

THE HOOD SCOOP

DECEMBER 2008

In remembrance



*John Sawruk
1946 - 2008*



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

Kerry Friedman (Acting)
11580 State Road WW
Dittmer, MO 63023
573-678-2353

kfriedman@hughes.net

Photo Album Editor

Terry Oxler
450 Muirfield Dr.
St. Charles Mo. 63304
636-928-5548

toxler@prodigy.net

Web

Chris Winslow (Acting)
44 Marcus Drive
St. Peters Mo. 63376
636-939-2770

chriswinslow@charter.net

Charity Chairman

Kerry Friedman
11580 State Road WW
Dittmer, MO 63023
573-678-2353

kfriedman@hughes.net

Vice President Mo

Mark Melrose
151 Plant Avenue
Webster Groves Mo 63119
314-968-3106

mjmelrose@aol.com

Treasurer

Will Bowers
#1 Goshen Woods
Edwardsville IL. 62025
618-659-0429

wwbdsb@yahoo.com

GTOAA Chapter Rep.

Steve Hedrick
3676 Morgan Way
Imperial Mo. 63152
636-942-4020

shedrick@aol.com

Club Events Chairman

Marty Howard
7 Newcastle CT
St. Charles Mo. 63301
636-724-8641

nycgto@charter.net

Newsletter Editor

Chris Winslow
44 Marcus Drive
St. Peters Mo. 63376
636-939-2770

chriswinslow@charter.net

Photographer

Chris Winslow
44 Marcus Drive
St. Peters MO 63376
636-937-2770

chriswinslow@charter.net

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 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 Zapata Mexican Restaurant, 14007 Manchester Road, Ballwin, Mo 63011 (636) 527-9559

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.
Hazelwood Mo. 63042

314-895-1600
1-800-892-8267

www.behlmann.com



**As a Gateway GTO member please consider joining the
GTO Association of America**

**The Gateway GTO Association
is an official chapter of the
GTO Association of America
www.gtoaa.org**

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

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:

\$300 or more -Includes your logo on our Website Home page, your logo and information on our Website Sponsor page, and Website Related Links page, ½ page ad in our Newsletter, and a trophy presented in your name at the annual car show. \$200 -Includes your logo on our Website Home page, your logo and information on our Website Sponsor page, and Website Related Links page, and ½ page ad in our Newsletter. \$50 - Includes ½ page ad in our Newsletter and your logo and information on our Website Related Links page. \$35 - Includes your logo on our Website Related Links page.

GATEWAY GTO REMEMBERS JOHN SAWRUK



The car hobby in general and the Pontiac branch of the car hobby specifically suffered a huge loss with the passage of John Sawruk. John lost his battle with kidney cancer on November 12, 2008. John had managed to beat the odds on this devastating disease for 11 years despite the fact that in most instances kidney cancer is fatal in less than one year.

John's impact on Pontiac over the course his of career was simply astounding. He started in 1967 as an intern and retired some 35 years later in 2002 as a GM Engineering Director. During this time, he had many technical achievements including leading the effort for the design of the 2.5 Liter engine and developing the Value Engineering program in the 1980's. Without question, however, John is best know to the Pontiac hobby for his tireless and enthusiastic support of our special brand of the car hobby. GM ultimately recognized John's love of and knowledge of all things Pontiac in 1983 when the named John the official corporate historian for the division.

John continued to support Pontiac well after his retirement in 2002. He was a fixture at GTOAA and POCI conventions each year. His seminars were always the highlight of the events. He always had something new and interesting to discuss, despite the fact that in many instances the topic was cars built some 30 years earlier.

In addition to his support of the historical part of the hobby, John was also a major playing in more recent Pontiac efforts. As the Pontiac Division Historian, and the keeper of the GTO Flame with the passing of John DeLorean, he was a major contributor to the adaptation of the Australian Holden Manaro to the US Pontiac GTO in 2004. John actually recounted a story at one of the recent conferences about hosting Holden engineers and designers at his home in Michigan early in the process to educate them on history of the GTO and to make sure that the car resulting from this effort would live up to the performance levels set by the original cars.

