

THE HOOD SCOOP

June 2007



GATEWAY GTO ASSOCIATION OFFICERS

President

Tom Oxler
450 Muirfield Dr
St Charles Mo 63304
636-928-5548
toxler@prodigy.net

Vice President II.

Darrell May
829 N. Metter
Columbia Il 62236
618-281-5884
dpmay@htc.net

Secretary

Vic Nettle
4450 Nazareth Hills DR
St. Louis Mo. 63129
314-892-3639
vnette@swbell.net

Photo Album Editor

Terry Oxler
450 Muirfield Dr.
St. Charles Mo. 63304
636-928-5548
toxler@prodigy.net

Web Mistress

Joyce Nettle
4450 Nazareth Hills
St. Louis Mo. 63129
314-892-3639
joyce@gatewaygto.com

Charity Chairman

Kerry Friedman
323 Jamboree Drive
Manchester, MO 63021
636-227-8557
kfriedman1@charter.net

Vice President Mo

Mark Melrose
121 Plant Avenue
Webster Groves Mo 63119
314-968-3106
mjmelrose@aol.com

Treasurer

Will Bowers
#1 Goshen Woods
Edwardsville IL. 62025
618-656-1899
wwbdsb@yahoo.com
GTOAA Chapter Rep.

Steve Hedrick
3676 Morgan Way
Imperial Mo. 63152
636-942-4020
sthedrick@aol.com

Club Events Chairman

Marty Howard
7 Newcastle Lane
St. Charles Mo. 63301
636-724-8641
nycgto@charter.net

Newsletter Editor

Joyce Nettle
4450 Nazareth Hills
St. Louis Mo. 63129
314-892-3639
joyce@gatewaygto.com

Photographers

Chris Winslow
44 Marcus Drive
St. Peters MO 63376
636-937-2770
chriswinslow@charter.net

&

Vic Nettle
(see above secretary info)

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 Sponsor



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.

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 the editor by the 10th of the month.



As a GatewayGTO member please consider joining the GTO Association of America
The Gateway GTO Association
is an official chapter of the
GTO Association of America
<http://www.gtoaa.org>

Visit us at
www.gatewaygto.com



The **GATEWAYGTO Association** is an affiliated chapter of **THE GTO Association of America (GTOAA)** the Premier National Organization for GTO Enthusiasts. Each month **GTOAA** members receive **The Legend** magazine, a Golden Quill Award winning publication. Members can read the technical articles and have access to the **GTOAA** Technical Advisors Staff. They may use the 50 words of free classified advertising monthly, view the feature articles on some of the most interesting GTOs. They may have access to the **GTOAA** Club Store.

For an on-line preview of **The Legend**, go to www.gtoaa.org.

To become a member of **GTOAA** fill out the application form, or go to www.gtoaa.org and go to Membership App. link.

The **GTOAA National Meet** is hosted by various local chapters and is held annually in various cities across the United States. The acclaimed Concours and Popular Vote Car Shows bring some of the finest GTOs together for superb viewing. Other highlights include many renowned Technical and Special-interest speakers, multi-day swap meet, drag racing, cruises, and other great events.

GTOAA MEMBERSHIP

\$30.00 US \$33.00 CANADIAN



www.gtoaa.org/

GTOAA Membership Application Form

Mail completed form to

GTOAA, PO Box 455
Timnath, CO 80547-0455

New Renewal

PLEASE PRINT LEGIBLY

Name _____

Address _____

City _____

State _____ Zip _____ - _____

Phone (_____) _____

Your GTO Ownership

Year Body Style Engine

Individual Membership Fees

USA	\$30
Canada	\$33 (US funds)
Overseas	\$40 (US funds)

Additional family members (associate membership) \$5 each

Please check method of payment

Check Money Order MasterCard Visa

Add \$2.00 if paying by credit card

Card # _____

Expiration date _____

InterBank # (MasterCard) _____

Signature _____

Gateway GTO Association

For Sale

Literature:

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

Contact Chris Simmons @ 636-456-3653

Die Cast:

GMP 1:18 Die-Cast GTOs – 1970 Black Judge,
1972 Red GTO, each \$89. plus shipping
1970 Triple Black convertible \$350. plus shipping.

Contact Harry Smelcer 636-230-6120 or
e-mail Harry71GTO@charter.net

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Always parting out old cars. Have good inventory.
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2006 GTO 1:18 from GMP

GMP, producer of some of the most detailed scale models in the industry, has released a pair of limited-run 2006 GTOs

The 1:18-scale models are available in either Brazen Orange or Cyclone Gray each is limited to 750 examples.

They feature posable steering, plumbed and wired chassis, cloth safety belts, detailed brake calipers and working doors, hood and trunk.

Find one call (800) 536-1637 or go to
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Lionel Trains, American Flyer Marx. Ho-N-G Gauge, Rail road. Books and memorabilia, Erector sets Tonka Trucks and old toys Pre 70's.
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1970 GTO Red upholstery or hard plastic interior trim panels. Good/Nice used or better is OK.

Contact John Johnson 573-581-8013
johnjohn@midamerica.net

2005 GTOAA "Gateway Nationals" t-shirts to sell (not the orange worker shirts) S or an M & 2XL

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The Presidents Scoop

Last Saturday, we had 39 Pontiacs descend on Behlmann Buick, Pontiac, GMC for the Gateway GTO Club Behlmann Car Show. The weather cooperated for most of the day and the spectators were milling around the GTOs, Firebirds and Pontiacs. The winners of our Popular Vote were:

Behlmann's Choice	Linda Kehrein
1 st Place GTO	Donna Bowers
2 nd Place GTO	Guy Gordon
3 rd Place GTO	Frank Chapman
1 st Place Firebird	Tony Dedic
2 nd Place Firebird	Bob Blattel
3 rd Place Firebird	Paul Epperson
1 st Place Pontiac	Harry Timmerman
2 nd Place Pontiac	Vic Nettle
3 rd Place Pontiac	Bill Kirk

Congratulations to all of the winners and welcome to new member, Harry Timmerman and his LeMans. Brian Behlmann was very pleased with the Show and wants to do it again next year.

