



THE HOOD SCOOP

OCTOBER 2009

GTO of the Month

PART I – The Search Is On or How I Got My Own Goat!

By Marty Howard

Gateway GTO Association



OK, OK, so I was goaded (goated?) into doing this article 2 months prior to when I was scheduled to do so. I'm not complaining but just wanted to get things straight ☺. I had all kinds of plans to do a really terrific article and spend oodles amount of time getting my old pictures and info about how, why, where and when I finally decided to own a GTO. Some of that info is somewhere buried in my garage and I gotta find time to dig it out. You know that I'm retired and my time is very limited. HA!

Well, here goes my 'intro' or, the appetizer before the meat, or the main course:

I was born in a log cabin....oh, wait...that's another article I'm writing for "Old People's Magazine". C'mon, Marty. Get back on track....

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My love of cars started like most of us: in high school where the ‘older’ kids showed off their rides. I was about 17 (you have to be 18 to legally drive in New York City) and one of my friends had a ’61 Impala convertible, triple white. Not only was this car fabulous to look at in 1961 but his father owned a gas station. I don’t remember if they were called repair stations but back ‘then’, but most gas stations did various repairs along with selling gas. I went with him as often as I could to his gas station and watched as he turned this Impala into a screamer by installing 456 gears, a 3-speed stick on the floor (not a 4-speed as he wanted something different, although I did see a few 3-speeds in other cars, too) and triple carbs on a 348. Wow! Then, there was another student (I really don’t think that he was a student) who would come by in his ’59 Impala convertible (also, with a 3-speed stick on the floor). He seemed to know all the guys but he usually piled in all the girls that would fit in the front and back seats. I asked if I could get in too but either he didn’t think I was cool enough (imagine!) or that he had enough kids in the car. On another beautiful sunny day he cruised by and told me to get in after the car was filled (with girls, of course). I think that I lit up brighter than the daylight. So, there I was, cruising in this fantastic car with four girls (maybe more?). I think that’s when I really got hooked on owning a car, especially a convertible (I’ll leave the girls out of it, for now).

The few weeks before I turned 18, I paid and went to a “driving school” since I did not have anyone in my family that drove nor had a car. I had 5 lessons and did very well. A week before my 18th birthday, during my last lesson, the driving instructor asked me when my birthday was. When I told him, he let out a big “whew” as we were ending our last lesson. He said that he did not know that I was just 17 and was not allowed to give driving instructions to anyone under the age of 18. So, the following week, I went to The Motor Vehicle Bureau (that’s the New York term for your “License Bureau” here) and passed my driver’s test and obtained my driver’s license.

Within that following week, I saw the car I wanted in the local Chevrolet showroom. The 1964 models had just arrived, being it was September and back then all the new cars came out in September. There was a brand new 409 and I wanted one. I sat down with a salesman and ordered one (there was not a stockpile of cars back ‘then’): Black, black, black, 425 HP, 456 LSD (this was NOT the 60’s), 4-speed, bench seat convertible. No power steering, no power brakes, nothing that would rob horsepower. I wanted what the Beach Boys were singing about. The price tag was about \$3,800 or so. I had just started a job (in Manhattan) at AT&T as a ‘mail room delivery boy’ and was not making enough money to get a loan. So, I dragged my mother into the showroom the next day and we applied for the loan. Since she had been working for a long time, she co-signed for me. I thought that the deal was done. I bragged to my friends, especially the one with the ’61 Chevy about the car I was about to receive in a few weeks. Then, I got a call, just a few days after signing the contract that the loan did not go through since my mother and I did not qualify. I think that fate stepped in because I, probably, would have trashed that car in short order. I did not have a garage to keep it in and living in the “projects” there was a community parking lot that gave access to anyone. I didn’t even know what “solid” lifters were much less how to take care of them. So, I picked myself up, dried my tears, and went to a local “used car” lot in Brooklyn (currently that name is replaced with “pre-owned”) where I purchased my first car, a 1960 black Impala convertible. I loved that car and owned it for only about 1 year, but that’s another story.

