



THE HOOD SCOOP

JUNE 2011

Gateway GTO
Association



GTO of the Month

By Tod Leible



Cheryl Dowil Photography

My fascination with cars started around 1973 when my father purchased a 1971 Dodge Challenger RT, a 383 magnum that literally shook the ground when it idled. I spent hours in the garage with my dad fetching tools and asking him thousands of questions and soon realized I was hooked! I can't even begin to tell all the good times we had in that car and smiles that were wiped from many faces when the stoplight turned green. He never really did any mods to the car other than keeping it looking new.

In 1979 he sold the Challenger and that was the end of my father's muscle car era. It saddened me since I was turning 16 the following year, but not all was lost. After working at McDonalds and saving my \$\$\$ I bought a 1969 Mustang Fastback black on black with a 351 Windsor....oh and did I mention it was a barn find with 4 flat tires and a dead battery in Brazeau, MO (near Perryville). So after spending several hundred dollars just to get it back to St Louis it marked the beginning of my own era in muscle cars and like most of my friends they too were pretty much into muscle cars.

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THE HOOD SCOOP

I remember the day my buddy pulled up in front of my house in his newly acquired car, a 1969 GTO Carousel Red with a 400HO engine and the Ram Air hood, this thing was a beast, not all the fenders were strait and the paint had seen better days but these were the cars we could afford and he also was the one friend that I could never beat in a drag race but I certainly enjoyed trying and also cruising in it. To this day I'm sure there's still some tire rubber on Midland Blvd from all the drag races in my teenage years.

Before I knew it I had graduated high school, got married and started family thus suspending my muscle car days. Today I have 2 children, my son Joel 25 who is stationed at Dyess AFB in Abilene TX and my Daughter Lauren 19 in college currently living in Kirksville, MO. Ok I got a bit sidetracked there so I think it was back in 2005 I took a trip to Detroit to visit my brother, I'm standing outside the airport waiting to be picked up and he comes pulling up in a 2005 TR M6 GTO, I immediately start asking him about the car, he gave me little background on car and at that point I just wanted my turn behind the wheel, Soon after I got my opportunity to take it for a spin and was very impressed and would have like to get one but at the time the budget just didn't allow it but I still I knew I was going to give it serious considerations when the budget did allow for a new toy which brings us to today.

I acquired the GTO from a young man that realized that making the car payment, paying for premium unleaded and maintenance costs were way beyond what he signed on for thus putting the car for sale after only 4 months of ownership, when I located the car it had taken a pretty good beating and was wearing 3 different shoes.....the motor was strong but the rest of the car suffered from all the classic problems everyone faces with late model GTO ownership but I knew for the right price, it's

all repairable. After some intense negotiations we agreed on a price and finally the day came for me to pick up the car and even though it drove pretty poorly the power and torque seem to make all the other problems seem minuscule.

I've slowly been putting it back together starting with tires & tie rod ends both of which were so bad that the car wouldn't pass inspection. After getting the car to pass and driving it for a while I started to notice little things like only one wheel applying power to the ground, this happened randomly so I decided it was time to start looking for the fix, after researching I decided to go with the Eaton Truetrac and the stock gears 3.42's and all new bearing and seals and a Lovells Diff insert. I would like to mention that if you do rebuild one, for the pinion seal and axle seals USE GM's not the aftermarket ones.

I then moved on to the shifter, clutch and transmission, So one day I'm driving home from work and decided to take the back roads home.....why? I can't tell you but I'm certainly glad I did because a shift from 3rd to 4th broke the shifter handle off in my hand, now I'm stuck in 4th gear and look up and see a transmission shop and immediately pull in. After having some laughs at my expense as to what the look on my face must have been as I'm going down the road looking at the broken shifter in my hand. In the end they were nice enough to engineer a temporary shifter for free so that I can get home. Now there's a B&M shifter installed and so far its works fine. I then decided it was time for a new clutch and have the transmission freshened up. I had a Centerforce DFX clutch & Flywheel installed and well....since you're there change out the slave cylinder and pilot bearing, all new hydraulic & lines and a speed bleeder so it's now a one man job.