John's wit and technical savvy cannot be replaced and will be sorely missed in the pages of enthusiast magazines. Even worse, John's absence at the 2009 GTOAA/POCI Covention will leave a void that nobody will be able to fill.

Career Time Line

1967 - Internship at General Motors
1968 - Began GM career as an Entry-level engineer in the Special Problems Laboratory
1969 - Engineer in Experimental Engine Group
1970 - Project manager for unleaded fuel
1974 - Project manager for the 2.5L 4-cyl engine development
1976 - Participated in a Florida test trip of Pontiac drivetrains
1978 - Supervisor of the Experimental Powertrain Group
1979 - "Eighth Level" Manager of Service Engineering in the Sales Department
1980 - Developing a division-wide Value Engineering program
1981 - Led Value Engineering seminar to improve quality
1982 - Moved to Staff Engineer for Transmission and Axle
1983 - Made the official GM Historian for the Pontiac Division
1984 - Participated in the press preview for the '84 Pontiac Trans Am and other models at GM Proving Grounds
1986 - Ran Pontiac Motorsports and Specialty Vehicles
1987 - Moved back to Advanced Vehicle Engineering
1997 - Participated in tech seminars during the 25th Anniversary POCI Convention in Denver, Colorado along with Smokey Yunick and John DeLorean.
2002 - Retired as a GM Engineering Director
2004 - Seminar at GTOAA Nats in Pontiac Michigan. The 40th Anniversary of the GTO coincided with the 25th Anniversary of the GTOAA, and release of new 2004 GTO. John's seminar covered the Pontiac GT-37. During the seminar, John also showed some other little-known facts to the GTO enthusiasts, including the build sheet of the very first Pontiac GTO built.

