



THE HOOD SCOOP

JULY 2011

Gateway GTO Association



GTO of the Month

By Tom and Terrie Oxler

Editors Note: This is a re-publication of the GTO of the Month Article written by Tom and Terrie in 2010. I am re-running it this month in recognition of Tom's election as the president of the GTO Association of America. Congratulations to Tom from all of Gateway GTO!—Chris



My interest in GTOs began in a barber shop in Belton, MO when I was 15 years old. I was reading a Sports Illustrated (they would not let me have the adult magazines) and noticed an ad for Pontiacs. It showed the 1966 Catalina 2 + 2, the LeMans Sprint with the OHC six and the GTO. There was a postcard attached to the ad and if returned, Pontiac would send you a large poster. Well I removed the postcard without anyone seeing me and sent it in. In about a month, I had my poster and looked at it every day hoping someday, I would have a GTO.

Terrie and I dated throughout high school and were married in 1971

INSIDE THIS ISSUE:	
GTO of the Month	1
The Presidents Scoop	5
Tech Article	8
Gateway GTO Activities	10
Calendar	14
GTO Marketplace	15
GGTOA Info Page	19



while I was still in college at Central Missouri State. I commuted to school in the early morning and then went to work at my Dad's hardware store in the evening while Terrie worked as a secretary at Richards-Gebaur Air Force Base and later as a legal secretary for a law firm. After several years of trying to have children, we adopted Julie and then 3 years later Dan through Catholic Charities. When Julie arrived, Terrie "retired" to be a stay at home mom and did some accounting for my Dad's hardware store from home. After graduating college in 1973, I started working for King Radio in the research and development group designing navigation and communication radios for airplanes. In 1977, I began working for Southwestern Bell Telephone as an engineer in Kansas City. In 1984, I was promoted and transferred to St. Louis and we bought a home in St. Charles. I worked for Southwestern Bell, SBC and now AT&T for 28+ years and retired in 2005. Terrie started working for medical transcription companies when we moved to St. Louis and continues doing this to this day. She keeps asking when she can retire and I tell her she has to get her 28 years in before we can discuss it.

Once our daughter Julie was married in 2000, I began to look seriously for a GTO. I had a good friend of mine from SBC who

owned several GTOs and knew much more about them than I did. I would ask him questions or bring in ads from the internet and we would discuss driver versus show car. He eventually convinced me that I wanted a driver so I could "fry the tires" anytime I wanted. In July 2001, I found a 1966 red GTO post coupe on the internet in Pewaukee, Wisconsin. My buddy and I drove up one Friday morning, drove the GTO around Pewaukee for an hour and drove it home. It was like bringing home our children Julie and Dan for the first time. I wanted everyone to see what I had just acquired. All the neighbors came over to look and asked a lot of questions I could not answer.

Soon, I joined GTOAA and the Gateway GTO Club. I picked up a card from someone's GTO at a car show and I called Marty Howard who invited us to a meeting which I attended at McDonald's Bar in Hazelwood. Here I met Jim Kiburz, Steve Hedrick, Will Bowers and Chris Simmons who was the current President. After the meeting, several members came out to the parking lot to look my car over. I was really impressed that the club took such an interest in me and my GTO. Terrie and I began attending club functions including the Christmas Party in 2001 held at Steve and Tammy Hedrick's house. We had a



great time.

I have had to do many repairs and restorations to my GTO due in part to the way I drive it. As my buddy said, you need a driver since you are going to fry the tires every time you get in that thing. He was right and 3 engines later, the GTO has a stroked 400 to a 461 with Kaufmann heads, 6.8 inch rods, Tripower, a Tremec TKO600 5 speed and Vintage Air for Terrie making about 450 hp at the rear wheels. I was invited by High Performance Magazine to participate in the Pavement Pounder Shoot out at the 2006 Nationals in Louisville, Kentucky. I was trembling on every pass as we drove the GTO to Louisville and I was not sure how I would get it home if I broke it. My best pass was an 8.13 @ 88.37mph which equates to a 12.75 @ 109.58mph. HPP recalculates the best time for temperature, humidity and altitude and that is 12.17 @ 114.82. The article appeared in the July, 2007 edition of High Performance Pontiac.