Vic and Joyce Nettle have a new addition to their "stable" of vehicles, a new Spice Red 2006 GTO. Mark Melrose and I both talked to Vic and Joyce and found the dealers were really dealing on the 2006 GTOs. I left the Behlmann Show after it started raining and immediately got onto the Pontiac Dealers web site and began looking at dealer inventories for a red 2006 GTO. Terrie and I had been discussing a new GTO for some time but had been waiting for the possible 2008 or 2009 version on the new Zeta Platform. However, with the 2006 prices so low, I decided (without permission from Terrie) to purchase a new 2006. I found several Torrid Red 2006 GTOs in St. Louis and Kansas City and began asking dealers for quotes. On Monday, I called Mark Melrose about a meeting we were to attend and found he too was searching for a new Black 2006 GTO. Funny how great minds think alike. He had found his in Sikeston, Mo and I told him I had found mine in Troy, Mo.

As some of you know, Terrie's mother has been diagnosed with terminal liver cancer and Terrie had left on Sunday morning to be with her Mom and her Dad. I was able to get the new GTO in sufficient time to have it in the garage when Terrie returned home from Kansas City. When she pulled into the driveway and opened the garage door, there sat her new 2006 Torrid Red GTO. This turned out to be a very nice surprise after having all of the bad news from her trip back home. Good things happen to good people. That is the way it is supposed to be.

The GTOAA National Convention is in Columbus, Ohio on June 26th to the 30th. Make your reservations via our www.gatewaygto.com web site by accessing "Related Links" and accessing the GTOAA site. Several members will be going so if you are interested in a caravan to Ohio, just drop me an email.

June Meeting minutes June 6th 2007

The meeting started at 7 PM with about 30 persons present. There were 8 new style GTOs and 6 old style GTOs present. The balance tipped this week with the purchase of 3 new style GTOs by Vic Nettle, Mark Melrose and Terrie (?) Oxler.

Member introduction, longtime member John Taylor was present. John had been unable to attend until recently due to work schedule conflict. Scott Hudler who has 2 69 Judges was visiting from Cleveland where they have a group of 15 persons about to start a new GTO Club Chapter.

OLD BUSINESS: The Behlmann car show last Saturday had 39 cars and was a great success. Rains caused it to end a couple of hours early. Entries were:

Tony Bezzole - GTO	Ray Brunkhorst - GTO	Terry Schott - GTO
David Island - GTO	John Kehrein - GTO	Marty Howard - Pontiac Parisienne
Tony Dedic - Trans Am	Linda Kehrein - GTO	Guy Gordon - GTO
Craig Glenn - GTO	Brian O'Sullivan - GTO	Tom Oxler - GTO
Paul Jenkins - GTO	Joyce Nettle - Trans Am	Bob Blattel - Trans Am
Reggie Jensen - GTO	Vic and Joyce Nettle - GTO	Richard Vie - Trans Am
Shauna Wollmershauser - GTO	Mike Bien - GTO	Chris James - GTO
Chris Winslow - GTO	Buzz Simpson - GTO	Mike McNeil - GTO
Mark Melrose - GTO	Nicholas Giganti - GTO	Kerry Friedman - GTO
Frank Chapman - GTO	Earl Lewis - GTO	Paul Epperson - Firebird
Harry Timmermann - LeMans	Steve Hedrick - GTO	Paul Epperson - Firebird
Vic Nettle - Pontiac Phoenix	Bill Kirk - Pontiac Wagon	Cecil Morton - Pontiac Chiefton
Bill Fenlon - GTO	Donna Bowers - GTO	

Firebird Class: 1st - Tony Dedic, 2nd - Bob Blattel, 3rd - Paul Epperson

Pontiac Class: 1st - Harry Timmerman, 2nd - Vic Nettle, 3rd - Bill Kirk

GTO Class: 1st - Donna Bowers, 2nd - Gary Gordon, 3rd - Frank Chapman

Behlmann Award - Linda Kehrein

A cruise to Hannibal had 9 cars the week before. It too ended with heavy downpour but was fun for all attending.

There was a cruise to a carshow in Perryville, eventful in that 4 of us received traffic tickets for 88 mph in a 70 mph zone (of course we had been going twice that fast earlier in the day so we were lucky).

The Muscle Car Tour was attended by 12 cars and drove from location to location all around the area. Lunch in Fenton, a stop at Hooters, a ride across the Mississippi to Columbia IL were included.

A Southern Illinois cruise started in Columbia IL, went to the Kaskaskia river, the Popeye statue in Chester IL, lunch at Reid's Harvest House, a stop at the covered bridge outside Chester, a stop at the World's Shooting Exposition, and finally a tour of Darrell's 412 going into his 65 GTO. It was a perfect day with fun for all. There were 11 cars on the cruise.

DQ at New Halls Ferry and Lindberg has a cruise the first Saturday of each month for the rest of summer. Several of our cars went there after the Behlmann show June 2nd.

NEW BUSINESS: Darrell told of the difficulty installing tri-power with the new style 11 bolt water pump (he went back to the old style as a consequence).

Mark Melrose told us of his tribulations with new "made in China" low quality voltage regulators that just do not work. Thanks for the warning, Mark.

Earl Lewis told of a party at his son's boat dock in Portage De Sioux Saturday June 16th. Take highway 94 to H and stay straight (better call Earl for directions).

Terrie Oxler's mother Betty Rinas is suffering from terminal cancer, say a prayer for her and the family.

Club member graduates: Andy Friedman, Krista Hedrick, and Clayton Melrose. This means we are getting OLD. Congratulations to the graduates.

Bull Run on TV the firebird won.

High Performance Pontiac had an article acknowledging that new GTOs are really GTOs just like the old ones (only newer).