My John Sawruk Story By Darrell May

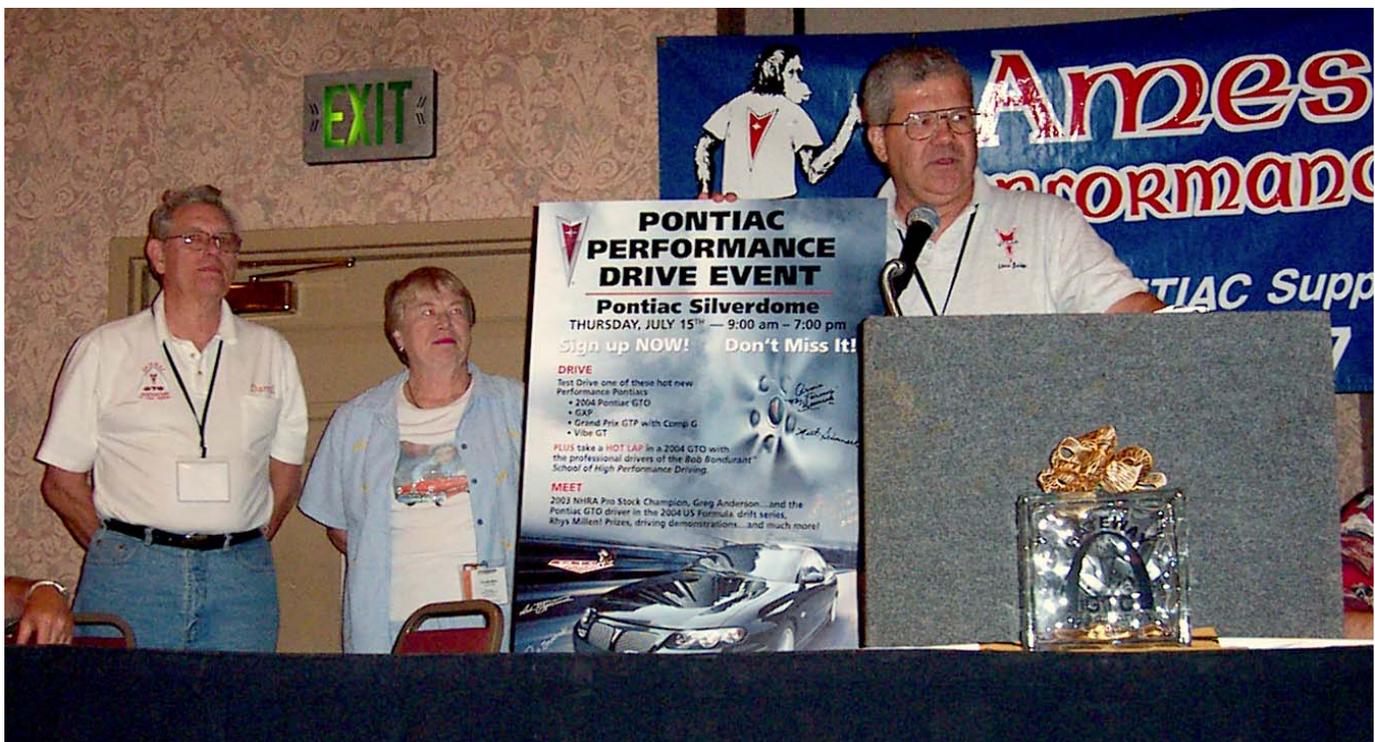


In July of 2004 we arrived in Detroit for the GTOAA Nationals. Saturday morning while getting dressed I start having chest pains and we called 911. They said I had a heart attack and they would do a cardiac cath. on Monday.

John Sawruk took time from the convention and came to see me in the hospital. John brought me the local paper with articles on the convention, brought me up to date on what was happening at the convention. He also assured me that I was in the right hospital and had the right doctors and he told me if I needed anything to call him on his private phone. He also offered his summer home in Milford for us to stay in if I had to stay and have rehab before I could go home. He made arrangements with the hotel so that Tootie would still get the convention rate for another 2 or 3 days. John and Marge approached Tootie Sunday evening as the convention was closing, to see how I was doing. John had never met me before all this happened and he still went the extra mile.

The next year we hosted the GTOAA Nationals here in St. Louis. Tootie and I were working at the registration, when John came in and ask how I was doing. Later on the next day I saw him for a few minutes and he asked if I would be at the awards banquet? I told him we would be there. Unbeknownst to me he presented me with one of the posters from the PONTIAC PERFORMANCE DRIVE EVENT at the Pontiac Silverdome, which was signed by Jim Wangers, Milt Schernack, Arnie Beswick, Art Fitzpatrick, Paul Zazarine, and most of all John himself. He also had a story to go along with it about how he got it and the only other poster like it hangs in his garage.

Every convention since then we always talked about how he was doing with his cancer and he wanted to know how my heart condition was. John was a very caring man, I will always remember him.



November 2008 Financial Statement

GATEWAY GTO ASSOCIATION 2008
INCOME AND EXPENSES

CHECKING ACCOUNT BALANCE 12/31/07 4,992.36

INCOME

DUES	1,617.00	
GGTOS GEAR SALES	107.00	
SPONSORSHIPS	500.00	
50/50 DRAWINGS	394.00	
DRAD DAY	1,245.00	
ADVERTISING	250.00	
HALLOWEEN PARTY	350.00	
FOX	79.00	
CHRISTMAS PARTY	610.00	
PALISADES	150.00	
MISC. INCOME	70.00	
TOTAL INCOME	5,372.00	5,372.00