In 2008, I decided the paint was in need of restoration so I took the car to Cecil Morton's CeeJay Autobody in Granite City. Cecil stripped it down to bare metal and we found 40 years of dings, dents and rust that needed repair. I got the car back in early April just in

time to get it out into the sun where the new metallic paint really shines. The body is absolutely straight even on those huge rear quarters that are so difficult to get right. Cecil is an artist when it comes to metal.

This latest engine, the stroked 400 came about after a trip to the Michigan 500 in 2008 with Cecil and Annette Morton. The car had just been painted and Cecil got both of us invited to Vintage Car display with 3M. We were two of about 25 vintage cars located in front of the 3M display which was right in the path that all of the spectators would have to walk to get into the speedway. There was the truck race on Friday, the Nationwide race on Saturday and the Sprint Cup race on Sunday so approx. 300,000 people walked by the cars on their way to the races. The crowds were unbelievable. There was a street rod, a Jack Roush Drag car and mine that could open the headers. Each of us would take a turn starting up the cars and then opening the headers. The spectators were like moths to a flame. Within about 2 minutes, you could no longer see the car as the people were 15 – 20 deep. On the way back to Cecil's brother's house, the engine made a very loud banging sound and white smoke came immediately out of the exhaust. I was able to stop the engine fairly quick but the



damage was done. Cecil's brothers help me pull the head only to find that a screw from the rear two barrel had worked loose and had fallen into the #8 cylinder beating up the piston and aluminum head and cracking the block. That motor was somewhat unique in that it was a 389 bored .065 over and stroked to 4.25 making it a 454. Yes a Pontiac 454. It drove those Chevy guys crazy. Thanks to Cecil and his family, I was able to get the car back, the engine pulled and back into my garage waiting on MJB Machine and Jim Moran to produce another stump pulling motor, the 461. Hopefully, this will be my last motor for a while. At least that is what I keep telling Terrie.

Terrie has enjoyed the old GTO almost as much as I have so in August of 2007, I bought a red 2006 for our anniversary. The first thing she did to it was to get the personalized license plate: MRS GTO. It fits her perfectly. She does not let me drive it much anymore since I "cratered" the transmission one evening.

Terrie and I cannot express our sincere gratitude to the friends we have come to know with owning a GTO and being a member of the Gateway GTO Club and GTOAA. From Prom Night, to our Route 66 Cruise to California, to Drag Days, Club Picnics, the Christmas Parties and just plain cruising on a Sunday afternoons with friends, we have enjoyed ourselves immensely. Some of my friends have called me the world's oldest teenager but I never had a car like the GTO when I was younger so I have all of this teen aged mischief still inside just fighting to get out.

Thanks everyone for making our GTO such an enjoyable experience.



The Presidents Scoop

By Mark Melrose

Editors Note: Sheriff Melrose and his posse are otherwise occupied rounding up bandits this month. The Presidents Scoop will return next month.—Chris





Gateway GTO Tribute



Arnie "the farmer" Beswick

Editors note: This is the last installment of the article about Arnie that started with the May newsletter - Chris

During one of the first nights of competition, out of the clear blue, a surprising happening took place. Arnie was approached by an individual who was telling of all of the problems he was experiencing while trying to get his 1971 Dodge Challenger funny car down

This offer was made to Arnie on the 1st night of the week-long race event. Arnie asked the gentleman to think about the offer he made and that Arnie would do the same. Each night of the week's race, this same gentleman would show up and hang out in Arnie's pit area repeating the same offer he made to Arnie on the first night. Arnie was informed that if he would furnish the motor and the clutch, the car owner would furnish the body, rolling running gear and transmission. After hearing the same offer all week, Arnie knew this guy had to be serious and Arnie didn't need to



the track. He spoke of blowing several engines in an attempt to make a decent pass but to all no avail. The gentleman told Arnie, that he had reached a point where he was broke and to his wits end with the car. He had followed Arnie's racing career for many years and had high respect for what Arnie had accomplished throughout his career, and would be honored to let Arnie use his Challenger if Arnie would have any thoughts of accepting the offer. After hearing the offer, Arnie had to pinch himself several times to be sure he was not dreaming or maybe hearing things. He even asked his pit crew people if they heard the same words, as they were standing nearby.

hear it again. Arnie no longer had any doubt in his mind that this gentleman was for real, and Arnie was ready to go for it and put the wheels into motion.