30+ years go by, and I find myself wanting to own that first car. I think I was going through my 2nd childhood (there have been many more since then; I think I’m on my 7th).

I went to a New Jersey event called Lead East. This was my first forage into the world of classic cars. I was astonished at the vast amount of cars and the array. Not only were there cars at this event but it was a back-to-the-fifties (“World’s Biggest 50’s Party – check out their web site) show. There were acapella groups roaming through the hotel, merchandise and just fun and music and seminars everywhere. It was so nostalgic for me that I felt right at home. After taking it all in, I went to see the

cars. I was on a mission to find that Chevy of mine. I had about \$5k in my pocket and I had a good feeling that I was going to bring home (I finally had a garage) a fabulous toy. I did find a '60 Impala convertible but it was white. When I asked the guy how much he wanted for that car, I almost fainted: \$12,000!! How could that BE??? I recalled that I paid \$1,200 for that car in 1964 and it was 4 years old. How could it be so much MORE money so much LATER??? When it was A LOT OLDER!!! What a rude awakening! Welcome to "The Land of Classic Cars vs. Available Money" I walked away thinking that the guy was crazy but I was just trying to get over the shock. What really put this in perspective, for me, was talking to another guy at this event who had a fabulous '57 black Chevy convertible. Looked pristine to me. After telling him my story about my encounter with the Chevy guy, he told me that he recently turned down \$25k for his car. Remember that this was somewhere in the mid 1980's just about the time of the astronomical price increases of these cars. After I walked away with my head down, I realized that I was NOT taking home any car that day. Boo hoo...poor Marty...It was then that I decided that I wanted a muscle car and that I needed to prepare myself to spend a lot more money.

See Part II Next Month.



The Presidents Scoop

By Tom Oxler

Fall is already upon us and it seemed to come on very quick since we had such a cool and pleasant summer. That brings us closer to the end of the year and nominations for Officers of the Club. As you know, all of the Officers are volunteers and each one of them works very hard to do the best possible job for the Club. Without members accepting the nomination for an office, the Club would cease to exist. So, please give strong consideration to running for one of the offices listed below:

President
Vice President – Missouri
Vice President – Illinois
Secretary
Treasurer
GTOAA Representative

Descriptions of the positions can be found on our web site www.gatewaygto.org under “Constitution.”

We have firmed up our Christmas Party plans and once again, we will be having it on December 12th at the Hawkin House on Rock Hill Rd. in Webster Groves. The cost is \$15.00 per person and needs to be paid in advance to Will Bowers, 1 Goshen Woods, Edwardsville, IL. 62025. We will also be having our annual “Rob Your Neighbor” gift exchange so start looking for that \$10-\$20 gift to “exchange” with your fellow members.

RACING RESULTS

Congratulations to Danny Schmidt for his first place finish in the AFX Class) at the Witchita GTO Club’s 20th Annual Pontiac Uprising



GATEWAY GTO CLUB OCTOBER
MEETING MINUTES
OCTOBER 7, 2009

The monthly Gateway GTO meeting was held at JJ's at 1215 South Duchense in St. Charles, MO, Members began arriving by 6:00 PM for dinner and yapping.

The meeting was called to order at 7:01 PM by President Tom Oxler. Officers in attendance: Tom Oxler, Darrell May, Mark Melrose, Steve Hedrick, and Kerry Friedman.

NEW MEMBERS: Jim Mutz, a new member from September meeting was introduced. Jim said he is retired and has a 1970 2 door hardtop with 455 and 4 speed. Jim is a friend of Bob Blattel and has already joined GTOAA. No other new members were present.

OLD BUSINESS:

Wagner Pontiac Show: Was held in Belleville, IL with POCI, on September, 12. It was a nice show with about 8 Gateway GTO members and their cars on hand. Wagner has been notified by GM that they will lost their GM license, and are suing GM. They were very hospitable.