Next on the list..... The suspension, all



I can say is after you put on an aftermarket kit like Lovells eliminator kit you'll question how you were able to drive such an ill handling car for so long. I have the Eliminator kit stock height, poly strut mounts and bearing and adjustable radius rod bushings and I'm extremely pleased with the results.

I then starting thinking I wanted a cat-back system, I liked the stock sound ok but I wanted something slightly more aggressive and something to play well with headers when that day comes. So one day I'm trolling eBay and see a 3" Magnaflow performance exhaust listed at as buy it now or best offer, now this is where I learned a valuable lesson about eBay, When you make a best offer and the seller ex-

cepts YOU OWN IT! The good news is that my offer was much less J so much so that when it was accepted I started to think I just bought a huge box of air but everything worked out great. The last item installed was the SvedeSpeed OTRCIA, this was actually a fun install. I'm not sure that it provides better actual airflow than say a K&N but I like the appearance, also it if you break out you IAT sensor from the MAF it gives more accurate readings when relocated into the SS Intake.

Overall I have a pretty good start on getting it where I want it.....my next item on the to do list is a tune. Then it's time to save for more goodies.



Cheryl Dowil Photography



The Presidents Scoop

By Mark Melrose

Moving Right Along

It is with great pleasure that I am able to say that the Behlmann/Gateway GTO All GM Car Show was a success. This issue contains an article about the show. But in this space I want to again express my appreciation to the “Orange Shirt Brigade” – the band of savvy Club members who just dive-in and make things run so smoothly. Registration, parking and awards were managed very well and the jointly-sponsored Behlmann/Gateway GTO show generated in excess of \$2,100 for the *Friends of Kids With Cancer* organization. My sincerest thanks to the entire membership for making this happen and especially Kerry Friedman and Marty Howard for co-chairing the event.

Please join me in welcoming new members Lynn Crites ('06), Mike Fogarty ('68) and Jim McCarthy ('66) and note that this month's *Goat-of-the-Month* article is penned by new member Tod Leible. Chris Winslow does a terrific job putting out the Club newsletter and maintaining our website. He recently observed that we have slipped from the early part of the month to near month-end in publishing the *Hood Scoop* – that gives us something to work on.

Please note that without a majority of the officers present, business cannot be conducted at a Club Meeting. With the GTOAA and POCI Nationals both being held the week of July 4th, almost all of the officers will be out of town. This is also prime vacation time so the regular Club meeting scheduled for July 6th has been canceled. Next meeting will be August 3rd.

Coming Up is the Club sponsored *North County Cruise Nite* at Behlmann on July 8th with Kerry Friedman presiding and the Pontiac Museum Grand Opening is on 7/23. We are still working on Drag Day and should have detailed information shortly.

On a sad note, the Club (and I) have lost a GTO. My 2006 was totaled in an accident on May 27th with my son Clayton at the wheel. He's OK and it's a story for another time but let me caution those of you with a new era GTO having an automatic transmission – be **very** careful when downshifting on wet (even just damp) pavement at highway speeds.

There seem to be 4-6 area car shows/events every weekend and the Hemmings site (<http://clubs.hemmings.com/clubsites/lakerscarclub/>) is loaded with car shows and events through the summer. Have fun, be safe and enjoy – there's plenty going on outside the Club.



Gateway GTO Club May Meeting Minutes

June 1, 2011

Meeting was convened by Mark Melrose at 7:13PM. Officers in attendance: Mark Melrose, Darrell May, Will Bowers and Steve Hedrick

INTRODUCTIONS: New member Mike Fogarty proud owner of a 1968 GTO hardtop. Mike lives in O'Fallon, MO.

