

THE HOOD SCOOP

August 06



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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 Wednesday of the month at Culpeppers Restaurant St. Charles Mo. 3010 West Clay 636-916-3105

Membership dues are \$20.00 per year and all renewals are required to be paid by December 31st. You are allowed to have one associate member.

Club Sponsors



820 McDonnell Blvd. 314-895-1600
Hazelwood Mo. 63042 1-800-892-8267
www.behlmann.com



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 our Photo Album, please put your name and date and a description of the event on the back and send them to the Photo Album Editor.

**The Gateway GTO Association
is an official chapter of the
GTO Association of America
<http://www.gtoaa.org>**

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. Advertising rates are: full page \$25.00, 1/2 page \$15.00,

1/4 page \$7.00 for three (3) months running time. Payment is due upon submission, discount of 10% for one year pre-paid. Acceptance is at the sole discretion of the editor. All ads should be submitted to Don Bright by the 10th of the month.

Visit us at www.gatewaygto.com

Gateway GTO Association Ads

For sale

Literature:

1964-1972 GTO Restoration Guides
New from club store \$15.00

Contact Chris Simmons @ 636-456-3653

GTO Mugs:

1 complete set of GTO Mugs 64 – 73 new in box
\$110.00 call Tony Bezzole @ 314-878-6892

Die Cast:

GMP 1:18 Die-Cast GTOs – 1970 Black Judge,
1972 Red GTO, 1972 Gold GTO, 1971 Tropical
Lime each \$89.

1970 Blue Judge convertible \$109.

Will trade for a 1970 Orbit Orange Judge or a
1971 White Judge.

Contact Harry Smelcer 636-230-6120

Trans Am Parts:

1977 and up

Contact John Novelli @ 636-925-9916 or
314-495-0332 e-mail gto6472@yahoo.com



Discount Code: E841D02151C4

Order online at

www.RockAuto.com

24 hours a day

very very affordable prices

Wanted

Lionel Trains

American Flyer Marx. Ho-N-G Gauge,
Rail road. Books and memorabilia, Free
appraisals.

Contact John Novelli @ 636-925-9916 or
314-495-0332

Services Available

Tony's Carburetor Rebuilding

Call Tony Bezzole between 9am-1pm
@ 314-878-6892

ABC DJ Productions

All types of occasions from weddings to
retirement parties. Disc Jockey & Karaoke.

Contact:

Mobile Marty Howard @ 636-724-8641

Cee-Jay Auto Body

ASE & I-CAR Certified shop

2123 East 23rd Street

Granite City Il.

Contact Cecil Morton@618-452-9553

Card Services Inc.

#13 Hawks Nest Plaza

St. Charles Mo.

Contact Craig Glenn @ 636-946-9892

Painting, Pin striping and Restorations

Contact Pat Loy @ 314-550-8745

A Note from the President

Hey everyone, I hope your summer has been great so far. With only a few more days until school starts (What! That was fast) we can all start looking forward to some great cruises and have fun around town.

We had a great turn out at Louisville, KY for the GTOAA Nationals and if you didn't see last months newsletter, the Gateway Club cleaned up. Thanks for all those that came and all those that helped with the valve cover track. The race was a great success again this year.

The Gateway Club has a few events planned this month that you might want to try and make it to. The first cool thing on the agenda is night out at the drive in. We have been asked to join the Arch chapter of POCI for a night at the sky View Drive In at Bellville, IL. We plan to meet on the MO side at Wal-Mart, near HWY 255 and Telegraph Rd. around 6pm we will be leaving promptly at 6:30 pm. We will be traveling to the Sonic near the Drive In for diner, then it's off to the movie. Don't forget to bring your GTO, your cool Gateway Chair, an FM radio (to hear the movie), and snacks, oh yea and your sweetheart. This would be cool to see a good crowd of goats at the Drive In again. I hope you can make it. We also have been invited to the Pontiac Rendezvous in Sikeston, MO Sept 1st-3rd. All Pontiac show, swap, and drags.

If you have any questions check the web site or give one of the officers a call. See you cruisen. Don't forget about the great deals on new GTOs at our sponsor Behlmann Pontiac.