Wheels In Motion: Charity Car Show was at West Port Plaza on Sunday, September 13. There were other competing car shows, and attendance was down from last year. There were 140 vs. 170 cars. It was a beautiful day. We collected the \$15 entrance fee for all the cars and sold the meal deal tickets for an extra \$5. We had 70+ items in the raffle, and presented the St. Charles Classic Car Club with \$750 from the raffle. Bob Blattel, our Charity Chairman, received another \$200 cash donation and we sent that also. We will do this again next year.

Annual Club Picnic: On a rainy Sunday, Sept. 20 at Vago Park in Maryland Heights, we had our annual picnic. Because of the weather, the usual attendance was down, as well as presence of old GTO's. Frank Chapman was going to bring his large trophy from the nationals to show. Cheryl told him if he brought the trophy, he had to bring the Judge. So he brought both. The car got wet, but the trophy stayed dry. Tom and Chris Simmons got there early to cook and caught the brundt of the showers while unloading the car. After a canopy was put up, and the fires started, the rain subsided, and the pork steaks, chicken, hot dogs, burgers, and Harry Timmermann Brats were cooked. Lunch was served around 12:00 and there was plenty of everything for everyone.

Route 66 Festival: Participants met at the west end of The Chain of Rocks Bridge between 8 and 9:30am. After a drivers meeting was held at 9:30 and the bridge was opened to drive across at 10:00. Upon approaching the bridge, a \$5 donation was given for each car, and across they went, stopping here and there for Kodak Moments. Our group from the Club, Cecil and Annette, Tom and Terrie, Darrell and Tootie, Jack Morton, Kerry and Debbie, Joe and Bev, and several of Cecil's friends met at the Luna Café and cruised to the Ariston Café in Litchfield for lunch over old route 66. After lunch the cruise continued to Springfield on old route 66 and route 4 to stop at the Turkey Tracks in the pavement on a real old section of the highway. Then onward to the Festival. After checking in and getting situated, we walked to the Pizza Machine for dinner. There were lots of cars of all sizes and kinds. It rained Saturday morning, and then cleared up. A good time was had by all.

Officer Nominations: Nominations were opened for 2010 Officers. There were no nominations at the meeting. Several have been sent in the mail, and will be accepted until the ballot comes out. Nominations will be open again at the November Meeting. The Official Ballot will be in the November Newsletter. The Ballots should be mailed or emailed to Will Bowers. Election results will be announced at the Christmas Party.

Nettle's membership: Tom stated that he has had two phone conversations with a lawyer representing the Nettles. In both conversations, Tom could not determine what the Nettles are wanting and he finally told the lawyer he did not want to discuss the Nettles any further. The lawyer threatened 'I will see you in court.'

A motion was made by Ralph Anderson to allow the Officers to retain legal counsel to defend the Club. The motion was seconded by John Taylor and was passed unanimously.

NEW BUSINESS:

EPC Car Show: Annual Car show with GTO Class at Truman road and Hwy 70. Club Sponsored. Meet at 11:00 and leave about 11:15 from Francis Howell School on Hwy 94, just west of 40/64.

Corvette Club Autocross: Saturday, October 10th. We have been invited to this event at the GM Wentzville Plant parking lot. Contact Mark Melrose for more information. He will meet at Culpeppers on I-70 and Zumbahl at 8:00AM for a prompt 8:15 departure to the course. Lot's of fun and exciting. Must have trunk and passenger compartment empty, wear closed toes shoes and a helmet. Any car welcome. \$15 per race, 4 races Saturday, 3 on Sunday. \$95 for all races.

JJ's Car Cruise:

This Saturday, the 10th, last cruise of the season.

Pallisades Charity Show: Sunday, October 11th. At Marina in Portage de Sioux. \$15 entrance fee with proceeds going to Children's Cancer Society, and Our Lady of the Rivers Shrine. 10:30AM to 3:30 PM with live band. Restaurant on site serves good food. Club Sponsored. There will be several awards for best paint, best car, best engine, and Mayor's Choice. Karen Ewen will bring a bike donated by a friend to raffle for the charity. Amy from the Marina will hold a 50/50.