EXPENSES

PIZZA PARTY	770.23	
PRINTING, NEWSLETTERS, MAILINGS	299.78	
DRAG DAY	1,064.00	
BEHLMANN SHOW	80.00	
SCRAP BOOK	218.02	
DYNO DAY	58.00	
HALLOWEEN PARTY	350.00	
SOFTWARE	322.49	
INSURANCE GTOAA	141.65	
CHRISTMAS PARTY	445.00	
PICNIC	167.58	
CHARITY CAR SHOW	199.07	
WEB	600.92	
INCORPORATION	525.00	
FOX	85.00	
MISC.	147.50	
TOTAL EXPENSES	5,474.24	-5,474.24

CHECKING ACCOUNT BALANCE 11/30/08 4,890.12

Fall Wine Cruise

Will Bowers

When we were trying to pick a suitable weekend for the wine cruise and the only days available was in November, I was really concerned about the weather. If it was just cold and not wet I knew Hidden Lake Winery had fire pits available. We had used them a couple of years ago and it worked out fine. None of us could have anticipated what a beautiful day we had this late in the year. It was shirt sleeve weather in November!! Even the Fall color was still spectacular.

The group met at the Bowers' and left around 10:30 heading East on Goshen Road. There were areas where the trees completely arched the route with fall color. We continued East to Route 4 and drove to little town of Lebanon, Il and parked in the old town area where we stopped about 2 hours allowing time for lunch and browsing in the various shops. One of the highlights of the old town area was Dr. Jazz, a restored ice cream and sandwich parlor that has good food and spectacular desserts. Some of us chose the local watering hole, which offered cheap food and beer.



Around 1:30 we departed on Route 50 East for the Hidden Lake Winery in Aviston, Il. Surprisingly, the winery was not too crowded and we were able put together enough tables for our entire group to sit together. For entertainment we got to see the first pictures from the Halloween Party, provided a lot of

laughs and jealousy for the ones that were unable to make it. (I guarantee next year, the Halloween party will be bigger). We also witnessed a wedding in front of the lake. We were not the only ones that a break with the weather. Imagine planning an outdoor wedding for November. Good friends, good wine, good conversation and lot of laughs made the afternoon pass quickly.

Several of the couples that stayed a little later went to dinner at the Trenton House Restaurant in Trenton, IL. It had great old neon sign, old style tile floor and tin ceiling not to mention very good food. This restaurant is a true classic. We recommend this place to anyone who would love to just take a, afternoon drive in their GTO and have a nice dinner.

There was a nice turn out with 11 cars 4 old GTO's, and 6 new GTO's, plus one Green Mustang (Guess whose car that was) . Those in attendance were:

Darrell and Tootie May
Mike & Becky McNeal
Jeff & Debbie Bond
Joe Mayweather
Marty Howard
Mark Melrose
Jim & Kathy Kiburz
Shauna Wollmershauser
Ray & Ida Brunkhorst
Tom & Terrie Oxler
John Lally and his fiancé Glenna
Harry & Erin Smelcer
Will & Donna Bowers our Cruise Directors



GTO of the Month

My GTO's
Frank & Cheryl Chapman

I have been asked to write an article concerning my past and present GTO's. To do this a bit of history seems to be in order. First and foremost I come from a family that drove almost exclusively Pontiacs while I was growing up. But, as with a lot of teenagers my first cars were Fords and Chevys while in high school.

My first Pontiac was during my freshman year in college and that was a 1957 Convertible, a good car for a college freshman, this may have affected my grades. My sophomore year saw a 59 Catalina which was my driver until I went overseas with the Army. The Pontiacs held up the best during this time as my requirements were tough to meet due to my driving habits of wide open acceleration with great frequency.

After returning from overseas, I purchased a 1966 Catalina with a 389 4bb1 and a three speed. This was my ride until I graduated from college at this time I was shopping around and found a 1970 Ram Air IV GTO Judge that had been a demo car and had about 4,000 miles on it. It was love at first sight, especially after the test drive, I was hooked. This was my favorite GTO, it did give me some mechanical problems, but more my way of driving than the car. I drove it the way it was intended, wide open throttle and often in all the gears. Very seldom was it shut down on the streets and became well known in the area.