Thanks, Steve



2006 GTOAA NATIONAL CONVENTION Church Hill Downs

By Tootie May

We thought it was a very nice tour. They had a professional tour guide on the bus. We started our tour around downtown passed the historic homes that are being refurbished. She was able to tell us a lot of information about Louisville Upper Class that built the homes. How the Catholics were the first to settle and how now the Baptist is the major religion in the area. Our tour guide talked about many other facets of live in Louisville. The driver then took us to the Race Track. There is a really good self explanatory museum and then we saw a movie in the round on the history of Church Hill Downs. After that a guide from the Museum took us around the stables and in to the seating area of the Track. There are two tracks a dirt track and a grass track. The paddock where the people view the horses before the race is all rubber. I asked why they were icing up beer and soda and they said for the race that day. They hold races at the track every day, rain or shine during the racing season. The guide explained how they prepare the track for the different weather conditions. They also explained the remodeling that is on going at the track and that they kept the historic twin towers. They have not missed a year of racing since its inception. All the winners are listed all around the paddock area. Of course, after all that they show you where to spend your money at their gift store. Darrell and I really enjoyed the tour, since we probably never will be at a Kentucky Derby Race.

High Performance Pontiac Pavement Pounder Shootout JULY 2006

BY TOM OXLER

The 2006 GTOAA Convention was held in Louisville Kentucky and the Jim Wangers Drag Racing event was held on July 13th at the Ohio Valley Drag Park about 20 miles south of Louisville. The day began with overcast skies and some drizzle but the track crew was able to get the track dry and ready for racing at around 12:30 pm. Three members from Gateway participated in the Drag Racing event: John Johnson, Kerry Friedman and Tom Oxler. John and Kerry were in the Bracket Races while I was participating in High Performance Pontiac Pavement Pounder Shootout.

Tom DeMauro from HPP began with taking pictures of the four participants at around 10:00 am and then each vehicle had to hit the scales for an empty and full weight. My 66 GTO weighed in at 3620 empty and 3840 with my big butt in the seat. Tom explained that the track would have the HPP participants in a separate class so we would run by ourselves and there would be 5 runs total. He gave each of us a tally sheet to keep track of the ET, MPH, 60 foot and the changes we made for each run.

The races began with time trials and the first Pavement Pounder runs at around 12:30 pm. Ohio Valley Drag Park is a 1/8th Mile track and my only experience with drag racing has been on the 1/4 mile tracks of Gateway and the now closed Mid America in Wentzville. There were four participants, myself in my 66 GTO, a 2004 GTO with a heavily modified iron block 5.7 liter bored out to 406 cubes, a 1970 455 with an automatic and slicks and a 1970 all out drag car driven by Danny Estep who participated in the drags at our 2005 Nationals in St. Louis.

The only thing I did to the car different was to put on the drag radials I had purchased from Vic & Joyce Nettle and had Tony Tosto add a set of the Edlebrock No-Hop traction bars. I was very concerned about breaking something as this was the Oxlers ride home so I tried to take it a little easy at first to see just how the car would handle the track and the new traction bars and tires. I set the MSD adjustable timing at 40 degrees, checked the air in the tires at 28 lbs, launched at 2500 rpm and shifted at what I thought was 5500 rpm. The first run results were a dismal 8.81 ET at 87.8 mph. The 60 ft time was 2.19.

I felt the tires frying most of the way down the track so I knew I would need to lower the tire pressure so I tried it at 20 lbs. The second run I kept everything the same except the tire pressure and ran an 8.40 ET at 88.6 mph and a 60 ft time of 2.21.

Since the 60 ft time was still pretty poor, I lowered the tire pressure to 15 lbs and tried to heat the tires up a little more in the burn out box. This run was somewhat better with an 8.20 ET at 88.8 mph and a 60 ft time of 2.04. Brian Ray was at the track and said it sounded like I was shifting way too soon even though I was shifting at what the tack said was 5500.

I kept everything the same but decided to raise the shift point to 6000 rpm. This worked well but I was surprised about 50 ft from the finish line when I hit the 6000 rpm rev limiter in my MSD ignition box. This was the first time I needed to shift into fourth gear as all of the previous runs were in third to the finish line. This run was not much better number wise but I found I was really not letting the motor work in the rpm range it wanted by shifting too soon. The results of the fourth run were 8.24 ET at 88.7 mph with a 60 ft time of 2.09.

The final and fifth run was my best where I shifted at 6000 rpm and shifted into fourth gear just before the finish line. The results were 8.13 ET at 88.4 mph and a 60 ft time of 2.04. I think I could have helped my 60 ft times and lowered the ET by raising my launch rpm as the 2500 rpm launch was pretty low and the tires and traction bars were planting the rubber on the pavement pretty well. However, I was smelling clutch after each of the runs and Terrie would just kill me if I broke the GTO and we had to find another way home. This was the first time I have been able to go drag racing without breaking something and Tony Tosto was 300 miles away.