OLD BUSINESS:

- Hannibal Cruise: Oxlers, Bowers and Marty – Great time.
- North County Cruise Nite: Bad weather, light turnout – about 36 cars.
- Ozark Mountain Cruise: 13 cars – great weather – great turnout
- Cobblestone Nationals: Earl Lewis won 1st in Class

NEW BUSINESS:

- Archway Olds Tan-Tar-A Show 6/4-6/6
- Route 66 Festival on Chain-of-Rocks Bridge 6/4-6/5
- North County Cruise Nites 6/10 and 7/8 (CSE)
- All GM Show @ Behlmann 6/11 (CSE)
- JJs Cruises 6/11 and 7/9
- Museum of Transport Buick/Olds/Pontiac/GTO Cruise Night 6/17 (CSE)
- Pontiac Museum Grand Opening in Pontiac, IL 7/23

GTOAA: National Meet in Portland, OR (host hotel now sold-out) 7/4-7/8

POCI: National Meet in Bowling Green, KY 7/5-7/9

TECH SESSION:

- Marty has Rally II wheels for sale
- Tom has a K&N Kit for an '06 GTO for sale
- George Jeter drove the Talledega NASCAR track, 3-5 laps up to 162 mph on the straightaways in his '05. George also plans on doing the Nashville to Indianapolis leg of this year's Hot Rod Power Tour.

PERSONALS: Omer Phelps mother passed away.

Meeting adjourned at about 8:20PM

Chris Winslow won the 50/50 drawing.





Gateway GTO Tribute



Arnie "the farmer" Beswick

Editors note: This is a continuation of the article about Arnie that started with last months newsletter - Chris

Arnie did well for the most part throughout the 1964 A/FX season, but with the factory support from Ford and Chrysler, wins came fewer and fewer as the year progressed. It was early 1965 when Mercury approached Arnie about driving one of

work out that way and the next thing you know it was a big free for all - a run what you bring kind of environment at every track that Arnie went to. Ford was adamant about not allowing their drivers to move the wheelbases on their overhead cam race machines and in the same breath - would not allow their drivers to run against the altered wheelbase Mopars in hopes of getting the race associations to see it their way and put the altered wheel base cars in a class of their own. Unfortunately, that never happened. Out of sheer disappoint-



the OHC Comets and joining their factory team. Talk of the 1965 Mopar altered wheelbase machines being built had already started the race community a humming in late 1964. Berwick reasoned that corporate competition from Ford would be the only way for him to have a chance of winning against the altered wheelbase Mopar Hemis. After considerable discussions with Ford, Arnie finally agreed to sign with them.

Ford and Mercury reassured him, that they were quite positive the racing association people would not put a stock wheelbase car in the same class as an altered wheelbase. Unfortunately, it didn't

ment, after only a few months filled with long waits due to the unavailability of engine parts and having someone constantly telling him who he could or could not race against, Beswick abandoned the Comet and happily returned to Pontiac.

Additionally, when GM had pulled out of racing in early 1963 all the popular GM drivers jumped ship to Ford and Mopar, leaving very few to run under any kind of GM banner. The track promoters were frantic to bring in a competitive GM racer to match against the field of Fords and Chryslers that were showing up and "the Farmer" and his Pontiacs were able to fill that bill. What General Motors lacked in new parts and pieces, because of their com-





Gateway GTO Tribute



plete shut down of high performance engine development, Arnie was able to make up for with his revolutionary innovations. This also kept the promoters constantly hounding him to bring his Pontiacs to their tracks.

In late 1964, Arnie had already installed a blower on his GTO, as he always wanted to see what a supercharged engine would do in a stock-bodied sedan. Little did he know when he put this potent combination together that in the following year the track operators would be ringing his phone off the hook to have that lone GTO taking on many of the factory Ford and Mopar machines. Many weeks he traveled to as many as four –sometimes even five different track locations trying to keep up with the track operator's invitations. It was a hectic schedule beyond anything even Arnie could comprehend.