During this time I met my wife to be and didn't realize what marrying into a family where my father in law was a Ford dealer would do to my choice of cars for the next few years. The gas crunch came in the mid 70's and I sold off the Judge and have regretted it since, partly because it was totaled out two weeks after it was sold.

After this we went several years without a Pontiac. I purchase an 87 Firebird and drove for several years and gave it to our oldest boy his senior year of high school. After we became empty nesters we decided to sell my 75 Vette and find another GTO. After a couple of years looking for another Judge I was ready to accept a regular GTO. Our youngest boy found a 70 GTO listed in Indianapolis and since we were heading that way to



GTO of the Month

attend a car show in our 58 Ranchero we decided to check it out.

After looking it over and checking out the numbers I was positive it was a Ram Air III car with matching number drive train. It was a repo car and had been sitting on the lot for almost two years. It had been set up for the 1/8 miles strip with 456 gears and a fuel injection system which wasn't performing well and needed work. My wife, Cheryl, convinced me to buy the car and take the chance it was a Judge since it was priced right for a GTO in the shape it was.

We drove the car back from Indianapolis. With the 456 gears it only took three tanks of gas and five hours. After getting home we sent in for the PHS and a week later you can only guess our reaction when it came back to be a real Judge. With this we started the restoration process. We had the car on the road in about eight months, but took almost two years to restore it back to numbers with correct heads, intake, carb and distributor, since these had been removed for drag strip use. Since then we have taken it to several GTO and POCI nationals and have enjoyed the positive comments and friendship we have formed.



This led us to purchase our second 70. In 2004 Cheryl decided she wanted a 70 GTO with an automatic and air so I started searching. As luck would have it we found one in Independence, KS on her birthday. After looking it over we purchased the car it is a 70 with a 455 and three deuces. The only requirement she had was the auto and air, so we found one I would enjoy also. We did take this

one to Detroit to the nationals and left our mark on Woodard Ave. That trip was a lot of fun, no trophies, but enjoyed Woodard and leaving our marks. The credit card company even questioned our gas purchases every 180 miles.

Since that time we have purchased a Brazen Orange 06 for my daily driver and are currently in the process of restoring a 70 GTO convertible which we hope to have on the road by this spring.

As you can see we do indeed enjoy our GTO's and drive them wherever we go. The Judge has about 25,000 miles on it since we put in on the road. If you ever see one of our

GTO of the Month

GTO's on a trailer, please question what is happening as it is either broke or stolen and either way help is needed.

We have enjoyed the friends and good times in our GTO's and look forward to many more years of enjoying them. Someday, when retirement comes we plan on taking one of the old GTO's on an extended road trip and seeing the country as only you can while driving your GTO.



ANOTHER GTO NATIONALS FAMILY TRIP TO REMEMBER

By Steve Hedrick

The GTO Association of America Nationals has been, for many years a consistent summer trip for our family. This is a small portion of the adventure we experienced this year to make our way to the nationals. One important thing to note is after many years of similar experiences, we have come to take things in stride and enjoy the challenges put before us and almost never give up. As someone once said, I think my Mom. "These are what memories are made of". Really what do you remember about the last trip that went perfect?

This trip started out like many in the past, the cars loaded, the luggage packed, snacks ready, and off we go. We left out early in route to some pre Nationals stops. We had plans to leave a few days early to visit Niagara Falls NY. So we were off, we didn't get very far and the memories started. By the time we made it to Collinsville IL the rain started, upon turning on the wiper and lights I noticed the trailer lights did not come on. Since it was raining and we had planned to stop for dinner, this seems like the perfect time. A check of the trailer fuses found a blown light fuse. We planned to grab a bite to eat, a pack of fuses and be back on the road in no time. HA! Dinner was good fuse fix, Bad. We tried several fuses with no help. In an effort to narrow down the bad light, Lucas started to remove each light, all light removed fuse still blows. Did I mention the rain was still coming down, oh yea and now it's starting to get dark, still no trailer lights.