Club Flags are available for sale.

The 50/50 drawing was won by Darrell May and amounted to \$34.

At 8:25 the meeting adjourned and many of us went to Lyon's for ice cream.

Stop #4 Ellisville Dierbergs

8 Cars Total

- 1 1962 Nova SS Convertible
- 1 1965 Lemans
- 1 1966 GTO
- 1 1976 Trans Am
- 3 2004 GTO's
- 1 2005 GTO

Two new cars joined the tour at this stop. One of these cars, the 1965 Lemans, had come out for just the one stop.



Stop #5 Twin Oaks Schnucks

9 Cars Total

- 1 1962 Nova SS Convertible
- 1 1966 GTO
- 1 1976 Trans Am
- 3 2004 GTO's
- 1 2005 GTO
- 2 2006 GTO's

The Tour continued to gather new participants with the addition of three late model GTO's, one 2004 and a pair of 2006's.



Stop #6 Gravois Bluff Shopping Center

12 Cars Total

- 1 1962 Nova SS Convertible
- 1 1966 GTO
- 1 1968 GTO
- 1 1976 Trans Am
- 1 1989 Trans Am
- 3 2004 GTO's
- 1 2005 GTO
- 3 2006 GTO's



This was the lunch stop for the tour. In addition, three new cars joined the Tour, a 1968 GTO, a 1989 Trans Am, and a 2006 GTO. This turned out to be a good location for the lunch stop due to the wide variety of food available. If this stop is used again for a future tour, one change to consider would be to allow more time for lunch. Also, during this stop, the cars drew a number of spectators. The 1976 Trans Am in particular seemed to attract attention.

Stop #7 Arnold (Behind the old K-Mart)

12 Cars Total

- 1 1962 Nova SS Convertible
- 1 1966 GTO
- 1 1968 GTO
- 1 1986 Monte Carlo
- 1 1989 Trans Am
- 3 2004 GTO's
- 1 2005 GTO
- 3 2006 GTO's



At this stop, the tour was joined by a 1986 Monte Carlo that featured an engine with an amazing amount of components that had been crafted by its owner. Needless to say it drew a lot of attention and admiration from the other participants.



Stop #8 South County Hooters

12 Cars Total

- 1 1962 Nova SS Convertible
- 1 1966 GTO
- 1 1968 GTO
- 1 1986 Monte Carlo
- 1 1989 Trans Am
- 3 2004 GTO's
- 1 2005 GTO
- 3 2006 GTO's

The most notable event during this stop was some tree climbing in the parking lot.



Stop #9 Columbia Illinois

9 Cars Total

- 1 1962 Nova SS Convertible
- 1 1966 GTO
- 1 1968 GTO
- 1 1986 Monte Carlo
- 2 2004 GTO's
- 1 2005 GTO
- 2 2006 GTO's



This turned out to be the last stop for the Tour. It had originally been planned that tour was to continue on to the Burger King across from Gateway International Raceway. As it turned out, there was a major NHRA event taking place at the Raceway and Tour participants had been hearing that parking in the area was impossible to find. In addition, most of the participants on the Tour that were still present at the Columbia stop wanted to get to the Dairy Queen cruise in North St. Louis County in time to get a good parking spot. With all of that in mind, it was decided to wrap the Tour up without continuing on to the final stops.

Conclusion

The first Tour of 2007 was a success with a total of 15 cars participating during the day. If there was any thing that was disappointing it was that none of the other car clubs invited to participate had any members show up for the event despite being invited by the Gateway GTO Association. Hopefully word of the success of this Tour will convince other clubs to make a showing at the August Tour.

For the August Tour, it is planned that the route that had been used for the Fall 2005 Tour will be used. This tour starts in Arnold and ends in St. Charles County. The plan is to rework the route somewhat to avoid the construction issues on Highway 40 and probably to relocate the lunch stop from the Galleria to some more easily accessible stop. Anyone with any suggestions on this route should contact Chris Winslow.



Perryville car show May 12th 2007

By Vic Nettle

Gateway GTO members going to the Perryville car show met at the OLD NAVY parking lot in south county at 8. Persons there were: Paul and Cory Jenkins; Brian, Amy, and Andrew O'Sullivan; Shauna Wolmershauser and 2 of her children Mattie and Darren; Joyce and I; Bill Fenlon; and Brian and Amy's friends Tony and Patti Krieger and their 4 children Autumn, Tylor, Hanna, and Katlyn.

The group left for Perryville at 8:30. I was the designated "leader". Many things start with good intentions. On the 67 miles down interstate 55 the good intention was to lead 4 new style GTOs, a van and a Harley Sportster with our 30th Anniversary Trans Am at a speed of maybe 5 to 10 mph over the speed limit.

It started out OK, we were going 70 in the 60 mph zone; then 75 in the 65 mph zone; then 80 or so in the 70 mph zone. Paul and Cory were so close we could see their faces in our rear view mirror. And Shauna with Darren and Mattie were so close behind Paul and Cory that we could not even see her car in our rear view mirrors, then followed Bill Fenlon's car and Brian with Amy and Andrew.

I felt like we were being psychologically "pushed" by this group of new style GTOs. All of a sudden Bill zoomed past and the group speed was now about 100. Bill dropped back, then Paul and Cory in their 500 hp monster pulled alongside our TA and I had to hit it to see what would happen.

Paul and Cory ran it up to 150, Shauna ran her '06 up to 140, our TA ran up to 137, the other two GTOs (Brian and Bill) ran up to 135 (not that they couldn't have gone faster). Brian was holding back because of friends Patti in the van doing 90 and Tony on the Harley doing 110. Bill (sensibly?) only wanted to go 135 I guess.

I remember Pontiac used to say GTOs were devices which shrink time and distance. These new GTOs sure do exactly that. If I could fit a wheelchair into one, I'd buy one.