During this early 1965 time frame he was credited with being the 1st driving a stock bodied car of breaking the 9-second bracket and followed this a few months later by being the 1st to break into the 8-second bracket, at the same time trying to pioneer the newly released GM Turbo 400 transmission so that it would hold the torque and propel the weight of a full bodied, high horsepower car. Many times Arnie's crew would replace the transmission after each run because they knew from earlier experiences, it would never make a 2nd pass down the track.

During his career, Arnie campaigned cars in S, SS, A/FX and in 1964 S/FX with his supercharged injected aluminum front-end GTO. While campaigning this '64 "Mystery Tornado" in the S/FX wars he was most often being pitted against the altered wheelbase Mopar entries. He knew that the altered wheelbase feature offered a sizeable starting line advantage. Since

Mercury hadn't kept him competitive and the GTO was a relatively heavy car, he knew he would have to build a similar machine to the acid dipped ultra light weight Mopars to continue to be competitive.

The decision was made to use his '63 LeMans coupe and make a wheelbase change on that car. He also decided at the same time to install a supercharged fuel injected motor. The wild orange and black striped paint scheme that finished this monster mirrored the "tiger" theme that Pontiac was using with their new GTO sales pitch. Arnie's fearless driving style along with the car's ability to make many of its runs on the rear bumper, made the "Tameless Tiger" a widely known name across the land as well as one of the most talked about entries at any race event it entered. Although the car didn't win as consistently as it did in the earlier A/FX trim, it was certainly as much or more of a conversation piece during and long after it left the race event.

Arnie and his team continued their unbelievably hectic schedule throughout the entire 1965 through 1970 time frame with his many different Pontiac race machines. In 1966, Arnie put together his 1st all fiberglass stock bodied entry, a '66 GTO. This car was followed by his 1st one-piece flip-top entry, a 1968 GTO. In 1969 he was able to put enough funds together to purchase his 1st professionally built funny car, a 1969 GTO Judge funny car entitled "The Super Judge", created by the Logghe Chassis Company in Detroit, MI. In 1971, Arnie elected to go to a smaller fiber glass styling for his next funny car ride, which would be a body molded from the new released 1971 Firebird/Trans Am, which Arnie affectionately named, "Boss Bird".

Most of his competition had already changed to the much smaller and lighter





Gateway GTO Tribute



weight bodies in the brands they were representing. The new Firebird body was made so it could be mounted on the frame previously used by "The Super Judge". By this time, the Hemi Mopars and OHC Fords were so strong he needed every kind of edge he could find in hopes of being competitive.

Another problem Arnie was having – the supply of Pontiac -Super Duty blocks and cranks had about dried up to a point they were about non-existent and if one could be found it was priced out of any reasonable price range. This was the only block and crank that would begin to hold up under the supercharger and the nitro-methane power boost potential. Trying to keep up with the 75 to 100

events a year schedule, Arnie knew he could only fix and patch for so long before the reliability factor was totally out the window as Arnie had already experienced what could happen if you attempted to make one too many runs with a cracked crank in the motor.

Arnie's first stop after the '71 Firebird "Boss Bird" was finished, was the 1971 Daytona Winternationals. He was racing his all new Firebird in the funny car shoot out, finding out his new lighter and more aerodynamic ride was running very competitive with the rest of the field, crossing his fingers each run that the motor would hang in there and make it through to the end of the week without any serious breakage.