Within a matter of a couple of weeks and some used pieces from his friend, Don Schumacher, Arnie and the Challenger were ready for their 1st ride. It didn't take many passes to dial everything in and Arnie was back in his winning form. He even managed to set several track ET and mph records in the following months before a newly constructed shop burnt to the ground destroying all of Arnie's race cars (including the recently finished "Boss Bird"), all of his spare parts, two race car haulers, and most of his farm machinery.





Gateway GTO Tribute



Luckily, the Challenger was not in the building, but the complete motor was, as it was being prepared for the next race event. The Challenger was getting paint work done at a local body shop, but with no motor or spare parts, Arnie returned the Challenger back to the owner with only memories left of a beautiful and unbelievable offer that for his part, Arnie could no longer hold up his end of the deal. Unfortunately, the severity of the fire put Arnie out of the race business for many years to come, as he now had to concentrate on finding a way to replace his farm machinery so he could keep that part of his livelihood a float.

It was in 1986, after constant encouragement from many fans around the country and with the help of a long time friend furnishing a rolling body, Arnie was able to return to the track. This time the car was a carbureted 455 cubic inch Pontiac-powered 1963 Tempest. He quickly became a part of the nostalgia "Blast from the Past" touring group. After a few months of testing the waters, he realized there was a huge fan response to the nostalgia craze, so Arnie began gathering parts, and pieces to build his own recreation of the '63 LeMans "Tameless Tiger". This time around and with today's better tires, he elected not to alter the wheelbase. Once his new creation was up and running the popularity and demand for this latest car far surpassed any idea of what he could have ever imagined it might possibly be.

In addition to being featured on the cover of countless magazines and in the editorial pages of these magazines and the racing papers along with his string of records and his class wins, in 1995 Arnie was one of the first inductees into the Super Stock/Drag Illustrated Magazine Hall of Fame and was named one of America's best drivers, along with several NASCAR and Indy Racing League personalities, at the National Driving Championship dinner in Chicago the same year. 2002 marked 50 plus years of competing in the sport by Arnie and even though he nearly destroyed his latest "Tameless Tiger" 64 GTO Pro Nostalgia racer in a horrific, fiery explosion after he crossed the finish line at a Wentzville, MO track in August of 2003, he is presently rebuilding it and plans to compete with it again in 2006.

As an innovator and leader in the automotive racing arena, Arnie Beswick has achieved unparalleled success in the high profile sport of drag racing. Today he is recognized by fans the world over as not only a legendary racing figure. but the man we all know as Arnie "the Farmer" Beswick.





Tech Article of the Month



THEN: 389 STROKER MOTOR

NOW: 400 STROKER

By Tom Oxler

In 2001, I purchased my 1966 GTO from a man in Wisconsin who said the 389 tri-power engine was a good performer and was built by Whitmore Engines also from Wisconsin. The motor ran real well but seemed to use a lot of oil. After about 3 years of chasing leaks and re-working the heads, it became obvious the engine would need new rings and thus a major overhaul.

I pulled the old motor out of the GTO in my garage in November of 2004 and took it to Jim Moran, owner and engine builder at MJB Machine in Granite City. Very soon, Jim called and said the block had a crack in the lifter valley and he would not recommend using it if I wanted to generate very much power. I had a '65 389 block in my basement so I took it to Jim and the building began. We decided to stroke the 389 and over bore it .065 making a 454 out of the old 389. The 454 number was really different and it really confused a lot of Chevy owners. We tried to use the old #64 heads but they would require a lot of work to get them to flow just 240 cfm. We decided on a set of Kauffmann D port heads that were ported to flow 290 cfm. We also used Eagle 6.8 inch forged rods and Ross pistons and a Comp 280AH hydraulic flat tappet cam with 232/237 duration @ .050 with a lift of .481 with 1.5 rockers. The new motor was installed in the GTO in May of 2005.