Wine Cruise: Cruise November 8th to Montelle Winery in Augusta, Missouri. Meet at Francis Howell High School near Hwy 40 and 94 at 11:00 am. Short 15 minute ride to Winery. No food or drinks allowed. They have food for sale. Club Sponsored. Beautiful scenery this time of year.

Christmas Party: For Members only. Saturday, December 12 at Hawkins House, 1155 S. Rock Hill Rd, Webster Groves, MO. same place as last 3 years. Dinner will be by, Gagnani's Bistro, formerly Catering by Beth. We had her 3 years ago, and it was good. Cost will be \$15 per person, or \$30 per couple. Pay in advance, with a check to Gateway GTO c/o Will Bowers, before November 20th. Bring your beverage of choice. Club Sponsored. Bring a \$20-\$25 gift for rob your neighbor. Lots of fun and good food. BYOB.

2010 GTOAA Convention: Will be held on July 1- 4, 2010 in Wichita, Kansas, at the Hyatt Regency Hotel and Convention Center. All of the cars and events will be held inside in air conditioned space. Should be a great event with visit to Cow Town. Steve Hedrick for questions.

Website is not ready for registrations but will be soon.

2009 Co-Vention Refunds: For those expecting a refund check from the Dayton Convention, the bills are being finalized and paid, and refund checks will be sent to those expecting them very soon. Contact Steve with questions.

GTOAA Membership Requirement: Years ago, any Chapter wanting to be associated with the GTOAA, had to have 100% membership in GTOAA. Over the years this was reduced. The current requirement is 40%, soon to go to 50%. New Chapters, since 1999 must again be 100%. Our chapter currently stands around 54%. It was voted on by the Chapter, and all new members must be in GTOAA, within 3 months of joining Gateway. The fee for GTOAA is \$35.00 per year. What do you get for \$35? An award winning color magazine with great GTO articles, For Sale and Wanted ads, access to Technical Advisors for ever year GTO, and \$3 million of liability insurance for Club events. Harry Smelzer will write up a program to help us get more GTOAA members.

GTOAA Legend Magazine: The October Legend is out and has a good article by Jim Wangers which is similar to his presentation at the 2009 Nationals, where he continues to hammer on GM Executives about their mis-management of Pontiac leading to it's demise.

Drag Day 2010:

Shauna will try to set date 2 weeks before National, and the rain date a week after.

MONKEY BUSINESS:

Earl and Barb's trip: They went to the Honduras for a vacation. They had a Zip-Line adventure in the forest through the

trees. After getting Earl un-stuck and safe on the ground, they went to a local school with gifts of crayons, coloring books, and such. It was very rewarding to them to see the joy they brought the children. (Was not Club Sponsored)

Shauna in Detroit: Shauna has been in Detroit visiting a sick friend for the last three weeks. She commented that based on the cars she was seeing; Bentleys and Jeeps and Camaros. So she thinks the economy must not be as bad as it sounded.

Darrell's New Old Car: Darrell has won an auction on EBay for a 1958 Pontiac Starchief with only 40,000 miles, and the original seat covers. It has auto and power brakes. He had someone look at it for him and they will pick it up and keep it till he picks it up in Pennsylvania.

TECH ISSUES:

Shauna has installed all new suspension components in her car and it now handles totally better. It only took 3 hours. She is now having problems power shifting at high speeds. It might be the master cylinder.

Earl displayed a new polished aluminum battery cover that he had mad for him. It comes with Stainless Steel hardware and a mounting bracket. They are custom made and cost about \$150.

Marty swapped out the radio in his '85 Parisian, and will be getting the old radio rebuilt.

Tom explained that the old capacitors in radios dry up and cause the radio to drift. He will be taking his radio out and have it completely gone through. Darrell knows a man in Columbia, IL that does this, a John Taylor suggested 'Radio Bob.'

