INFO MUST BE MAILED TO LEN BEFORE SEPT. 18th .

note: YOUR GATEWAY GTO I.D. CARD NO. WILL BE YOUR PROOF OF MEMBERSHIP.