I was very happy with the new 454. At one of our Dyno Days with Omer Phelps, the GTO turned 420 HP at the rear wheels which equates to about 505 HP at the flywheel. With that much power, the motor was very streetable with excellent idle and strong vacuum. On one of our trips, the 454 was getting 18.2 MPG. I have taken the GTO on several long distance travels to the GTOAA Nats and to the Tri-Power Nats in Ohio. I have also raced the GTO at the High Performance Shoot-out in Louisville during the GTOAA Nats, raced Brian Ray at the POCI Nats (and lost) in Tulsa and raced at our first Drag day event in Benton, IL. The car always ran great and I could not have been happier with the stroker motor.



The 454 stroker motor lasted until August of this year, 2008. Terrie and I were with Cecil and Annette Morton as guests of 3M at the 3M 400 NASCAR race in Adrian, Michigan. On our way back from the track to Cecil's brother's house, the engine developed a very loud knocking sound and was producing great amounts of white smoke out of the passenger exhaust pipe. We found that a 10-32 X 1 inch bolt from the bottom of the last 2 barrel carb came loose, fell into the mani-





Tech Article of the Month



fold and ultimately went into the #8 cylinder. Well, the first time the piston came to the top, the screw prevented it from traveling all the way to the top so it wedged itself into the cylinder and immediately cracked the block in 2 locations. With a lot of help from Cecil, his brothers and nephews, we were able to get the car home and the engine back to MBJ Machine in Granite City.

After chasing all over Illinois and Missouri looking for a good replacement block, I found a 1968 400 from Jonathan Havens. Jim Moran and I both immediately agreed we needed to convert to a "roller" cam to eliminate the oil problems that plague flat tappet cams. We also discussed increasing the compression ratio and upping the duration of the cam. The old cam in the old motor was a little docile and the power was rolling off pretty bad at about 5400 rpm. I wanted a cam that would keep producing power up to about 6000 rpm. Jim contacted Comp and a hydraulic roller cam with 242/248 duration @.050 and a lift of .540 with 1.5 rockers was installed. The Kauffmann aluminum heads were welded to repair the screw damage and are now ready to be installed. The 4.25 in stroke crank shaft was not damaged and is also installed. The new compression ration will be 10.5 to 1 and the displacement will be 461 cubic inches.

The new motor with the addition of the new roller cam and increased compression should give the old motor a good run. I just hope I can have as much fun with the new one as I had with the old. I can tell you that a carb screw will never do this again thanks to the new spacers I got from Doug Wolgast and the rebuilt carbs from Jon Havens. By the time you read this, the '66 should be back on the road. Look out Mark Melrose and Brian Ray.





Gateway GTO Activities



NORTH COUNTY CRUISE NIGHT

By Chris Winslow



North County Cruise Night July 8, 2011



Gateway GTO and Behlmann Buick-GMC sponsored the fourth North County Cruise night on July 8th. The weather finally cooperated with a beautiful evening with no threat of rain, and very moderate temperatures with little of the famous St. Louis humidity typical for mid summer in the Midwest.

This month, there was a food vendor selling burger, hotdogs, and chicken kabobs as well as a snowcone and ice-cream vendor .

NCCN #4 was by far the best cruise night to date in terms of the number and variety of cars present. With roughly 150 vehicles (including a few motorcycles) in attendance, there was a car to suit just about every inter-





Gateway GTO Activities



est. -These included a number of new Camaros, an Avanti, a collection of street rods, some great Mopars, and a large collection of Corvettes.

The next NCCN is August 12 at Behlmann. Come on out with you favorite car or cars and check out the show.



