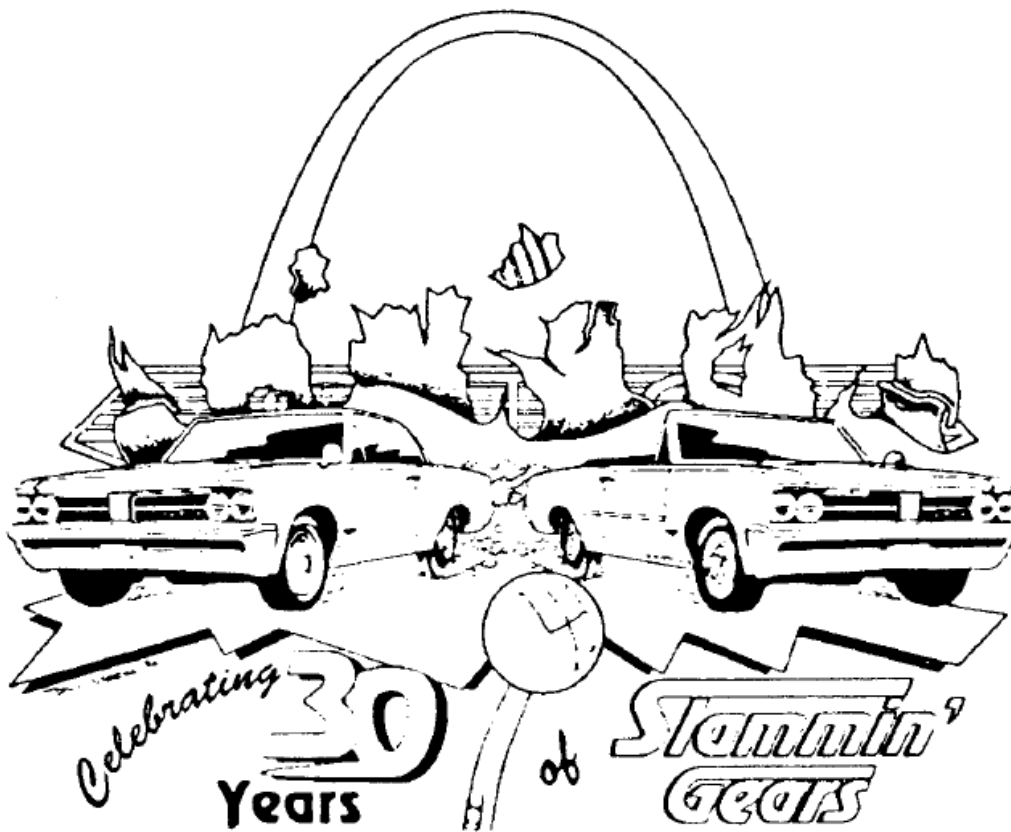


THE HOOD SCOOP

SPECIAL EDITION

August 1994



brought to you by:

**THE
GATEWAY GTO ASSOCIATION**

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THE HOOD SCOOP is published as an informative news bulletin to keep our members up to date on past, present and future events.

GATEWAY GTO ASSOCIATION MEETINGS are held monthly. Dates, times and locations are listed in the UPCOMING EVENTS section of the newsletter.

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 the photo album, please put your name, the date and description of event on back and send to the Photo Album Editor Vic Nettle.

The GATEWAY GTO ASSOCIATION is an official chapter of the GTO ASSOCIATION of AMERICA

From Your Editor

This special edition is my feeble attempt to share the 15th Annual GTOAA International Meet with you. I do not have a silver tongue nor a golden quill but, as your editor I wanted to put together this special newsletter for you. It by no means replaces the August issue, you will still be receiving that issue at the usual time.