A call to my brother brought him in our direction, we agreed to meet in South County, and if possible get the lights working and back on the road. Or we would be closer to home with a no light trailer.

So after unloading cars, cutting and splicing wires we got most of the light working. After 8 hours of working reloading we are ready to hit the road again. Departure #2 and were off. 4 hours later, 12 hrs since #1 departure, we rolled into Indy. Did I mention it's still raining. We decided to stop for a break from the rain.

After a few hours we awoke to clearing skies, and a new plan for breakfast. After a good bite to eat we are back on the road. Not for long, a quick gage check brought to light the truck fuel gage reading "E" even though the tank was full. A look at the local dealer list revealed a dealer close to our location. I knew the problem was most likely a programming issue and could very likely be a quick fix. (Remember this) As we headed down freeway we noticed the dealer just as we passed the exit. U-turn with 60 feet of truck that's not easy. We pull into the dealer as they open, the service writer, let us know he was only open till 2pm and didn't think we would get in.

Ok, now I'm questioning the sanity of the whole trip. Ready to head home Yet?

About this time a wise mechanic walks in and points the service writer to the coffee pot and meets me at the truck about 15 minutes later we are on the road with a working fuel gage. About nine hours later WERE HERE. Stop #1 complete. 27 hours to Niagara NY, that wasn't too bad.

Ok the next few days we spent enjoying the sites and having fun in New York and Canada. We had a great time loved the falls, but now it's off to Saratoga, it's only 5 hours down the

ANOTHER GTO NATIONALS FAMILY TRIP TO REMEMBER

By Steve Hedrick

road. About 2 hours down the road cruise on, running 55 MPH, the truck shut off, but would run at 2000 rpm. We located a place to pull off and was on the phone with GM looking for the nearest service center.

A helpful roadside assist worker stopped and asked if we were broke down? Everybody's a comedian, No we just stop to look under the hood, "here's your sign" Switching to a different fuel tank seem to help so we jumped in the truck and headed to Saratoga with no more problems. Ok, now Tammy's checking the local flight schedule for a trip home. A check of the truck up in Saratoga revealed a broken fuel line clamp. We replaced the clamp and made it all the way home with no problems.

We had a great time at the nationals. The city, and the club members were great. We got both cars out and toured the battlefields, cruised to the museum with a full line of GTO's on display. We certainly had a great time. And along the way created some lasting memories.

I know many are wondering what the heck is this story about? Well for many years, and I do mean many, we have been taking our vacations to the GTOAA Nationals. On a few trips we managed to not have any problems. But it seems on more than a few we have had some, lets say "issues" getting there and back. My take on all this is how often do we remember the trips that go so smoothly. Memories are made when you can look back and laugh at struggles you face in life and GTO's.

So I say by hook or crook GTO shows here we come. And we'll be laughing at our selves the whole way there.

2009 Gateway GTO Association Participation Points System

The following Points Rules have been modified for the upcoming 2009 Club Year of Car Events.

We will only be giving points for Club Sponsored and GTOAA events. Other Events will be listed in the Monthly Calendars for information only.

A Sign-In Sheet will be at each event with the Secretary or other Club Officer. Please initial with or without GTO, and specify if you have organized the event or are staffing the Event, i.e. cooking, parking cars, working a booth or raffle, etc. More focus will be placed on attending and helping at Club Sponsored Events.