Gateway GTO Association Points Submission Form

Member Name _____

Month _____

Club Sponsored Events and Monthly Meetings

Event	With GTO (40 Points)	Without GTO (20 Points)

Total for Club Sponsored Events _____

Non Sponsored Events

Event	With GTO (10 Points)	Without GTO (5 Points)

Total for Non Sponsored Events _____

Other Activities

GTO Regional/National Event	With GTO (100 Points)	Without GTO (70 Points)

- GGTOA Event Worker/Helper (50 Points) _____
- Car Featured as GTO of the Month (50 Points) _____
- Write an Article for *Hood Scoop* (50 Points) _____
- Sign up a new GGTOA member (25 Points) _____
- GTOAA Member (200 points*) _____
- Have GTO featured in a National Pub (40 Points) _____

Total Points for Month

Submit completed form at GGTOA monthly meeting or to:
 S. Wollmershauser
 1948 A Sidney Street
 St. Louis, MO 63041

*Report on points form submitted month of GTOAA registration or renewal.

GATEWAY
ASSOCIATION

GTO &
present

BEHLMANN
BUICK GMC



NORTH COUNTY *Cruise Nites*

Come Out, Bring Your Bad Ride, See Old Friends and New, and Have Some Fun!

Food and Drink available



Gates Open at 6:00 PM ~ Music ~ 50/50 Drawing Benefiting Friends of Kids With Cancer

**2nd FRIDAY OF EACH MONTH
APRIL – OCTOBER**

**April 8 • May 13 • June 10 • July 8
August 12 • September 9 • October 14**

At Behlmann Buick GMC
I-270 & McDonnell Boulevard
Hazelwood, Missouri

Behlmann
BUICK GMC & PRE-OWNED



WARNING!

- NO BURNOUTS
- NO ALCOHOL
- NO TUNER CARS

PLEASE

Email to nctycruisenites@aol.com for additional info

2011 GATEWAY GTO CALENDAR OF EVENTS

- July 4-8 GTOAA Nationals. See www.gtoaa.org/national.cfm for details
- 6 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 8 North County Cruise Night sponsored by Behlmann Buick/GMC and Gateway GTO Association at Behlmann on the 2nd Friday of each month April-October. (CLUB SPONSORED)
- 5-9 POCI National Meet. See [www.Poci.org/POCI Annual Convention Registration.cfm](http://www.Poci.org/POCI_Annual_Convention_Registration.cfm) for details.
- 9 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 23 Pontiac Museum Grand Opening, details to follow
- August 3 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 5-7 Ames Tri-Power Nationals in Norwalk, OH
- 12 North County Cruise Night sponsored by Behlmann Buick/GMC and Gateway GTO Association at Behlmann on the 2nd Friday of each month April-October. (CLUB SPONSORED)
- 13 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 14 Woodward Dream Cruise
- Sept 7 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 9 North County Cruise Night sponsored by Behlmann Buick/GMC and Gateway GTO Association at Behlmann on the 2nd Friday of each month April-October. (CLUB SPONSORED)
- 10 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 11 Wheels in Motion Kids for Cancer Car Show at Westport Plaza. (CLUB SPONSORED)
- 18 Club Picnic at Vago Park in Maryland Heights MO (CLUB SPONSORED)
- 23-25 Route 66 Mother Road Festival in Springfield, IL, details to follow.

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

Gateway GTO Classifieds

K&N Cold Air Intake Kit for 2006 GTO
Gently Used
Contact: Tom Oxler

In business since 1972.

Right off I-270 at McDonnell Blvd.



For the latest & greatest from Buick & GMC, choose Behlmann.

The newest vehicles from GM are the best vehicles we've ever sold. From the world-class luxury of Buick to the professional grade engineering of GMC, we'll put their quality and performance up against anyone. And no other Buick or GMC dealer will treat you as well as Behlmann, from our first friendly hello to a hassle free delivery.