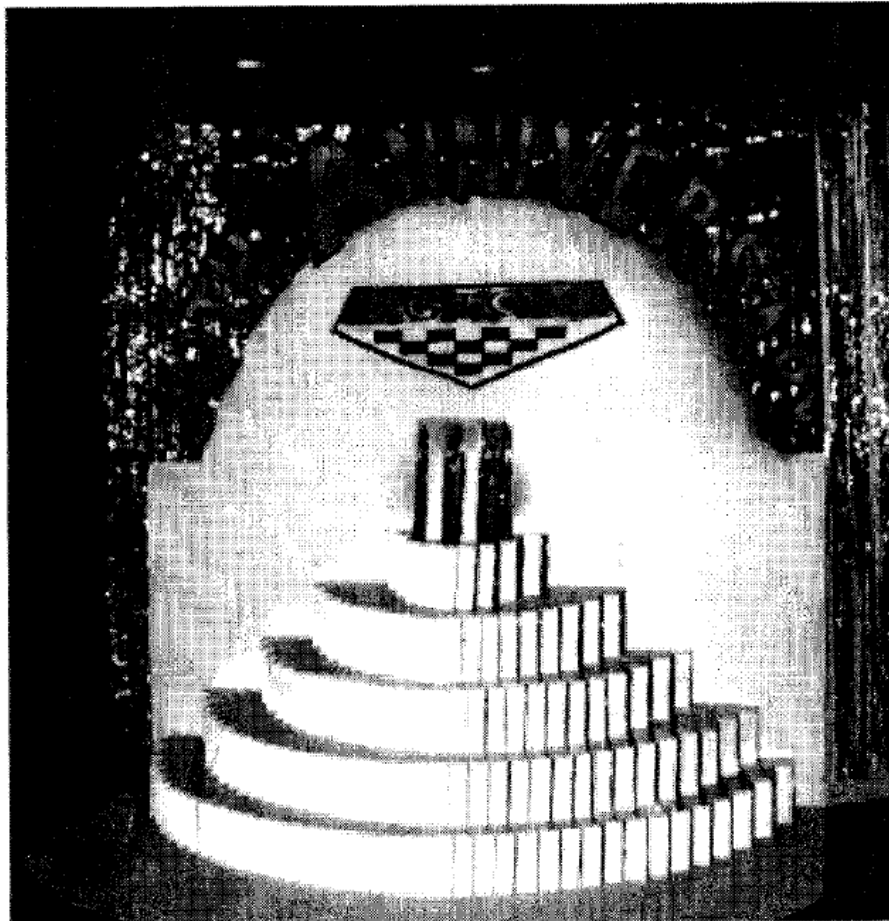
The Meet was a big event and an even bigger undertaking for our club. We had never put on a show of such magnitude. The planning and organizing took a long two years. It was hard to believe that the time had come and gone so fast. Once everyone started showing up it was like a blink of the eye and we were cleaning the parking lot. I have tried to collect as much information from club members as possible, but I doubt we could ever let you know all that took place.

Several members have taken the time to share their views of the event with you. Some have had their articles printed in the Legend, but don't let that stop you from reading it again. Not all the articles are exactly as printed in the Legend.

I hope you will be able to enjoy the event over again by the pictures and articles. If you weren't able to make it to the Meet, this newsletter will let you know what it was like to be a part of the GTOAA Nationals.

I hope you will enjoy this special edition enough to keep it for years to come. You can look back and say "We Did IT" and we had a good time.

Your Editor
Joyce



Observations/thoughts from 1994 Nationals

by Darrell Carnal (the prez)

I have been asked to pen some of my thoughts concerning the Meet. During this past year I have served as the chairperson for the Concourse and Popular Vote Shows. As I think back over the events of the past year and then stand in the parking lot and gaze at all of the GTOs, the following thoughts come to mind:

I think that registration worked very well. The people working this area were on top of every aspect and registrants were handled with a minimum of problems. The next area I thought about was one very close to my heart (or is that my head that is aching?). The car show arena is one of the most beautiful sights each and every year. We were fortunate to receive very good media coverage which included NBC's John Pertzborn who is broadcast nationally. His piece also included old footage from advertising/marketing films. We also had TNN's exciting World of Speed & Beauty series. It's about time that the GTO receive some recognition instead of the Mustang that gets a big ordeal every time you turn around.

The swap meet was once again loaded with parts even though it appeared that the vendor number was lower this year. Every time I looked around I saw parts being carried away from the swap meet area.

As one of the chairpersons I can't say enough good things about the hotel. The management was always eager to assist any time they were called upon to do so.

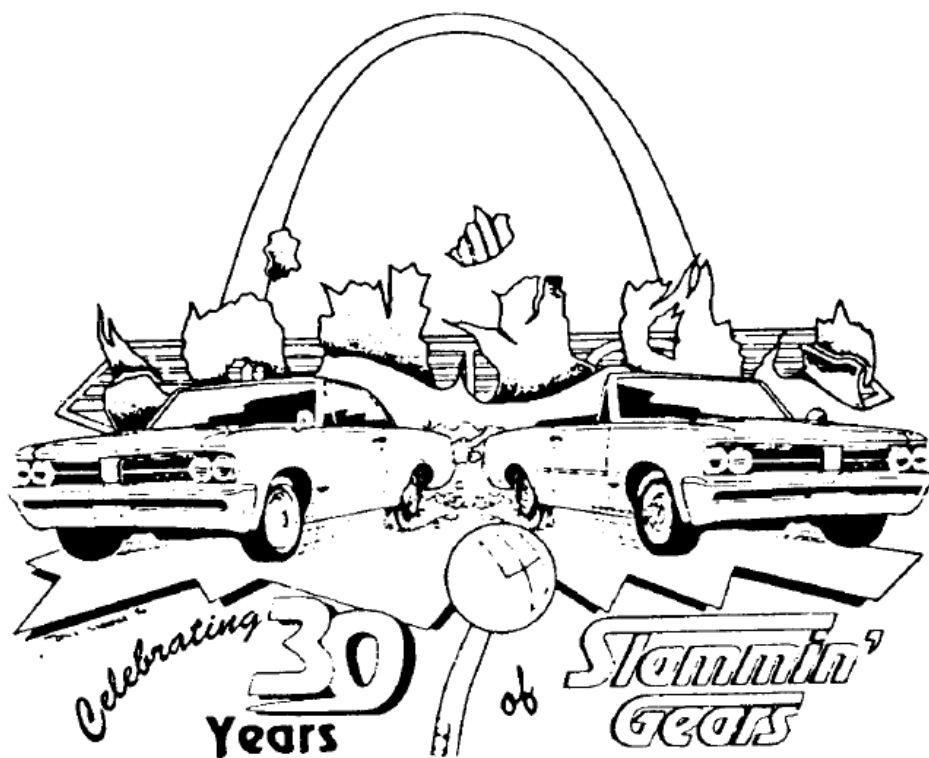
The Awards Ceremony is where it all comes together. I think that the idea of the cake was very appropriate to help keep with the theme of "30 years of slammin' gears" and celebrating the GTO's 30th birthday. Using John Seabolt's beautiful Sunfire Red 1964 was absolutely the icing on the cake. The photos of the winners' cars added immensely to the presentation and should be continued in the future.