At the car show Buzz and Vickie arrived later and Simon Eberstein and his wife Mary met us there. At 3 PM Paul and Cory won 3rd place in a very big class. There were about 100 entries in the show.

On the way home we were traveling a fairly comfortable 88 to 90 on I55 when a state police car went by in the other direction. About 10 miles up the road he was back and going in our direction. He did a slick "herd the 4 Pontiacs to the side of the road and give them speeding tickets" maneuver. At least he did not impound our cars. He thanked us all for using seat belts and said that he liked our cars (but he still gave us the tickets).

We drove (slower) to Ruby Tuesday in Festus for supper. It was decided that this would have to be revealed in the newsletter (full disclosure is our policy). This might be the most expensive car show of the year. Maybe I should not lead anymore? Or maybe we should not have "all new style GTO caravans anymore?"



BURMA SHAVE

DON'T STICK YOUR ELBOW
OUT SO FAR
IT MAY GO HOME
IN ANOTHER CAR.

TRAINS DON'T WANDER
ALL OVER THE MAP
'CAUSE NOBODY SITS
IN THE ENGINEER'S LAP

SHE KISSED THE HAIRBRUSH
BY MISTAKE
SHE THOUGHT IT WAS
HER HUSBAND JAKE

DON'T LOSE YOUR HEAD
TO GAIN A MINUTE
YOU NEED YOUR HEAD
YOUR BRAINS ARE IN IT

DROVE TOO LONG
DRIVER SNOOZING
WHAT HAPPENED
NEXT IS NOT AMUSING

BROTHER SPEEDER
LET'S REHEARSE
ALL TOGETHER
GOOD MORNING, NURSE

CAUTIOUS RIDER
TO HER RECKLESS DEAR
LET'S HAVE LESS BULL
AND MORE STEER

SPEED WAS HIGH
WEATHER WAS NOT
TIRES WERE THIN
X MARKS THE SPOT
THE MIDNIGHT RIDE
OF PAUL FOR BEER

LED TO A WARMER
HEMISPHERE
AROUND THE CURVE
LICKETY-SPLIT
BEAUTIFUL CAR
WASN'T IT?

NO MATTER THE PRICE
NO MATTER HOW NEW
THE BEST SAFETY DEVICE
IN THE CAR IS YOU

A GUY WHO DRIVES
A CAR WIDE OPEN
IS NOT THINKIN'
HE'S JUST HOPIN'

AT INTERSECTIONS
LOOK EACH WAY
A HARP SOUNDS NICE
BUT IT'S HARD TO PLAY

BOTH HANDS ON THE WHEEL
EYES ON THE ROAD
THAT'S THE SKILLFUL
DRIVER'S CODE

THE ONE WHO DRIVES
WHEN HE'S BEEN DRINKING
DEPENDS ON YOU
TO DO HIS THINKING

CAR IN DITCH
DRIVER IN TREE
THE MOON WAS FULL
AND SO WAS HE.

PASSING SCHOOL ZONE
TAKE IT SLOW LET OUR LITTLE
SHAVERS GROW

**Do these bring back any old memories?
If not, you're merely a child.
If they do - then you're old as dirt...**

LIKE ME!



Gateway GTO Hannibal Cruise May 26, 2007

Brian O'Sullivan

We met at the Culpeppers at Zumbahl and I70 at about 8:30. Marty was fashionably late. The attendees were:

Marty Howard - 69 GTO

Tom and Terrie Oxler - 66 GTO

Will and Donna Bowers - 67 GTO

Ray and Ida Brunkhorst - 66 GTO

Earl and Barb Lewis - 67 GTO

Don Bright and Gina - Grand Prix

Mark Obukowicz - 66 GTO

Amy and I - 04 GTO

It was great to see all of the older Goats show up, even with the threat of rain. We headed out a few minutes before 9:00AM.

We had a leisurely cruise up highway 79, with little to no rain to speak of. The road was still a little wet, but we didn't let that bother us. We made a quick pit stop at the lock and dam in Clarksville. We made it into Hannibal at about 11:00 AM. Our first stop was a nice scenic park at Lovers Leap. It was a cliff top park that overlooked downtown Hannibal. The view was spectacular. We snapped a few pictures and then got ready to drive into town. We hit a little hitch when Marty was having a starter/solenoid problem so a few of us lent a hand and gave him a push. He got it started and we were on our way.

Marty talked to the owner of the Riverside Luau Restaurant who reserved his parking lot for the club. It was right on the main drag so we didn't have to walk very far to get to the festival, and we got to keep all of the GTOs together. It was a little... warm... in the restaurant, and they seemed to be a bit understaffed for large groups. They had only been open 2 weeks. However, we really did appreciate the effort and especially use of their parking lot. They were very nice people, and were really excited about having the Gateway GTOs there. Thanks guys.

Around 1:00 we all left the Riverside Luau and walked to the festival. There were a good number of booths with all different types of arts and crafts. Most of the storefront shops were also open, so there was something for almost everyone to do. I can personally vouch for the little ice-cream shop. The weather stayed nice for most of the time in Hannibal. It only started to drizzle at about 3:00 which was about the time that we were getting ready to leave.

A little after 3:00PM we decided to head home, except for Don and Gina who were planning to spend the night at a bed and breakfast here. One group consisting of Marty, the Oxlers, the Bowers, the Brunkhorsts, and Mark O. took the long way home via Hardin, Illinois. The other group - Earl and I took the quick route home on highway 61. The trip home for us was pretty uneventful except for a few spots heavy rain.

All in all, even with the weather it was a really nice trip. Thanks for putting everything together Marty. We had a great time.

Addendum (by Terrie): Our group decided to take another route home through scenic Illinois and about midway encountered some rain, then clearing. Made our way to the Brussels Hotel and had a great family style meal. The "family style serving" was something new to our New York boy Marty and he had many questions about why the servers just kept bringing out food, why couldn't we order, etc. After the group was thoroughly stuffed, we once again split - the Bowers taking one ferry back and the rest of us taking the Golden Eagle ferry back to St. Charles where we made a final stop for - what else - ice cream!! As we finished we encountered a little more rain. All in all, another excellent cruising day for the GTOs!