Mark Melrose said that the motors in the drivers seat in his '68 which is from an '05 has stopped working. He had previously gotten work on his '06 at McMahon Pontiac on Kingshighway (Vincel). Since he was well satisfied with their work he called to see if they would look at this seat issue. They told him yes, but he needed to before the end of the month, as they have also lost their Pontiac license and were closing down then.

John Taylor has his car running and it sounds and runs good.

Steve Hedrick was at Behlmann and said they bought another dealers Pontiac inventory. They now have 4 Solstice Coupes, and 2 more on the way. There were only 1180 Solstices built.

GOOD OF THE CLUB

Marty Howard will be the featured GTO of the month, October and November.

Harry Timmermann's father passed away September 24th.

Shirley Bezolle fell and broke her shoulder. She has had surgery and is in rehab.

Tony Tosto, will be having shoulder surgery from damage caused by medicine.

Jim Kiburz's dad is still having problems and is in and out of the hospital.

Terrie Oxler's father just had back surgery again.

Donna Bower's dad has cancer.

Cecil's daughter has cancer.

Steve Hedrick's dad will be having angioplasty and stints for his heart.

New club shirts were on sale and displayed by the Waitress.

Orange work shirt w/ pocket \$12, large sizes \$15

White Club shirt \$17, large sizes \$20

Hats \$17, more on order

Club Patch \$5

Long sleeve shirts were discussed and will be looked into.

The meeting adjourned after Tom Oxler won the 50-50 drawing taking home \$31.00.

Minutes by Kerry Friedman, Secretary

Gateway GTO Activities

Wheels in Motion Benefitting Kids with Cancer

By Sandra Melrose

On September 13th the tents went up and approximately 140 cars rolled in to Westport Plaza for the Wheels in Motion charity event supporting kids with cancer.

Gateway GTO was responsible for parking the cars and the raffle. Club members did a superb job of collecting and contributing raffle items. There were Harley Davidson items, dinner certificates, hotel stays, beanie baby collectables, a Christmas goodie basket from our friends at Arch-POCI, priceless Cardinals baseball tickets and even dog training lessons.



The crisp sunny day was enjoyed by those in attendance. There were sittings of the Oxlers, Mays, Bowers, Winslows, Schotts, Kehreins, Tostos, Kiburzs, Mike & Karen Ewens, Tony Bezzole, Rich Vie, Kerry Friedman, Jack & John Folluo, Joe Mayweather, Marty Howard with significant other Barbara and her

daughter and John Novelli with daughter, Emily.

The sideshow brought entertainment by two Elvis impersonators and a dark-haired belly dancer. Burgers, brats, hotdogs, snow cones, kettlecorn and other refreshments were served.

Gateway GTO's contributions to the Kids with Cancer Fund was the \$750 raffle proceeds along with a \$300 donation from American Funds and their rep. Gateway

Gateway GTO Activities



Ringmaster, event chairman and chief donation solicitor for this very successful charity event was Bob Blattel.

Many thanks to Bob and the Club worker bees for their efforts in making the day fun and contributing to such a deserving charity.

TRIVIA: Did you know when the Circus comes to town people wait in line to receive elephant dung? Why? It makes the best fertilizer for your vegetable garden.



Gateway GTO Activities

Gateway GTO Picnic

By Tom Oxler

Sunday morning I woke up to the sound of thunder and rain. I was to pick up the Club Chef, Chris Simmons, at 8:00 am and began to worry how Chris was going to get all of the food cooked in the rain. I loaded up the Jeep with boxes of food and charcoal and headed out to get Chris. We arrived at Vago Park and the rain was even harder so I drove across the grass to get as close to the pavilion as possible to dump our load of stuff. Once unloaded, I found I was not prepared for the heavy rain as I was drenched, cold and no jacket. I left Chris and ran home to get a rain suit and pick up Terrie.



Upon my return, Mark Melrose and Tony Tosto were busy erecting my pop up tent over the grill to keep Chef Chris dry. Soon the rain had stopped and the cooking

begin in earnest. Chris performed well under all of the direct supervision from me, Mark and Tony. Terrie was busy covering the tables and getting everything ready for member arrivals.