St. Louis was the place to be, even Air Force One felt the need to land near us. You know he owns a Mustang but he could have at least put in an appearance.

Most of the comments I received or heard from people were positive. It seems as though everyone had a great time.

Now a brief advertisement. A video has been professionally produced and will provide excellent documentation of the event and bring back the memories for years to come. See the highlights of the 15th Annual GTOAA Nationals and news coverage from three TV stations. This video can be yours for \$25.00 which includes shipping. To order your video send name, address and check or money order (made to Gateway GTO Association) to: **Gateway GTO Club**

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**SEE THE 15th ANNUAL GTOAA NATIONAL MEET
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**see the highlights of the 15th Annual GTOAA Nationals and
news coverage from three TV stations**

After-Convention Corner by Cathey Pacelli

The anticipation is now gone. It has been replaced by reflection and memories of yet another National Meet. The execution of it all, that at times seemed a monumental task, has been accomplished. This is a bitter-sweet time for a convention chairperson. It is all, at last, out of your control.

The sighting of that first GTO perched on its trailer in the parking lot of the Stouffer Concourse Hotel on Monday afternoon of Meet week was a great feeling. As I watched the numbers grow during that night, I was reminded of a caravan of Gateway Chapter GTOs pulling onto the lot of the Marriott Lincolnshire Resort in 1992. That was my first National Meet. I was in dire need of a reality check at that moment because I was sure I had died and gone to "GTO heaven."

As the sun rose Tuesday morning June 21st, it was obvious that my "GTO heaven" was indeed going to be in St. Louis for the rest of the week. The Gateway Gang and GTOAA were throwing a party and the "guests of honor" were not only going to be there, they were arriving early. I was ecstatic.

The next five days became a whirlwind comprised of great cars and wonderful people. Murphy's Law came into play from time to time just to make sure we stayed on our toes.

Friday night as the band played and everyone enjoyed a relaxing evening after a couple of extremely hot days of detailing and showing their GTOs, I took advantage of my first opportunity to stroll through the car show areas. As many beautiful machines were lined up awaiting the results of the concourse judging and popular vote balloting. Up to this point I had not allowed myself to realize that we were indeed well into the 15th Annual GTOAA International Meet.

The stands at Gateway International Raceway were half full by 10:00 a.m. Saturday. Excited spectators and GTOs - a recipe for success if I ever saw one. Coverage by local media brought GTO lovers out in great numbers to support the Dream Factory. St. Louis had never before seen a display of Pontiac Muscle of this magnitude. The classic beauty exhibited by ten years of Pontiac's most successful production automobiles ever built could only be enhanced with the awesome speed of Arnie "The Farmer" Beswick. The crowds roared at passes by Arnie, Keith Potter, Clay Phillips, Jim Butler and all of our fantastic racers.

We salute all of you for your contributions not only to our Meet's success but for your continued efforts in the promotion of Pontiac racing.

The hours of preparation for the Awards Ceremony proved to be too little time once more. But as had everything else, I knew it was going to happen whether we were ready or not. During the two years of planning the Meet, we knew that time could switch from being your friend to being your enemy instantly. We concentrated on setting up the slide presentation and were rewarded.

Our thanks to Jim Wangers, Pete McCarthy, Jim Mattison, Dick Randall, Mike Grippo, Jim Butler and Arnie Beswick for sharing their experience and knowledge with us.

After-Convention Corner cont.

I feel like an Oscar winner at the Academy Awards with less than a minute to thank everyone who helped me get here. Of course, it is just not possible to mention everyone. But I must thank the many members of other chapters that helped us along the way and volunteered with manpower once they pulled into town. The same goes for our GTOAA officers and Board who helped in Registration, as well as in other areas.