Tech Article of the Month

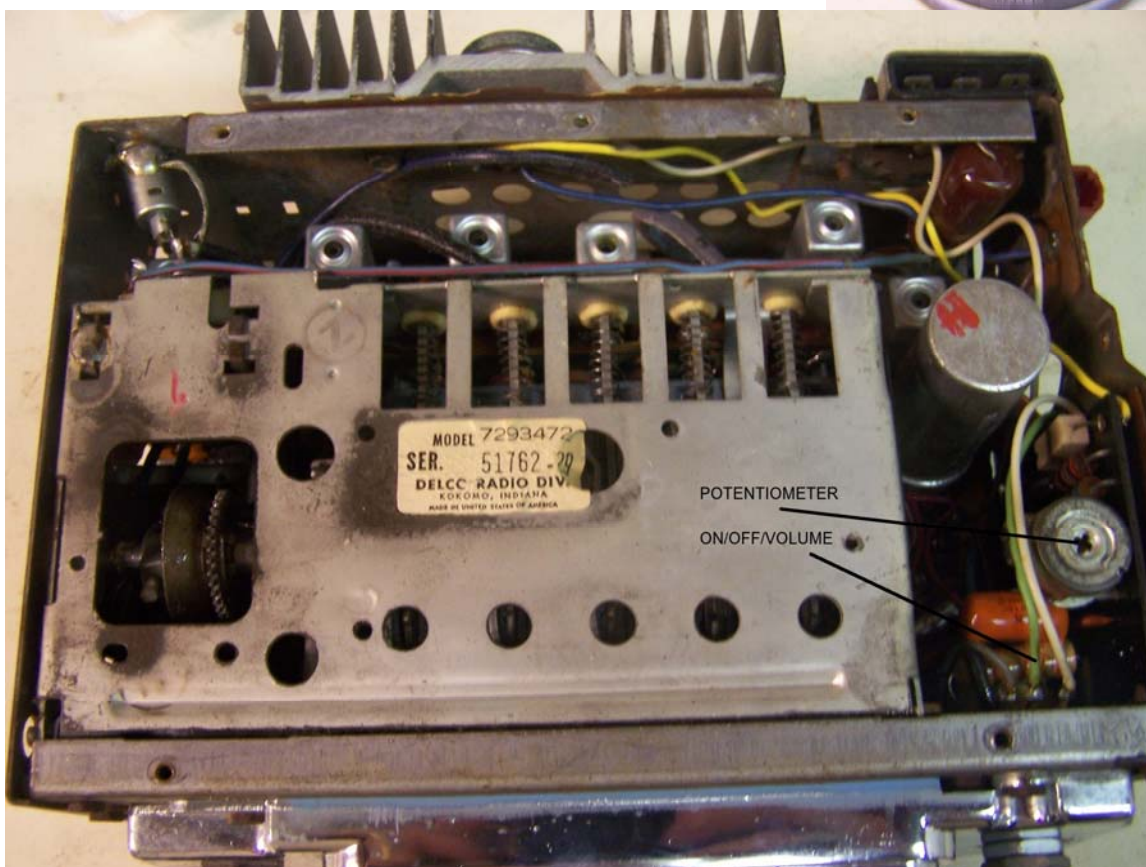


RADIO REPAIRS DO YOU LISTEN TO THE ADS?

By Tom Oxler

At one of our Gateway GTO Club Meetings last year, I stated that I was going to send the old AM-FM radio out of my 66 GTO to someone back east who advertised he would replace all of the old capacitors in and make my radio as good as new all for \$190.00 plus shipping. It sort of made sense to me at the time as many capacitors contain an electrolyte which is a liquid and I assumed that over time, the electrolyte would dry up and that was causing my radio to “drift” making me constantly adjust the station.

I pulled the radio a couple of Saturdays ago and was talking with one of our “resident experts”, John Novelli about it. John said that he was skeptical about the radio repair people claiming the need to replace all of the capacitors as he thought they were all ceramic and thus would not dry out. He said all it probably needed was some contact cleaner and it would be as good as new.