The 8.13 ET at 88.4 mph equates to about 12.6 ET at 110 mph in the 1/4 mile. Tom DeMauro with HPP said it would be 6 – 8 months before this Pavement Pounder Shoot-out appears in the magazine. HPP will do a better conversion to the 1/4 mile and will adjust the times and MPH for temperature, humidity and altitude in the magazine article. It was a very exciting adventure and I hope I represented the Gateway GTO Club well.

**2006 GTOAA NATIONAL CONVENTION
JIM WANGERS INVITATIONAL DRAG RACE
THURSDAY JULY 13, 2006
OHIO VALLEY RACEWAY
WEST POINT, KENTUCKY**

By Kerry Friedman

Thursday July 13, 2006 started off not much different than most of the proceeding days in this week. Rain was the prediction for most of the day in Louisville. It had rained overnight and wasn't raining when we woke up but shortly thereafter, it started sprinkling.

At about 8:30, we left for the racetrack which was about 15 miles or 30 minutes from the Executive Hotel, the location of the 2006 GTOAA Convention. It was a fairly dry ride to the track, but it had also rained there overnight. The track was not very well identified, and we missed the main entrance. We turned around on the next road, and entered the complex.

There was to be a busy program starting at 9:00 AM, with the time trials, some exhibition runs, the Pavement Pounder runs, the main races, and the award ceremony. The rain delayed the start of all events as the tractor was blowing the track dry, for almost three hours. The Ohio Valley Raceway is only a 1/8th mile strip, otherwise it would have taken longer, or they might have had more than one tractor.

The only race participants from the Gateway GTO were Tom Oxler in his '66 Coupe in the Pavement Pounder event, John Johnson in his '70 GTO Convertible, and me, Kerry Friedman in our '69 Hardtop. Tom and John are much more experienced at drag racing and I was asking them both for a lot of advice.

The racing started about noon, with the first round of the five participants in the Pavement Pounders, and the time trials for the racing. There were about twenty cars there for racing, from full blown drag cars to, GTO's and Pontiacs. There were four set of time trial runs. One of the exhibition cars was a clone of one of Jim Wangers' GeeTO Tiger which was also a highlight of the display cars at the convention.

After the time trials, another exhibit was a '38 "Chevy" Funny Car. Things got a little out of control during the Burnout; he lost control, and crashed into the wall. So much for Chevy's at a Pontiac Event. Fortunately the driver was not injured.

The main racing event is called Bracket Racing, where each driver writes a time on his window, and tries to beat his opponent, but not his own time. It was all confusing to me and too much to comprehend. Beat my opponent, don't go to fast, don't go to slow, don't spin my tires and burnout, start when the last yellow light comes on, but don't start before the green light comes on. Well that is a lot to think of in an 1/8th mile which may only take 10 seconds or less.

There were five bracket classes, three GTO classes with brackets of 9.49 seconds or less, 9.50 to 10.49, and 10.5 0 and above. The other classes were for non GTO cars.

There were three cars in Bracket 2 GTO, John with a 9.6 second time and me with 9.9 seconds. The first heat in our class, and my last, was John and I. John beat me off the line by .003 seconds, and beat me to the end of the track by .56 seconds. The next heat in the class was a bye for the other contender. John won the last heat by beating the other GTO by fractions of a second.

Another special of the day was a drawing where three drivers' names were drawn to race down the track against the GeeTO Tiger. John was one of these lucky drivers. The result of this race was that John was beaten by Dave Anderson in the GeeTO Tiger. "Go figure."

As in all car events, there is always a "Best Of" Trophy. Because of the type of race, being the fastest car, does not win the race. Well, one of the GTOAA Officers, who usually rents some kind of Pontiac, and does whatever seems to be the right thing to do, brought his rental '06 Grand Prix to the track. After winning the non GTO class, Tom Szymczyk, goes on to win the Best of the Track with a 10.75 dial-in time, magnetic flames and all.



The Louisville Slugger Museum

A trip to “Louavul” would not be complete without a stop at the Louisville Slugger Museum. Without a doubt, this was the first thing on Lucas’ mind. On Wednesday we made it downtown and found the museum rather easily. We decided that the building with the twelve story bat was probably the place. As you entered the building you were greeted with the “Wall of Signatures”. What a tremendous testament to the bats made here to represent some of the great names of baseball.