Most of all, I must acknowledge you, for letting us know that you were having a good time and reminding us that we were doing a good job. Talking with so many of you has been the highlight of the whole process for me. Sharing the interest of our hobby with so many new friends will insure the success of our future endeavors. Thank you for helping us celebrate the 30th Anniversary of the GTO. Se ya' next year.

The OLD GOAT RACER

by Tony Bezzole

What a day at the Gateway International Drag Strip

Here's how the day began. GTOs arrived intermittently at the drag strip. It was an awesome sight to see all those GTOs gathering in one place to strut their stuff.

Radical Rich and the two girls in the tower did an excellent job. The stands were filled with spectators to see the muscle cars run.

The GTOs raced continuously. The grudge racing was won by our own Drag Chairman, Tony Bezzole

(Wait! a minute)

Arnie (The Farmer) Beswick did an awesome burnout down the track. He gave the crowd lots to cheer about.

Potter and Weiss threw a couple of old pistons in their engine, since they broke down the week before, and they still made the fastest pass of the day. They had worked late into the night before so they could run. (Old GOATS and pistons never die, they just run another day.)

Jim Butler's two sons made a great exhibition pass.

The club wants to give a big heartfelt thanks to Radical Rich and the other track officials for doing a superb job. Thank You!

To sum it all up, it was a picture perfect day, for all who raced and for those who came to watch.

I would like to give our club members a special thank you. You made it all possible. We should all be proud of ourselves.

We did "IT"

by: Joyce Nettle and secretary Vic Nettle

For those of you who may not know what the title of this article means, "IT" was the 15th Annual GTOAA International Meet June 22 --25 1994, hosted by the Gateway GTO Association.

You may find a few mistakes in this article and I apologize. I tried to keep notes all through the meet. The problem is I made them in short hand, but I can't read short hand, so it's hard to make out what I wrote and what I meant.

We started planning the meet well over a year ago. Cathey Pacelli interviewed hotels and looked over sights, and had numerous meetings with the GTOAA board until they secured the Stouffer Concourse Hotel. Gateway members planned and worked in various committees to have everything gel.

Cathey was our committee chairperson and did everything under the sun to get us through this exciting event.

Committees and their heads were:

Vendors	Will Bowers and John Novelli
Swap meet	Will Bowers and John Novelli
Judging	John Johnson
Road Rally	Steve Hedrick
Drags	Tony Bezzole
Tech Sessions	Paul Middendorf
Printing	Paul Middendorf
Signs	Jack Menke
Maps	Jack Menke
Family Planning	Donna Bowers and Karen Middendorf
Tabulation	Micki Monnig
Registration	Marty Howard
Security	Rich Vie
Communications Central	Don Spindel
Awards Ceremony	Darrell Carnal
Video	Darrell Carnal
Car Show (Stouffer's)	Darrell Carnal
Assistant Chairperson	Darrell Carnal
Sponsors	Joyce Nettle
Goodie Bags	Joyce Nettle
Trophies	Joyce Nettle
Souvenir Guide	Joyce Nettle
Promotions/Souvenirs	Joyce Nettle
Assistant Chairperson	Joyce Nettle

We all had our helpers! I don't know if I'll ever be able to thank my helpers enough. They were: Shirley Bezzole, Donna Bowers, Judy Lengerer, Tootie May, Gail Schott, Sue Vie, Brett Bowers who ran for me whenever I needed something, and of course Vic my right hand man, or should I say my "chair man".

Everyone was so excited and so willing to do whatever they could to pitch in.

Saturday, June 18th, was the grand carryall day. Tony Bezzole, Will Bowers, Darrell and Tootie May, and I loaded our Suburbans and Truck up with trophies, door

We did "IT" cont.

prizes, and cases of goodie bag items. After a year of collecting, we ended up with 5 vehicles full. We dropped everything at Stouffer's then it was off to Jack Menke's for me. Jack did all our signs and believe me he did a lot. There was another Suburban full of just signs.

Sunday, June 19th was goodie bag stuffing day. We had a big turnout for this exciting day. There were about 30 members, family and friends there. We stuffed 500 bags in two hours. This would have been a big job if it weren't for everyone who pitched in.

Monday, June 20th, and Tuesday, June 21st, were setup days and Tuesday was dry run day for registration. I was not personally involved in registration, but from observation there was a lot to do. These persons were very busy. This was the start of the event and the smoothness of the registration set the pace for the whole week. Marty Howard and his "girls" did a great job; they ran everyone through posthaste.

Wednesday, June 22nd, was set-up day for our souvenir sales table and time for a few sales. We probably did more visiting than sales. It's always a pleasure to get together with GTOAA friends.

Thursday, June 23rd, there were GTOs all over the hotel lot. Things were really starting to happen. John Pertzborn from Channel 5 TV local news was on the premises. Jim Weaver provided John with the "Little GTO" song. Jim had the tape and I had the player. John recorded it and incorporated it into his clip. John was heard to say that he liked Vic's Brock-a-brella.