At about 11:30, the members began arriving bringing their favorite dishes, salads, dips and deserts. Chris was ready at noon so those present began eating while others continued to arrive. The weather cleared and the rest of the afternoon was rain free. New this year was the horse shoe pits and our own Marty Howard showed everyone how they “throw” them in New York. Do not worry, no one was hurt but it was close a couple of times. Other members visited, viewed the scrapbook, looked at Frank Chapman’s “Most Popular Car” trophy, looked at Shauna’s new motor and just enjoyed each others company.

A black Pontiac GTO is parked on a paved area, with a large trophy and two wooden plaques in front of it. The car is the focal point of the image, and the trophy is prominently displayed in the foreground. The background shows a grassy area with trees and a building in the distance.



TECH ARTICLE OF THE MONTH

Coolant Change on A 2004 GTO

By Chris Winslow

Editors Note: I am rerunning this article this month for two reasons. First, it is a good time of the year to get the coolant changed out before we put the cars away for winter. Second, I did not receive any tech articles from anyone to run this month. WARNING: If I don't get some good GTO tech articles for the future newsletters, I will be forced to start writing tech articles about work that I have done on Paula's Saturn. Nobody wants to read that! - Chris

My Pulse Red GTO was built in August of 2004. With the Dexcool approaching 4 years of service, I decided it was time to change it out. Now I have changed coolant on a lot of cars in my time, the 2004 GTO was not exactly designed for easy maintenance in terms of the cooling system. This is because the radiator on these cars have neither a drain plug or a cap.

To do this job you will need the following:

1. Large drain pan
2. Funnel
3. Screwdriver
4. Hose Clamp Pliers (definitely easier) or regular pliers if you don't have those
5. A few feet of 5/16 ID clear tubing. (Not required but helpful)
6. A jack.
7. An assistant (Needed to assist with the refill).
8. 2+ gallons of premixed DexCool or 1+ gallon of full strength DexCool.

The first thing I decided to do was consult the factory service manual to see what the factory recommended drain procedure was. The instructions in the manual were fairly simple:

Draining

1. Park the vehicle on a level surface
2. Remove the coolant pressure cap.
3. Place a drain pan under the lower radiator hose.
4. Remove the lower radiator hose.
5. Drain the cooling system.

Before starting, I decided to take a few steps to keep things clean. (You guys know me!). I started by installing the seat cover that Justice Pete had given my at the 2007 nationals on the driver's seat so that I would not need to worry about getting the seat dirty when I was climbing in and out. I also put a large towel over the front fascia to protect it. In addition, I removed the trip piece that is over the radiator. This last step definitely not necessary, but it made it a lot easier to get photos of some of the work.



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TECH ARTICLE OF THE MONTH

The next step was to get the lower radiator hose loose without making a huge mess of the garage. On my car, that lower hose is secured to the radiator with a screw style hose clamp. I