First on the list, order a signature bat for Lucas. Then we were off on our tour. We started in a room filled with baseball memorabilia. There was a great deal of baseball history in this room, from one of the original bats to letters from Babe Ruth and many other legends. We continued with an explanation of how the wood for the bats is cut, processed and graded. Today this is mostly done by an automated process except for the grading which is still done by hand. Next we saw how the bats of yesterday and today are made. The bats of yesterday took a lot of skill, time and measuring. Today’s bats are cut in minutes and are almost exact every time. The minor league bats are made on one machine. The major league bats are made on a special CNC machine. Each player designs his own bat and Louisville Slugger has the dimensions and features stored in a computer to produce their bats anytime they are needed. The bats then move to a grading area where each one is inspected. The bats then either get burned with a Louisville Slugger emblem and signature or stamp of the same, depending on if the bat is natural wood or painted. If they are natural wood with a clear coat they get burned. If they are painted a color, such as black, they get stamped.

Bat making has come a long way since the 1800’s, but the pride of workmanship and the quality of the bats is still there. Baseball is sometimes considered the #1 game of all time. The folks at Louisville Slugger learned this early. They have saved and preserved some very unique items along with the dimensional specifications of all the bats they have ever made. Our tour finished with a small explanation of some of the products they are working on today and a trip to the batting cages.

As we left, Lucas picked up his first Louisville Slugger signature bat. As we walked past the great wall of baseball signatures, the signature bat we carried out with us, meant as much to us as the bats received by all those famous players. We had a great time at the museum and definitely have memories to last a lifetime.

Steve



Minutes of August 2nd GTO Club meeting at Culpeppers

Meeting start: 7:04 PM, 42 members, friends, and guests present.

Officers present: President Steve, Vice Presidents Tom and Cecil, Treasurer Will, Web mistress Joyce, Newsletter Editor Don, CEO Marty

New member: Steve Funk, 70 Blue GTO, 400, Aluminum heads, TH400, posi, PS, PB, AC (nonfunctional), owned 6 years.

Guest: Harry and Mary Mutert, 67 GTO Tyrol Blue, 41000 mile survivor car, original owner, 400 HO, 4 speed, posi, wood wheel, gauges.

Member: Dudley Shaw, 05 GTO, midnight blue, 17 inch wheels, 6 speed.

7:12 PM: Recap of the GTO Nationals in Louisville. Steve read the awards list (see last month's newsletter). Trophies were presented to Will Bowers for his 2nd place and John Novelli for his 3rd place in the same class (modified 64-67 Convertible).

Bill Kirk received a second place. And Kerry Friedman's car is indeed a 69 (not 68 as erroneously stated in the awards list).

Steve Hedrick received the Tom Foster Award at the Nationals. Tom read the award presentation speech given by John Johnson at the Nationals. Steve is now an officer of the national GTO Club and will be coordinating the Nationals and doing much else too I am sure.

Tom Oxler was 1 of 5 who participated in the "pavement pounder" event at the Nationals. He ran 8.1 seconds at 88.5 miles per hour in the eighth mile. Which means that he is fast enough that you definitely do not want to run him for pink slips.

Tammy Hedrick won a shifter for her new 2006 GTO at the Nationals (not installed yet).

Next years nationals are going to be held at Columbus, Ohio June 24th through 28th.

Steve told us that our club sold the Valve Cover Racetrack and electronics to the Columbus Club (Darrell and Tootie did not have to haul it back to St Louis, and the Club made some money too).

Steve mentioned that at one of the meetings at the Nationals he learned from John Sawruk that there are many heavy-duty parts (originally designed for taxis and police cars) available for the new GTOs.

Bill Kirk pointed out that on-line registration is available for the Cruisin' Tigers car show which is coming up later this month.

Steve went over the upcoming events (see Calendar on the website).

Tom talked about the PROM Night October 28th 6:30 to 11 PM at the St Charles K of C Hall.

Steve mentioned that Behlman is giving great deals on GTOs (they have many in stock and 40 more are on the way). Zero interest 60-month financing is available.

Trophies were given out from the Museum of Transport car show of 7 28 2006 (103 degrees little to no shade). Tom won third place and John Folluo won second in their respective classes (I think).

Marty told about the first Solstice Nationals that were held in Kansas City where 100 Solstices participated. He described the Solstices driving around an inclined oval track (neat). And of course about his trailering mishaps (flat tire, shredded tie down devices, 5 hour delay waiting for parts- UGH).

8:15 PM the 50/50 was won by Tony Bezzole and Rich Vie. They split \$31 (amazing considering that Will was present).

We retired to the parking lot and socialized for a while. Then proceeded home only to run into traffic jams on I 270 where the highway was closed down to 2 lanes for repaving -UGH again.