2010 Buick LaCrosse

2010 Buick Enclave

2010 GMC Terrain

2010 GMC Sierra

820 McDonnell Blvd.
Hazelwood, MO 63042

314-895-1600
800-892-8267



CEE-JAY AUTO BODY

“Where We Met By Accident”



Unibody & Frame Alignment Bake & Cure Paint System

Hail & Storm Damage Repair

Restoration Work

Insurance Claim Assistance

I-CAR & ASE Certified Technicians

Local Family Owned & Operated

VISA & MASTER CARD ACCEPTED

2123 E. 23rd St

Granite City, IL 62040

Phone (618)452-9553

Fax (618)452-9552

Cecil Morton

Owner

Jack Morton

Owner

Eric Whitehead

Manager

Classic Performance

RESTORATIONS AND DETAILING

**SPECIALIZING IN AMERICAN MUSCLE CAR
RESTORATION AND REPAIR**

SERVICES:

- PREMIUM CAR CLEANING AND DETAILING
- TOTAL FRAME OFF RESTORATIONS—
BODY, PAINT, INTERIORS, SEAT COVERS,
& HEADLINERS
- ENGINE REBUILDS
- TRANSMISSION REBUILDS
- CARBURETOR REBUILDS
- BRAKES AND SUSPENSIONS
- EXHAUST AND ELECTRICAL
- FREE SAFETY CHECKS BY APPOINTMENT



**ALL WORK IS PERFORMED BY DEDICATED CLASSIC CAR ENTHUSIASTS WHO
TAKE PRIDE IN THEIR WORK AND TREAT EVERY CAR AS THEIR OWN**



PREMIUM DETAIL SPECIAL

**HAND WASH EXTERIOR
HAND WAS AND POLISH EXTERIOR
CLEAN SILLS AND JAMBS
CLEAN, DRESS & SHINE TIRES & WHEELS
CLEAN & SHINE ALL GLASS INSIDE AND OUT
CLEAN INTERIOR AND VACUUM
WORK PERFORMED AT OUR PLACE OR YOURS
\$100**

**PROPRIETORS – JOHN NOVELLI, RICH GOLD-
SCHMIDT & CHRIS SIMMONS**

314-495-0332





CAR



HOME



W. Earl Lewis, LUTCF, CIC
Insurance Consultant
Lewis Insurance Agency

LIFE



FARMERS

BUSINESS



Auto • Home • Life • Business
 1309 Caulks Hill Rd
 St. Charles, MO 63304
 Bus: 636-926-3333 ER#: 636-219-4932
 Fax: 636-441-2482
elewis@farmersagent.com

★ Very Safe IRA's and Roth IRA's ★ Also Rollovers
www.farmersagent.com/elewis/

Earl has been serving the insurance industry for 30+ years.
 Service and advice is his #1 priority.
 Call Earl today and you could save up to 65% on your auto and home.

GATEWAY GTO ASSOCIATION OFFICERS

President

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

Vice President II.

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

Secretary

Shauna Wollmershauser
1948 A Sidney Street
St. Louis, MO 63104
636-734-0690
littlemisssek@gmail.com

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

Bob Blattel
4564 Austin Knoll Court
St. Charles Mo 63304
636-441-3141
bob@blattels.com

Vice President Mo

Kerry Friedman
11580 State Road WW
Dittmer, MO 63023
573-678-2353
kfriedman@hughes.net

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@att.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

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.

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



820 McDonnell Blvd.

Hazelwood Mo. 63042

www.behlmann.com

314-895-1600

1-800-892-8267



**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 send them to the newsletter editor.

The Hood Scoop is published as an informative news bulletin to keep our members up to date on past, present, and future events.

Advertising rates are:

\$100 – Full page (Color or Black and White) ad in monthly *Hoodscoop* newsletter for 12 months, your logo on our Website Sponsor page, and a link to your website from our Related Website Link space.

\$50 – ½ page (Color or Black and White) ad in our monthly *Hoodscoop* newsletter for 12 months, your logo on our Website Sponsor page, and a link to your website from our Related Website Link space.

\$25 – Business Card (Color or Black and White) ad in our monthly *Hoodscoop* newsletter for 12 months, your logo on our Website Sponsor page, and a link to your website from our Related Website Link space.

1948 A Sidney Street
St. Louis, MO 63104