Cruise to Lambert's in Sikeston 5 26 2007

Cory Evans organized a cruise to the home of “thrown rolls” in Sikeston Mo. The participants were Cory and Paul Jenkins, Vicki and Buzz Simpson, Shauna Wolmershauser and her sons Darren and Alex, and Vic and Joyce Nettle. We met at Vic and Joyce’s at nominal 10:30. Talking ensued until about 11:20 when we hit the road with Buzz leading (because he, unlike the rest of us, has the ability to go drive speed limit).

All went well until 45 miles down the road at mile marker 141. Paul’s 2006 GTO right front tire was cut through by the steering linkage (a common uncorrected GTO defect). Luckily we were only going 70 mph. Darren and I took pics of Paul changing the tire.

Inquiry in Jackson MO determined that there were no tires of that size to be purchased. And on reflection it was decided that the steering linkage would probably damage a new tire by the time it was driven back to St Louis. So the trip resumed at 1:20 PM using the small spare tire driving down highway 61 to Cape Girardeau. At Cape we re-entered I-55 to Sikeston.



Hundreds of people were in line at Lambert’s but the wait was only about 40 minutes. The food was quite good but excessive in quantity (I guess one does not have to eat it all, but we tried (unsuccessfully). We had Rib-eyes, pork chops, chicken, ribs, country fried steak, and lots of vegetables, potatoes, okra, “thrown rolls”, more items than I can remember.

Afterwards we went 60 miles per hour until we reached the Saint Genevieve exit where the Dairy Queen forced us to stop. The rest of the trip took about 43 minutes (at 60 mph).

Interestingly the car we were driving went 270 miles on 12 gallons of gas thus giving

significantly better gas mileage than usual (when driving faster). We have never driven that slowly before. And hope never to have to again.

Thanks Cory and Paul for making the day eventful and memorable. Thanks Buzz and Vicki for being such steady leaders. Thanks Shauna for joining us and bringing Darren and Alex. We enjoyed their youthful insights.

Sikeston Cruise

The day was a beautiful day. The cruise was pretty uneventful until about mile marker 140. That's when Corey and Paul had a flat. I didn't realize just how cool the spare wheels look on our cars until they had to use theirs. After the quick change and regrouping we continued on our way. We stopped in a couple smaller towns looking for a tire; before it was eventually decided to just soldier on and go find the source of some great food.

When we got to Lambert's the place was packed. We had about a forty-minute wait before we were seated, but it was worth it.

My boys had a great time catching rolls and seeing just how much of the huge portion sizes they could eat. Darren rode down with Vic and Joyce and kept them "entertained" until he fell asleep somewhere between Jackson and Cape. After we stuffed ourselves silly and packed up our leftovers it was time to search for a Dairy Queen. Sadly I couldn't stick around because Darren had fallen asleep in the car and I wasn't about to wake him. All in all it was a fun trip and now my boys want me to drive them back to Lambert's.



Behlmann Show

After some nail biting on my part and an email from Tom saying the show was on I was a happy camper. I was impressed with the number of cars that showed up. There was a nice mixture of GTO's, Trans Am's and other Pontiacs. Maybe for next year the GTO category should be split up. It's too hard to pick just one to vote for. Shortly after the trophies were handed out and everyone got packed up the skies opened on us. The weather could have been much worse than what we had. I just hope it's breezy and the humidity is down for the other shows we have later this year. Brian, Andrew did a great job getting your car all nice and pretty for the show. I don't know what he did with it after he left.



Dairy Queen Show

After the Behlmann show several of us (Vic and Joyce, Buzz and Vickie, Corey and Paul, Bill, and myself) went to Dairy Queen for their monthly car show. Wait a second. Is there a reoccurring theme here? It seems like we go to Dairy Queen quite often after an event. Oh well ice cream is good for the soul. The skies cleared up a little bit after we got there. So I decided to wipe my car down. Big mistake. The skies just opened up again. Instead of us heading into the Dairy Queen to stay dry we got out umbrellas and an awning. My awning didn't really want to cooperate and provided quite of bit of laughter for everyone. Eventually the weather cooperated again and the show went on. The crowd of people and cars was pretty small because of the weather. I came to the conclusion that I need to make up a sign that says "Look but don't touch. Otherwise you'll be waxing my car."

Shauna Wollmershauser



Perryville Car Show by Shauna Wollmershauser

Well several of us made the trek down to Perryville, Mo for their car show/festival. The ride down saw several cars exceed triple digit speeds. Man do these cars handle well. In fact my kids said “do it again mom, that was like being on a rollercoaster.” Needless to say I won’t be going that fast with the kids in the car again. So Vic, no I won’t go 100+ if you do it.

The show itself was pretty cool. I think just about every car there got a dash plaque. The class that most of us were in was pretty large. I think there were about 20 cars grouped in our class. Paul and Corey placed 3rd. Congrats to you guys. On our way home we were driving way more reasonable. So much so that none of us really paid attention to the state trooper that passed us heading in the opposite direction. We did however pay a lot of attention to him when he came out of nowhere with lights flashing and directing Vic to pull over. When Vic pulled over the rest of us followed suit. The rest of us being Corey and Paul, Myself and my kids, and Buzz and Vicki. I don’t think I’ve ever seen anyone back up on the highway. This officer was determined to give us all a ticket. He said he got us all traveling between 88 and 90. He wrote us up for 88 in a 70. As he was handing us our tickets he kindly said how nice our cars were. If Vic is going to lead again he needs to have a radar detector in his car.