Submitted with tongue in cheek by Vic Nettle

**Gateway GTO Association
Participation Points Submission
July 2006**

NAME: _____

Gateway GTO Sponsored Events:

7/5/06 Club Meeting: wGTO _____ w/oGTO _____

7/10/06-7/15/06 GTO Nationals: wGTO _____ w/oGTO _____

GTOAA Sponsored Events – Be sure to indicate wGTO or w/oGTO for each entry:
(GTOAA Nationals, GTOAA Regionals, etc.)

Gateway GTO Non-Sponsored Events – Be sure to indicate wGTO or w/oGTO for each entry: (JJ's, POCI Nationals, Fenton Criuse, Tri-Power Nationals, etc.)

Other Activities: (Event Helper, Hood Scoop Article, Sponsor New Member, etc. -- See Gateway GTO Association Participation Points System 01/06 Rev.)

Submit **ONE** completed form for each month within 30 days of month end to:

Mark Melrose
151 Plant Ave.
Webster Groves, MO 63119-3046
Phone: 314-968-3106
FAX: 314-968-5391
Email: mjmelrose@aol.com

Use Reverse Side If Additional Space is Required



PROM NIGHT

The time has come to make your prom commitment of attendance.

We need a head count to give the caterer for dinner.

Price is \$20 a person or \$40 a couple. Please send check made out to Gateway GTO no later than September 1 to:

**Terrie Oxler
450 Muirfield Drive
St. Charles, MO 63304**

Date is Saturday, October 28, 2006 6:30 – 11:30

Knights of Columbus, 20 Westbury Drive, St. Charles, MO

Music by DJ Marty

There will be a cash bar, lots of photo events, dancing, baby boomer trivia contests, crowning of king and queen of prom and a few other surprises.

“Say kids, what time is it?” _____

What helps build strong bodies 12 ways ? _____

What takes a licking and keeps on ticking? _____

Who was “king of the wild frontier?” _____



Gateway GTO Club

2006 Events

AUGUST:

19th **WOODWARD DREAM CRUISE** <http://www.woodwarddreamcruise.com/>
26th **DRIVE IN MOVIE CRUISE** Belleville, IL <http://www.skyview-drive-in.com/>
26th **JJ'S CRUISE** 4 - 10 PM

SEPTEMBER:

1st-3rd **PONTIAC RENDEZVOUS** Sikeston MO all Pontiac Drags, Swap Meet, Car Show
6th **GTO MEETING** Culpeppers St Charles 7pm
9th **JJ'S CRUISE** 4 - 10 PM
10th **WHEELS IN MOTION** 9-4 call Jan 314-9211590
16th **POCI WAGNER BUICK**
17th **POCI PICNIC**
22nd - 24th **ROUTE 66 SPRINGFIELD IL** www.route66fest.com
23rd **ST LOUIS MUSCLE CAR TOU** http://www.stlnovas.org/SLMT/St_Louis_Muscle_Tour.html
23rd **WASHINGTON MO CAR SHOW** 9 - 4 Fairgrounds \$20.00 Awards 4pm
24th **GATEWAYGTO PICNIC** Vago Park, **Fee Fee Road and Midland Avenue**
30th **AMERICAN ROADHOUSE CAR SHOW** WARRENTON Outlet Mall

OCTOBER:

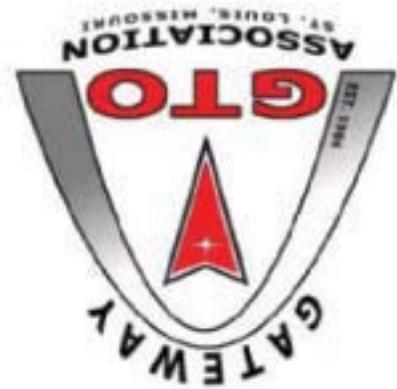
4th **GTO MEETING** Culpeppers St Charles 7pm
8th **HIDDEN LAKE WINE CRUISE** Hidden Lake
14th **JJ'S CRUISE** 4 - 10 PM
21st **LOUISIANA MO COLORFEST CAR SHOW** 9-12 awards 3:30pm call 636-9161956
meet Bob Evens-Mid Rivers@8:30
22nd **POCI WINE RUN**
28th **PROM NIGHT**

NOVEMBER:

1st **GTO MEETING** Culpeppers St Charles 7pm

DECEMBER:

8th **HOLIDAY PARTY** 7pm Hawken House



4450 NAZARETH HILLS DRIVE
ST LOUIS MO 63129