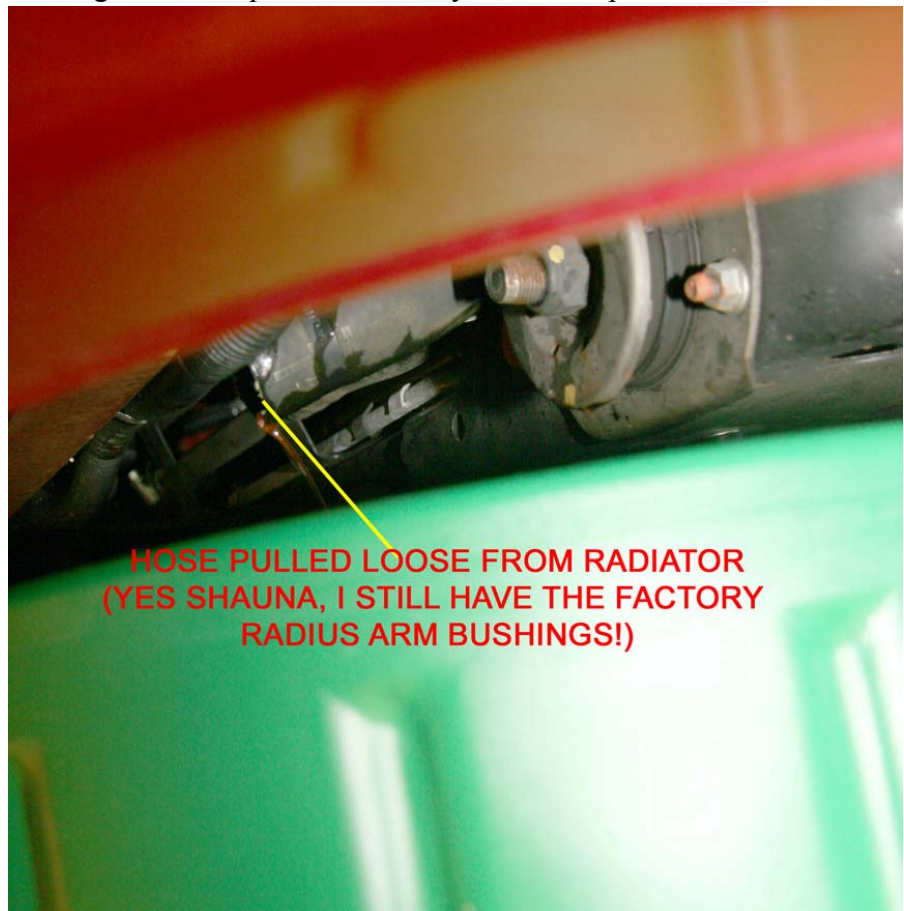
I slid under the car with a screw driver to loosen it. That is when I hit my first problem. The car sits so low to the ground that although I could get my head underneath, the hose clamp was too close for me to see it. (Something I am sure the more “Seasoned” members of the club will relate to!). In order to get the hose clamp far enough away that I could see it, I ended up jacking up the front end a bit. After the clamp was loose, the rest of the process was really just finessing the hose off very slowly so that I could control the rate that it

drained. Once the hose was off and draining, I lowered the car back down. Once the flow had slowed, I removed the pressure cap from the overflow tank. (I know this is out of order, but it made more sense to me to keep some vacuum on the system until I had the draining under control).

It took about 15 minutes for the car to fully drain. I examined the coolant and it looked very clean. I then used a mirror and flashlight in the lower radiator outlet to get a peek and the radiator core. It also looked spotless. With those inspections out of the way, I reinstalled the lower radiator hose making sure to get the clamp back in exactly the same spot.

With the cooling system drained, it was now time to refill. The procedure in the manual was a little more involved than the draining procedure:

1. Slowly fill the cooling system through the upper radiator hose with a 50/50 coolant mixture until the coolant comes out the coolant air bleed hose.
2. Fill the radiator with coolant through the surge tank opening up to the full line.
3. Install the coolant pressure cap.



TECH ARTICLE OF THE MONTH

4. Start the engine.
5. Run the engine at 2000 rpm until the engine reaches normal operating temperature.
6. Allow the engine to idle for 3 minutes.
7. Shut off engine.
8. Allow Engine to cool.
9. Top off as necessary.

Right off the bat I had a problem with step one. What was the coolant bleed air hose? There was no picture or description in this section of the manual. After checking the index I found that the coolant air bleed hose was the hose connected to the small pipe that connects the left and right heads together underneath the throttle body. This pipe had a small hose that went from about the center of the pipe up to the coolant inlet to the throttle body. The idea of disconnecting this hose and letting coolant run down the front of the engine did not appeal to me at all, so I came up with plan B.

Plan B was to disconnect the hose from the coolant outlet of the throttle body and connect a 3 foot piece of clear tubing to the outlet. I ran the tubing down the front of the car and placed the



end in the drain pan. This would allow me to see the coolant exiting the throttle body without allowing it to run all over the engine.