We heard that Channel 4 TV local news was also at the hotel. They interviewed Jim Wangers. The segments were taped and aired at 5:00 PM on channel 4 and at 10:00 PM on channel 5. I also found out that Channel 11 was there and aired a report on Friday's news.

We had a little storm Thursday night it blew my tent down but nothing was damaged. I missed the take off but by the sounds of it, it was a sight to behold. Several members were concerned for me and my feelings, which I appreciate, but I would have loved to see the sight, knowing it caused no harm.

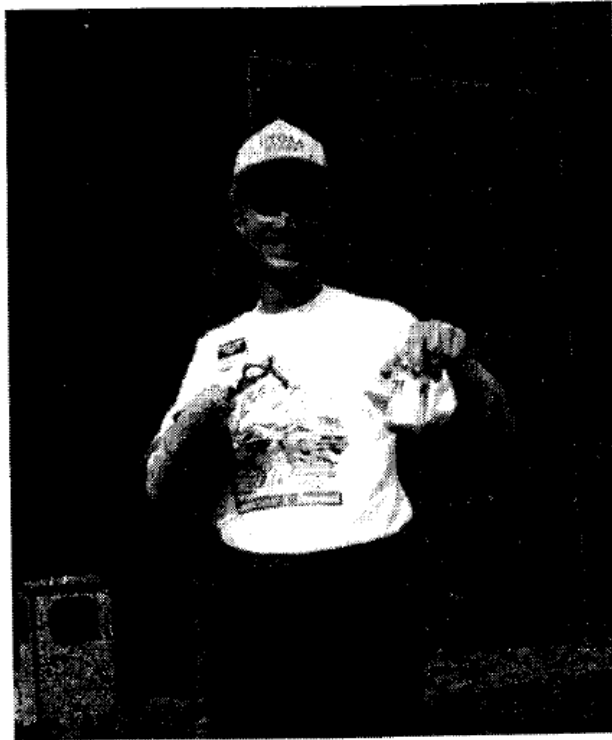
Friday morning, June 24, we awoke to see we had an article in the Post Dispatch, noted on the front page "GTOs show off their muscle"IC, article in the St. Louis/ Region section, by Tom O'Neil. In case you did not get a chance to see the clips or read the paper, let me tell you we had several members interviewed. The celebrities are John Hunt, Pete Rudanovich, and John Seabolt.

Car show judging took place Friday. Everyone cleaned and wiped their cars, got in place and were ready to be judged. Friday was a beautiful sunny day.

The Birthday Bash party took place by the pool, Friday evening. Music was provided by Dave Trokey and his band "Crossfire". Everyone enjoyed the evening; Dave Barsky and Mike Potts danced and put on a great show, right into the swimming pool.

Dependable Automotive donated a 455 bare block to the Gateway GTO Association, to be raffled off at the meet. The proceeds were to go towards the expenses of Arnie "Farmer" Beswick. On Friday at the Birthday Bash the winning number (1752189) was drawn. No one came forward to claim the block, so we posted





We did "IT" cont.

the number throughout the meet. We were a little worried that the club might have to haul the block to someone's house and store it for awhile. By noon Saturday the lucky winner came forward to claim his prize. What a relief! The winning number was purchased by Terry Schott. Congratulations Terry!

Saturday, June 25, was Drag Day. This was the first year for the public to spectate. Again we were able to receive media coverage. Classic Rock (93.7 FM) regularly announced the Race Event and the Dream Factory, the charity we chose to benefit. I was selling shirts and things and kept hearing members names announced as winning. I was anxious to find out what they were winning. The activities were overwhelming at times and I just didn't find out what was happening until awards.

Saturday night awards were in the Grand Fangled Ballroom at the hotel. The awards were opened by revealing a 64 GTO which was hidden by as float type birthday cake. John Seabolt graciously consented to contribute his 64 GTO to be used as a door prize. Thanks John!!!! The lucky door prize winner was John Seabolt. Dam!!!

There was a little diversion from the awards so a cake could be presented to Jim Wangers. Jim was also celebrating a birthday. He was presented his cake and a gift from the Gateway GTO Association. Then everyone sang "Happy Birthday to Jim".

During the Awards Ceremony there was a slide presentation showing the winning cars. The presentation was very well done. It's a shame everyone didn't get their pictures taken including yours truly. Vic and I were not expecting to win anything and too busy to worry about a picture.

Below is a list of Gateway GTO winners:

Popular Vote

67 Convertible Modified	1st place Wayne Sommers:
68-69 Convertible	2nd place Marty Howard
70-71 Convertible	2nd place Vic & Joyce Nettle, 3rd place John Hunt
74 HT	1st place Rich & Sue Vie

Concours Restored:

68 - 72 Restored Conv.	1st place Don Spindel
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Race:

Club Run	Gateway GTO Assoc., Tony Bezzole 12.19@108.48MPH
15.00 up	3rd place Rich Vie 16.14 @ 84.11
14.0 - 14.99	3rd place John Sample 14.19 @ 95.93
Fastest GTO	Keith Potter (Potter/Weiss) 8.34 @ 160.62

Model Car

Age 11 - 16	1st place Grant Taylor (Sommers)
Age 17 - adult	3rd place John Seabolt

If you've never made it to any GTOAA Nationals you've missed a great experience.