Hot Rod Power Tour (Springfield, IL) by Shauna Wollmershauser

Hot Rod magazine puts this tour on every year. This year one of the stops was in Springfield, IL. I wasn’t too sure if I’d make this particular leg of the tour because I was out of town until about 8am. Well shortly after I got home John Lally called and asked if I was going to go. Considering that I didn’t have much going on that day I said sure. By 11 AM I was on my way to Springfield. We took a short side trip to Staunton and looked at some of the cars that were on the Classic Car lot. Not much was there so we continued on our journey.

As we pull into the fairgrounds I realized that this was a huge venue. I don’t think I’ve seen that many muscle cars in one place at one time in my short life. It was great. Cars from pretty much every year and the Big Three were there. I’d have to say that GM did dominate the show however. I decided I would register and show my GTO. When I registered I got a window sticker and a plate to display if I chose to. Several other local owners brought out their GTOs. In fact everyone that drove ended up parking together. Later on in the day Pete Basica joined the group. Pete is the head of Pedders USA. If you’re thinking of changing the suspension on your 04-06 GTO take a close look at their stuff. If you have any questions Pete is pretty easy to get a hold of. <http://peddersusa.com/>



Chance, Brian, Pete and I all went to a local restaurant and had what’s called a Horseshoe. We were joined by some Camaro owners from the Detroit area. The food was pretty darn good and so was the company. It’s really amazing to see people relate to each other when they all have at least one thing in common. At some point I decided I would catch up with the tour in Memphis.

After dinner I headed home. I was pretty tired.

Hot Rod Power Tour (Memphis, TN) by Shauna Wollmershauser

So a couple of days later the tour was in Memphis. John Lally and I left St. Louis about 10AM and stopped in Sikeston for a late lunch.

The trip down was totally uneventful. No speeding tickets. No triple digit speeds. I think I was averaging about 24 MPG for the trip.

I thought I was escaping the heat of St. Louis by going to Memphis. Boy was I wrong. It was hot. I don't know what the temperature was, but being at a track sure didn't help matters. The only saving grace was the wind blowing.

Memphis Motor Speedway hosted this portion of the tour. When we arrived cars were drag racing, people were spending money on water and lots of it. The crowd at this venue was a little smaller, but there were still a lot of cars to look at and drool over. Again GM dominated the vehicles that were there. We saw everything from what looked like someone just rescued from a junk pile to cars that had been restored from the frame up.

Again we met up with Pete and ended up parking next to two other GTO's that were on the tour. Pete decided he was going to drag his car.



I was expecting some wild numbers, but the track was just too slick. He spun through first and second gear.

I figured oh well I'll give it a shot. I made two passes and as far as I'm concerned did ok. I beat a Cutlass CanAm and a newer Mustang. That's pretty much all that mattered to me. Things shut down around 7 or so and we headed to Beale street.

While we were stuck in traffic because of sections of Beale street being block off one of the carriage drivers asked if I wanted to race. And a bystander noticed the plates and asked were specifically I was from. Turns out he used to live in Soulard. That was pretty neat.



Dinner was great and people watching kept me entertained for a while.

The reason sections of Beale Street were sectioned off was because some of the cars that had been featured in Hot Rod Magazine were on display.

Dinner was great. I've decided that this is one tour that I will participate in next year. Anyone wanna join me?

2004 Headers

by Mike Bien

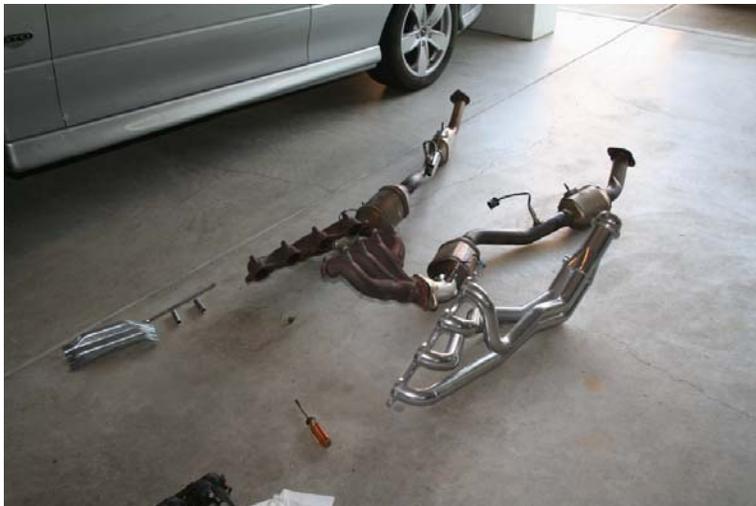
After replacing the small diameter stock exhaust with a free flowing cat-back system by Magnaflow, the LS-1 was still gasping for air. The stock exhaust manifolds are well designed for a stock application, but they are more designed to meet the needs of the every-day driver in all types of conditions, silence the cylinder explosions, and last for 75 years with no maintenance. Weight and performance is not a key factor. Keeping in mind that an internal combustion engine is nothing more than an air pump, the idea is to get as much cool air into the engine, squish it into an explosive mixture of gases, ignite it, and get the spent gas out in time to repeat the cycle again.

If you are going to help your restricted LS-1 powered goat to breath, you have to open its nostrils and install a cold air intake system. As described in my past article, I accomplished that by installing a K&N Cold Air Induction System (P/N 63-1099) and enlarging the small 1.5" hole in the wheel well to 4".

Another past article took you through the my Magnaflow installation. Once you see the stock exhaust system, you will understand why the engine is gasping for air – it can't get rid of the spent gases efficiently. It has restrictive catalytic converters, small die-bent tubing which leaves massive ripples and indentations on the bends, restrictive mufflers, and a resonator to make a deep sound while further restricting the flow of air. Magnaflow (P/N 15868) takes care of all that by increasing the pipe size to 2.5" with smooth mandrel bends, low restriction mufflers, and an engineered X-pipe for added mid-range torque. Everything is stainless steel and guaranteed for life.