With the bleed hose in place, I was ready to refill. On my car, the upper radiator hose is connected to the radiator with a spring type hose clamp. Using the hose clamp pliers,

I moved the clamp out of the way and removed the upper radiator hose from the radiator.

In order to fill the engine through the upper radiator hose I needed an assistant to hold a funnel in the end of the hose so that I could put a coolant in without spilling it all over the engine. Fortunately, one of my neighbors stopped had stopped by to supervise. (Pretty much all I have to do is open the garage door. He is usually there and letting me know what I am doing wrong within less than ten minutes.) With my neighbor holding the funnel, I began pouring coolant into the engine while watching the clear tubing. Once coolant emerged at the clear tubing, we stopped and installed the upper radiator hose back on the radiator. Then, after placing a rag under the clear tubing, I removed it and re-installed the hose on the throttle body outlet.

With everything buttoned up, I filled the surge tank to the full line. What I found here was that patience was the name of the game. As the tank was filled, more air would work its way up,

TECH ARTICLE OF THE MONTH

dropping the level. After a few minutes, the level was stable. I installed the cap and made one last check to make sure everything was tight and all the rags were clear.

I started the engine and turned the heater on to make sure that the heater core was filled. What I did not do was rev the engine to 2000 RPMs until it warmed up. I did not think that was really necessary. Instead, every few minutes, I tweaked the throttle a few times from under the hood. After about 10 minutes, the Thermostat was open and the hose connected to the thermostat housing was hot. I shut it down and let it cool for a few hours. After I cooled down, I retopped the fluid level in the surge tank.

All told it took a little over an hour to do the job start to finish.



CATEWAY QTO
CHRISTMAS PARTY 2009

When: Saturday, December 12, 2009

Where: Webster Groves Barn
1155 S. Rock Hill Rd
Webster Groves, MO 63339

Time: 7:00 p.m. to Midnight

Cost: \$15 per person/\$30 a couple

Remember your "Rob Your Neighbor" Gift (\$20-25)

RSVP: November 20, 2009

Send check to: Will Bowers
1 Goshen Woods
Edwardsville, IL 62025

2009 GATEWAY GTO CALENDAR OF EVENTS

- Oct 7 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 10 EPC Car Show at 3941 Harry Truman Blvd. St. Charles, Mo. 63301 (CLUB SPONSORED)
- 11 Palisades Charity Car Show at Palisades Yacht Club at 1670 Riverview St. Portage Des Sioux, Mo. 63373 (CLUB SPONSORED)
- Nov 4 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 8 Wine Cruise to Montelle Winery. Meet at Francis Howell HS (1mile west of Hwy 40 on Hwy 94) at 11:00am.(CLUB SPONSORED)
- Dec 12 Gateway GTO Club Christmas Party - Hawken House on Rock Hill Rd. in Webster Groves. (CLUB SPONSORED-MEMBERS ONLY)

SEE THE CALENDAR AT WWW.GATEWAYGTO.ORG



Classified Ads

1970-1971 GTO Spoiler
4 Speed Bell Housing
Crane Ram Air 4 Cam and Lifters

Contact Don Bright at dwbgto@hotmail.com



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Official Gateway GTO Officer Nomination Form For 2008

**This is the official Nominations form that must be filled out
and Mailed to Will Bowers before November Meeting.**

Only this form will be accepted.

President _____

Vice President – MO _____

Vice President – IL _____

Treasurer _____

Secretary _____

GTOAA Chapter Rep _____

Only one vote per member please.

Mail To:

WILL BOWERS

1 GOSHEN WOODS

EDWARDSVILLE, IL 62025

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GATEWAY GTO ASSOCIATION OFFICERS

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information on our Website Related Links page. \$35 -

Includes your logo on our Website Related Links page.

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 J. J.'s Restaurant, 1215 S. Duchesne Rd, St. Charles, Mo. 63301.

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



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**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



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Dittmer, MO 63023