Road Rally

by Steve Hedrick

The 1994 GTOAA Annual Meet has come and gone, but the memories will live on. For many it will be some time before those days in St. Louis pass from our memory. There were numerous activities that kept people busy, such as seminars, meetings, trips to many of St. Louis' fun places, model car contest, swap meet, road rally, drag racing, not to mention the show and all the preparation involved with that. All these things done with and around many friends and family members, are the things that we will always look back on as the good things.

Numerous people did many things to make this year's nationals as successful as years past. My job was the Road Rally Chairman, not a problem I thought. Well not that large of a problem, but some work and planning was involved. As it turned out, things did come together for our Saturday morning drive to the track. As we watched all those blurry eyed, hard core racers heading out in the caravan to the track, we waited for the time to let those tigers loose on the streets of old St. Louie.

From the Stouffer Concourse Hotel they drove to the legendary cruise site of Chuck-A-Burger, where Ralph and his staff were prepared to serve up breakfast to anybody in need of a morning pick me up. From Chuck-A-Burger, the GTOs headed for a drive through some of St. Louis' fine homes and elegant neighborhoods, with a stop at The St. Louis Galleria Shopping Mall. From The Galleria, the herd of goats was off for a romp through Clayton and on to Forest Park, past the Art Museum, the St. Louis Zoo and The Muny, with a welcomed drink stop for those goat herders (drivers). From The Muny parking lot, everyone headed through the city for a view of some buildings that were built when buildings had characters of their own. On through the city with a minor, unscheduled detour to The Riverfront, under The Arch, and across the mighty Mississippi River to the race track, Gateway International Raceway, where everyone was greeted with some type of gift from the Road Rally Supporters.

I truly hope all those that did participate in the rally had a great time and I hope they enjoyed some of the sites in St. Louis. I would also like to take the time to thank everyone for coming out to take part, for without them none of this would have been possible. I would also like to thank all the workers: Dan Shabel, Robert Schuster, Lee Hedrick, Mike Hedrick, Grant Glatt, Gary Fiscko, Pete Kunkel and Tammy Hedrick. Last, but not least, a BIG THANKS to those companies that took the time to donate items to make our event a complete success.

With the 1994 convention behind us, I want to invite everyone to join us in New York in 1995. I have attended many conventions, and we have seen some interesting and beautiful parts of the United States, with the added bonus of meeting and becoming friends with GTO people. The annual GTO convention has become a great place to relax and enjoy time with friends and with the cars we all love and admire. If you have been unable to attend the nationals in the past, start now and plan to attend next year for GREAT TIMES, GREAT FRIENDS, and of course THE GREAT ONE!

The Thirty Year Tribute: A View From Communications Central by Don Spindel

Unless you were intimately involved in the planning and implementation of this year's special 30 year anniversary tribute to the GTO, most of you are probably not aware of one of the "firsts" to occur at the 1994 GTOAA National - the debut of *Communications Central*. So what exactly is that? - just the question I asked when Cathey Pacelli, who spawned the idea, mentioned to me that she was looking for someone to coordinate this function.

Communications Central (alias "the communications center" or "the information room") was the nerve center of the meet, providing a vital communications link between the meet's key committee heads (i.e. registration, parking, security, swap meet, etc.) as well as informational services to the attendees. In three words, the objective was to be the meet's "information clearing house."

In preparation for *Communications Central* our task was to be familiar with the who, what, why, when and where of the meet. For example, we needed to know what events were taking place and who was in charge. We collected maps, brochures, promotional materials, condensed lists and noted the key times and schedules of events. In addition to having to have a fairly thorough knowledge of what was happening at the meet as well as who the key players were, we also learned (as we went along) that we needed to be somewhat better versed in providing suggestions, tips and general comments regarding restaurants, services and other points of interest in the immediate area surrounding the hotel.

Admittedly in a somewhat biased self critique, I think *Communications Central* was quite successful in fulfilling it's objective and very well received by those who utilized it. We answered hundreds of questions and helped to more efficiently coordinate dozens of people. At times, however, we did unknowingly give out some inaccurate and/or erroneous information. For example, the hotel shuttle was not as readily available for transfer or pickup of people as we were led to believe. Several guests were stranded and opted to use taxis or were inconvenienced by long waits. Furthermore, several shuttles to key publicized events generated significantly more interest than the shuttle capacity that was available at their highly promoted scheduled times. This led to a situation where people were left with no alternatives other than to find their own means of transportation, wait for a later shuttle (if available) or cancel the planned activity. We are deeply sorry for the miscommunications.