<u>Activity</u>	<u>Points</u>
Attend GGTOA Monthly Meeting With GTO	40
Attend GGTOA Monthly Meeting Without GTO	20
Attend GGTOA Sponsored Event With GTO	40
Attend GGTOA Sponsored Event Without GTO	20
Attend GTOAA Regional/National Event With GTO	100
Attend GTOAA Regional/National Event Without GTO	70
GGTOA Event Worker/Helper/Sponsor	30
Have your GTO featured as the Goat of the month	50
Write an article for the Hood Scoop	50
Sign up a new member	25
GTO Association Member, Membership must be current	50
Have your GTO featured in a magazine publication	40

Point System Rules

1. Attendance at GGTOA Sponsored or Co-Sponsored events:
 - a. To receive maximum points for the event, members/associates must participate with a GTO/LeMans or Tempest.
 - b. If a member brings one GTO and their registered associate brings a second, the maximum points plus half the maximum will be awarded.
2. Members/Associates shall be responsible for signing the Attendance sheet at all GGTOA Sponsored & Co-Sponsored Events. You must sign the sheet or email your monthly attendance in to get points for that month.
3. Points shall be awarded only once per event if the event lasts more than one day.
4. Members/Associates shall have (One Month) to inform Point Keeper (Club Secretary) of their participation in any events.
5. Points shall be tallied from Dec. 1st through Nov. 30th with awards being presented at the Christmas/Holiday Party.

Awards

Overall Points Winner: GGTOA Plaque or Trophy
 First Runner Up: GGTOA Plaque or Trophy
 Second Runner Up: GGTOA Plaque or Trophy

Definitions

Attend with GTO- Attend an event with your GTO, LeMans, or Tempest
Event Worker/Helper- Any individual responsible for helping out at a Club Event i.e. organizing, parking, cooking, setting up and cleaning up.
GGTOA Non-Sponsored Events- Non GTO Events voted to be GGTOA Co-Sponsored Events attended by two Or more members with GTOs
GGTOA Sponsored Events- GGTOA hosted Events

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 GTO's 1970 Blk Judge, 1972 Red GTO, \$89 each plus shipping 1970 Triple Black convertible \$350 plus shipping **Contact** Harry Smelcer 636-230-6120 or harry71gto@charter.net

Wanted

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

68-70 GTO Rally II 14x6 steel wheels JA and JL, also Plain stamped wheels for 68-69 coded HG **Contact** John Johnson 573-581-8013 johnjohn@midamerica.net

Services Available

NEW BUSINESS

Chris Simmons: Almost any phase of restoration Classic and New. 30 yrs experience, GTO, Pontiac, others. Many references. If I can't do it I know who can. Interiors, tops, windows, frames, leaks,. Concours, Custom, Stock, Hi Performance, & Drags. **Contact:** Chris Simmons, 636-887-5636

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, Ill **Contact:** Cecil Morton @ 618-877-8254





THE GATEWAY GTO HOLIDAY PARTY

When: December 13, 2008

Where: Webster Groves Barn

1155 S Rock Hill Road Webster Groves MO 63339

Time: 7 pm – Midnight

Cost: \$ 12.50 per person/ \$ 25 a couple

Bring a gift (\$25) for "Rob Your Neighbor"

RSVP

By: November 14, 2008

Send check to Will Bowers:

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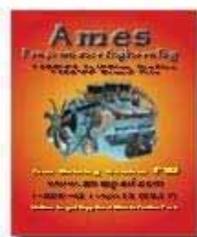
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Locations

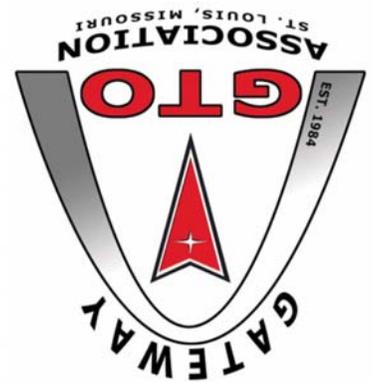
Westport Area	South County Area
10799 Page Avenue	3417 Lemay Ferry Road
St. Louis, MO 63132	St. Louis, MO 63125
	314-428-9274
	314-428-9276 fax

Tentative Schedule of Events 2008

DECEMBER:

13th HOLIDAY PARTY Hawkins House (CLUB SPONSORED)





11580 State Road WW
Dittmer, MO 63023