The final stage of getting air to move along is the installation of headers. Now, let me tell



you, there are headers and then there are headers. Some headers are designed to be easily installed, period. Some headers are just designed to look like headers and sound like headers. Then there are tuned headers. The idea is that once a parcel of gas exits the exhaust port in the head, it heads back towards the X-pipe. Ideally, to produce the most power, each port

in firing order needs to be the same distance to the X-pipe so the parcel of exhaust gets to the X-pipe just before the next cylinder's exhausts. But, in reality, port #1 and port #7

are some 14" apart, so they cannot each travel the same distance to the X-pipe. Obviously, port #7 will have a travel distance of "x", while port #1 will have a travel distance of "x + 14". Another reality is that the ports do not have a firing order where #1 is followed by #7. Cylinder #1 is followed by #8, then by #7. Our firing order is 1-8-7-2-6-5-4-3. The critical firings take place when cylinders #2 and #6 and #3 and #1 fire. What we are striving to accomplish is an effect we call scavenging. When one cylinder fires, you want the spent gases to go out the exhaust. You do not want backpressure from a previous firing pushing into the next cylinder that is firing. If you cut each header tube to the right length, you can get the spent gas from one cylinder to help draw out the gases from the next firing cylinder. This scavenging effect, which takes place in the header collector, is what makes an engine more efficient, thus producing more power.

You can now understand why headers are different from engine to engine depending on the firing order. Believe it or not, if you just ran straight pipes from the exhaust port up through the hood (zoomies), you will actually loose power.

There must be some backpressure for the engine to be efficient. That is important for you



to know when buying headers. Our small engine will work well with 1.75" primary tubes but not with 1.875" diameter primary tube headers. On most normally aspirated 350 cu.in. engines, a 3" exhaust system is way too large. This balancing act is why there are headers with straight tubes

and few bends, and headers with weird bends. Trying to figure out what works best is the difference between headers costing \$400 and headers costing \$1600. Many hours of engineering and dyno-testing go into a good set of headers. I chose Kook's Headers (P/N 6700) because of their engineering, performance, and reputation.

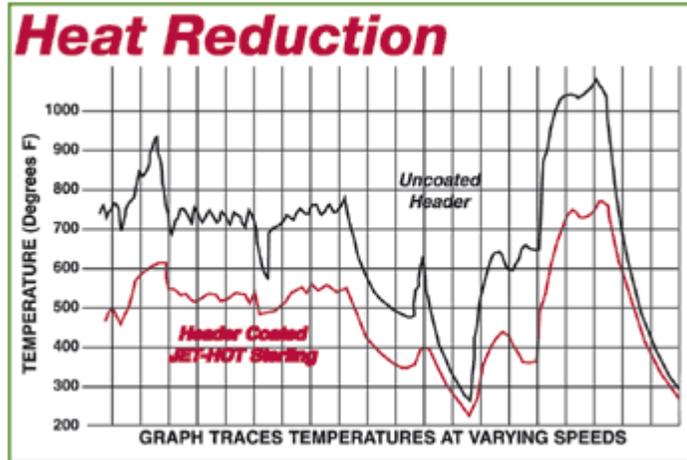
The final stage of a header system is the midpipe (P/N 6700-CC), or the section of pipe between the header and the X-pipe. This is where the low restrictive catalytic converter is located. You can see the difference between stock (left) and the Kook's.



The last issue is whether to coat or not to coat. Coating involves either spraying a protective cover over the outside of the headers to keep them looking good and not turning color or dipping the

entire header into a solution that not only coats the outside but also coats the inside. This coating not only keeps the headers looking good, but also decreases the internal friction. Most importantly, coating reduces the amount of heat radiated to the outside. The outside

is actually the inside of your hood, where much of your inlet air is drawn. I had mine treated by a company called Jet-Hot[®]. Underhood temperatures need to be kept in check since the most efficient engine runs on cool air. You can see to the right how you can reduce underhood temperatures by over 300 degrees with coatings.



I am not going to tell you how to install headers – you can read that on the internet. I will tell you that it will take about five hours, many Metric/SAE tools, two people, and much of your patience. But, if you really want to wake up that Goat, replace your stock exhaust. You will now have a goat that can really breath well.

The goat wants to run wild, but still has a leash on it. That leash is designed to increase mileage and protect the engine from what GM calls “abusive driving”. It takes the form of Torque Management, retarded timing, lower injector pressures, and fuel delivery restrictions. If the computer still senses “abuse”, it will actually reduce spark to four (4) of the cylinders! The poor confused goat is now probably running lean and needing a change in timing.



That brings us to a tuning, which is next month’s topic!



Schedule of Events 2007

JUNE:

16th PALISADES YACHT CLUB GRAND OPENING http://gatewaygto.com/pdfs/Palisades_2.jpg
 17th FATHERS DAY SHOW Rt. 66 Car Club <http://www.gatewaygto.com/pdfs/stclairmo66flyer.pdf>
 22nd – 24th CLASSIC CAR FESTIVAL Cruisin Route 66 to Litchfield, IL
<http://www.gatewaygto.com/pdfs/litchfieldil66.pdf>
 23rd **Quality Pontiac** 10am-3pm free dogs, brauts and burgers and soda
 26th – 30th GTOAA NATIONALS (CLUB SPONSORED point value 70 - 100)

JULY:

5th GTO MEETING Culpeppers St Charles 7pm (CLUB SPONSORED point value 20 - 40)
 10th – 15th POCI NATIONALS Tulsa, OK, Crowne Plaza Tulsa, 100 East 2nd Street, Tulsa, OK 74103
http://www.poci.org/POCI_Annual_Convention.cfm?PT=C
 21st **Park Hills Museum of Mining** more info to follow (CLUB SPONSORED point value 20 - 40)
 29th **ARCHWAY OLDS CLUB** General Motors, Wentzville Plant reg 8-noon

AUGUST:

1st GTO MEETING Culpeppers St Charles 7pm (CLUB SPONSORED point value 20 - 40)
 5th PONTIAC RENDEZVOUS AT MUSEUM OF TRANSPORT (CLUB SPONSORED point value 20 - 40)
<http://www.museumoftransport.org./pdf/mot2007events.pdf>
 10th – 12th TRI POWER NATS
 11th 4th ANNUAL DRIVE-IN MOVIE NIGHT Hazelwood Parks & Recreation, Hazelwood Sports Complex 6:00 pm
 (CLUB SPONSORED point value 20 - 40)
 25th MUSCLE TOUR (CLUB SPONSORED point value 20 - 40)

SEPTEMBER:

5th GTO MEETING Culpeppers St Charles 7pm (CLUB SPONSORED point value 20 - 40)
 9th WESTPORT CHARITY CHILDRENS CANCER (CLUB SPONSORED point value 20 - 40)
 15th AMERICAN ROADHOUSE SHOW Warrenton Outlet Mall reg 9 – 12 awards 4
 (CLUB SPONSORED point value 20 - 40)
 23rd GGTOA PICNIC Vago Park, Fee Fee Road and Midland Avenue (CLUB SPONSORED point value 20 - 40)
 29th AMERICAN ROADHOUSE RAIN DATE (CLUB SPONSORED point value 20 - 40)
 29th GGTOA ROUTE 66 CRUISES 12 days to California <http://www.gatewaygto.com/route66tour/index.html>
 (CLUB SPONSORED point value 20 - 40)

OCTOBER:

3rd GTO MEETING Culpeppers St Charles 7pm (CLUB SPONSORED point value 20 - 40)
 6th – 7th MUSCLECAR REUNION and NOSTALGIA DRAGS Kansas City MO www.musclecarreunion.com
 21st Mystery Tour MUSEUM OF TRANSPORT more info to follow (CLUB SPONSORED point value 20 - 40)
<http://www.museumoftransport.org./pdf/mot2007events.pdf>

NOVEMBER:

7th GTO MEETING Culpeppers St Charles 7pm (CLUB SPONSORED point value 20 - 40)

DECEMBER:

8th HOLIDAY PARTY WEBSTER GROVES BARN (Hawkins House), 1155 South Rock Hill Road, Webster Groves, MO

POINTS TOTALS

ADAMS	0	FOLLUO	40	LALLY	180	ROLFES	0
ANDERSON	0	FOX	0	LEWIS	130	ROLLINS	0
BALSMAN	0	FRAME	0	MAHONEY	80	SCHAFFER	0
BESWICK	0	FRASKA	20	MASSEY	20	SCHMIDT	0
BEZZOLE	100	FRIEDMAN	280	MAY	170	SCHOTT	140
BIEN	200	FRY	0	MAYWEATHER	220	SHAW	0
BLATTEL	300	GIGANTI	40	McNEI	230	SIMMONS	140
BOWERS	240	GIGANTI	0	MELROSE	440	SIMPSON	560
BOYER	100	GLENN	100	MERKEL	0	SIMPSON	0
BOYLE	0	GORDON	40	MILLER	0	SMELCER	120
BRAZILE	0	GULIANO	0	MOODY	0	SNEED	0
BRIGHT	170	GUTH	0	MORTON	60	SPRINGMEYER	0
BRUNE	20	HEDRICK	180	MORTON	0	SWANSON	40
BRUNKHORST	180	HENDREN	0	MOSINSKI	0	TAYLOR	20
BURSTEIN	0	HOUSKA	0	NETTLE	1030	TOSTO	100
CHAPMAN	20	FENLON	40	NITSCHKE	0	VAN DE RIET	0
CRAFT	40	HOWARD	350	NOVAK	60	VIE	140
CREWS	0	HUNT	40	NOVELLI	40	WALLIS	40
CRUMP	0	JENKINS	830	OBUKOWICZ	220	WEST	0
CURRY	0	JENSEN	20	O'SULLIVAN	790	WILSON	0
DAUSTER	0	JOHNSON	0	OXLER	460	WINSLOW	340
DAVIS	0	KEHREIN	120	PLOOF	0	WOLLGAST	20
EBENSTEIN	20	KIBURZ	80	RASMUSSEN	0	WOLLMERSHAUSER	1050
FENLON	140	KIRK	40	RAY	40		
FISCHER	80	KONDRICK	0	REGIER	0		

**Gateway GTO Association
Participation Points Submission
June 2007**

(anything after June 6th will be on next months form)

NAME: _____

Gateway GTO Sponsored Events:

5/19/07 Ill Cruise: wGTO _____ w/oGTO _____

5/26/07 Hannibal Cruise: wGTO _____ w/oGTO _____

6/2/07 Behlmann Show: wGTO _____ w/oGTO _____

6/6/07 Club Meeting: 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, Roadhouse Warrenton, Tri-Power Nationals, etc.)

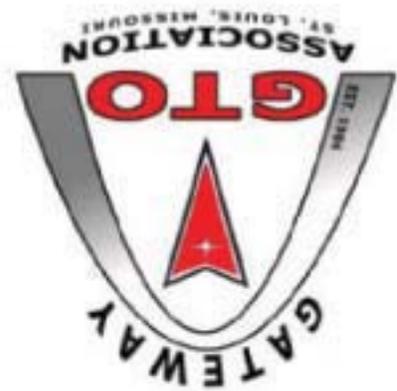
Other Activities: (Event Helper, Hood Scoop Article, Sponsor New Member, etc. -- See Gateway GTO Association Participation Points System 01/06 Rev.)

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

VIC NETTLE
4450 NAZARETH HILLS DRIVE.
MEHLVILLE, MO 63129
Phone: 314-892-3639
FAX: 314-8922858
Email: vnettle@swbell.net

Use Reverse Side If Additional Space is Required

Also can be sent via web
<http://www.gatewaygto.com/points/index.html>
or go to calendar page and click on points submission



4450 NAZARETH HILLS DRIVE
ST LOUIS MO 63129