Using 20-20 hindsight, *Communications Central* was understaffed. My wife, Pat, Ron Fieberger, and myself bore the brunt of the workload assisted at times by various individuals who covered for us for brief intervals. What made the staffing somewhat challenging was: 1) this was the first crack at operating such a position so we weren't sure how many people we needed; and 2) the requirement to have people who were well immersed with the details of the event and familiar with the key players. All the people with the necessary qualifications were already heavily involved in other major tasks essential to the success of the meet.

Shifting gears (no pun intended), with respect to a general observation about the meet's overall work detail, it was very impressive to view the *can do* spirit and the untiring effort of an overworked group of key individuals from our GGTOA club (who shall go unidentified lest I forget a significant name). In addition, a super effort was put

The Thirty Year Tribute cont.

forth by many friends and family of local GGTOA club members as well as volunteers from visiting GTO clubs. Nearly everyone ended up putting forth more energy than what was originally requested. It was gratifying to be a part of such an extraordinary effort in which there were so few (if any) complaints by those so actively engaged.

In addition to the favorable impression left by all the hard work put forth by Cathey and many others, my most memorable impression of the GTO Nationals is being interviewed by TNN. Confirming that it pays to be in the right place at the right time, I was flattered and thrilled to be able to spend at least 30 minutes with the production crew of TNN which was filming a special program, *The World of Speed and Beauty*, at Saturday's drag races at Gateway International. I was asked about the particulars of my 1968 meridian turquoise convertible and filmed driving the GTO along one of the service roads. It was exciting to have such a unique opportunity to show off my car.

In conclusion, I definitely believe all the hard work and energy that went into putting together this year's GTO Nationals was worthwhile. The event gave us all a great opportunity to get to know many of our GGTOA club members much better and to make acquaintances with other GTO enthusiasts from around the country. While I can't overemphasize the wonderful experience it was to be able to foster and enrich our people relationships, I'd be remiss if I neglected to mention the star attraction -- those vintage GTOs! It always gets my adrenaline going to see so many beautiful classic GTOs all in one place. In the final analysis, if we can't get excited about viewing these special "goats," there is no sense in participating in such a prestigious birthday party to celebrate our fun hobby of GTO collecting and driving.

Love is...



... sharing that very special trophy.. together.!

IMPRESSIONS; THE 1994 GTOAA INTERNATIONAL EVENT

by: Jack Menke

Interested, Creative, Busy, Desperate, Frustrated, Nervous, Excited, Busier, Hot, Totally Exhausted, Happy, Proud!

These are emotions I experienced through-out the GTOAA event saga. I know I'm not alone in having all these emotions...right? Thank goodness they didn't occur all at once or we'd all go nuts and the GTOAA would lose a chapter.

Never having attended a GTOAA event of this nature, I was interested when it was proposed we host the event. I envisioned all kinds of creative things the club could do (as an engineer I know almost anything is possible if you have the money and the time). At first, I think we all thought up too many activities. Then the reality of the amount of work set in. Just the basic things required to host an event kept us very busy. Then we drove ourselves on to host a Successful event! As an example, my endeavor to create semi-professional (readable) signs took many weeknights and the better part of a week's vacation. And... during the event we found the need for More signs! I'm glad I wasn't involved in the headaches of Registration, Security, etc.

As the event approached we all became desperate for information from last year's event and the GTOAA rules for this year. We then switched from busy to even more desperate and even frustrated as the event was right around the corner and changes were coming right and left (did anyone get any sleep the last week before the event?).

All of a sudden it was the last weekend and we busily got all of our junk up to the hotel and stuffed goody bags. I for one, was very pleased with the turn out and John Novelli was almost giddy ! With these many people helping before the event even started, "This is going to be the best event ever!".

It was so hot that day that I decided to drive my air-conditioned Formula (GTF) to the event and leave the nonair-conditioned Goat at home. That thought changed Tuesday night as I looked over the early arrivals. Nothing then could prevent my Goat from visiting all her kin. So why not the next step? Wednesday morning I registered the car and only then thought about a ride home (thanks Ron!).

Tuesday night we put up the outside signs (thanks John N., Will, Brett, Greg, and Terry). The next morning we changed all the outside signs (thanks for the help Don!). Flexibility became our middle names!

Of course the inevitable question asked of every one working outside was "Where do I park ?!"

The rest of the day included washing the Goat, watching other people wash their goats (I'm not the fanatic my neighbors think I am!), taking videos, making the oddball additional sign and map, pulling gate duty and watching John Sesbol handle the gates and waving down trailers. The man was a paragon!

The next day started with trying to get in the front gate. Even John challenged me! Today was the highlight of the event for me in that I met Jim Wangers. Now I'm not into hero worship, but I had to shake his hand and say "Thank You!" What else needs to be said. That night I caught channel 4 and 5 coverage of the event on tape, all 4 minutes. John, I have a copy with your name on it. Thanks for Jim's autograph!

Of the 23 Popular Vote '67 hardtops at least 8 were Concours last year. So while I didn't win anything, the show gave me about another 6 months worth of work on

IMPRESSIONS cont.

my goat! The books show only 1/2 of the story. Of course I worked off my disappointment and a lot of cash at the swap meet. A grandma's attic of goat parts!

The convoy to Gateway Saturday morning was a thrill. It was great to see the double glance reaction of the St. Louis drivers on Highway - 40 as they passed about a mile and a half of goats and trailers. Arnie really puts on a performance doesn't he? Had everyone on his/her feet just doing his burnout!

I petered out during the Awards Ceremony. Maybe it was the dynamic speakers, maybe it was the wine (Darrell and Jim can vouch, I didn't have any!). Funny I couldn't keep my eyes open, yet when I got home I couldn't sleep and spent several hours watching the tape or playing with a wiring harness bought at the swap meet.

Thinking about what we had all done I was very happy and very proud for the club. We are now on the GTOAA map as a viable and hardworking chapter. Maybe in a year or two we will be ready and willing to do it again!...Maybe.

Reminiscences of The GTOAA Nationals

by: Micki Monnig

I have been asked to write my thoughts and experiences concerning the GTO Nationals for this special edition of the Hood Scoop.

I would like to say that as I reminisce about the event, the one common thread that ties us is teamwork. It is the main ingredient in our success as Host and Hostess.

Marty was in charge of registration and we were all "Marty's girls." We had lots of laughs and fun. There were some questionable moments also, but as a whole, if you brought a "regular" GTO and not a Tempest, registration went smoothly.

After we concluded in registration, we moved to the tabulation room. This is where we got our exercise, there was a lot of back & forth to the judging area and finger exercise with the calculators, but we managed and got that dirty little job done just fine.

Saturday was kind of a day off. I worked a couple of hours in the morning at the track and when Donna Bowers relieved me, I lied and told her I would come back. The rest of the day was play; and then there was the awards.

Well, everyone at the awards knows that my alias is now "Vanna." Even with some harassment, I had a good time and will cherish my memories of the 30th Birthday Bash for many years to come.



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30 YEARS of SLAMMIN' GEARS

15th ANNUAL GTOAA INTERNATIONAL MEET

June 22 - 25, 1994

Hosted by:
GATEWAY GTO ASSOCIATION

ST. LOUIS, MO

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From The Parts Bin

by: Will Bowers

The participants were anxious with some folks arriving on Monday and Tuesday before the Meet. A number of members indicated that they were incorporating the International Meet into their family vacation and were taking a few extra days to enjoy the activities in St. Louis. The Gateway group was at the hotel on Tuesday night to practice registration and ended up doing actual registrations. What the heck - it was a few less to handle the next day.

The Swap Meet registered about 30 vendors with a total of about 150 spaces. The vendors were well stocked and the buyers were eager to pick up rare and unusual, as well as just missing parts to complete their restorations. One set of Hurst wheels was being bid on as the vendor was unloading them from his truck. Ames, Performance Years, Year One, East Coast Goat, Precision Pontiac, Goat Herder, Zaboo and others. Metro Molded arrived with no less than a trailer load of weather strip products. There must have been enough molded rubber to do every car at the Meet at least 3 times. It was quite a sight to see them maneuver a rig that large around a parking lot with relatively small aisles and almost all of the vendors already in place. The entire ordeal must have taken close to an hour.

The Car Corral had about 3 cars. However, there was one nice red '65 hardtop which appeared to be an original 4 barrel, 4 speed car that sold before the end of the Meet. The asking price was \$9,500 which seemed more than fair considering the quality of the car. It was rumored to have sold for close to the asking price.

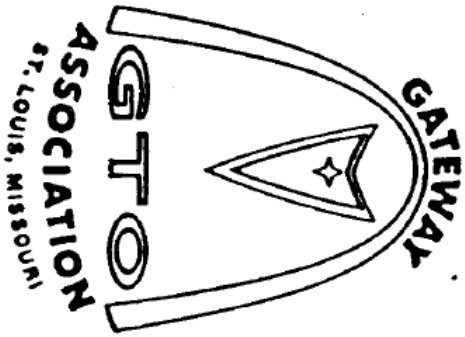
Fred Lengerer, one of our own, purchased a '69 Orbit Orange Judge. The Judge was from Texas and Fred purchased it for \$7,500. This was Fred's 50th birthday present to himself.

An activity that everyone seemed to enjoy was the impromptu get together in the parking lot on those hot St. Louis summer nights. Groups would set up their lawn chairs, open up their coolers, and talk long into the evenings renewing old acquaintanceships and making new friends. This as much as anything else seems to be what was enjoyed by the crowd the most. Everyone seems to enjoy these laid back evenings after the busy activities of the day.

The drags were great even if it was a little in poor taste for the host Chapter to win the Club Challenge. Way to go Tony!

The Awards Ceremony was made even more enjoyable this year because we were not only able to see the person pick up his or her trophy but also view the winning car. The rear projections system was first class. It was also a great way to show the features from the local news stations which gave some fabulous coverage.

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