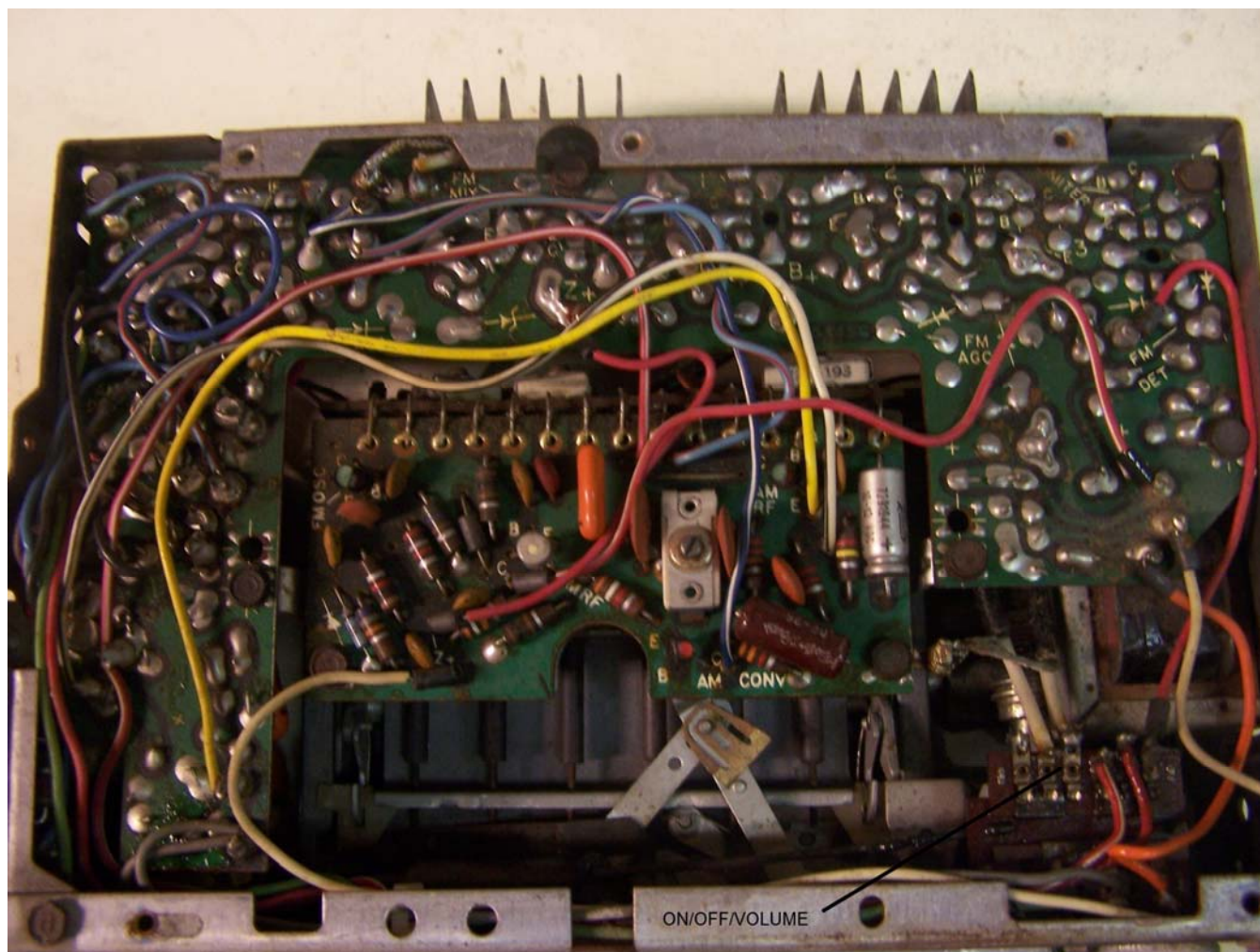
Tech Article of the Month



I went to Radio Shack and purchased some contact cleaner and lubricant and sprayed the on/off/volume control, the AM/FM switch, one potentiometer located on the circuit board and the antenna trimmer reachable from the face plate. I wanted to try it out so I called John and he said to bring it over as he had his radio on his work bench running on a battery and speaker and to bring mine over to try it out. Well, it worked great. No scratches as you turn the volume control or switch from AM to FM. As we were talking about radios, John got out his manual on GM Car Radios and sure enough, all of the capacitors were ceramic and none of them really needed to be replaced. All the old radio needed was a good cleaning and a lube job.

As we looked at the manual, we noticed that my radio was out of a 67 GTO and John's radio was out of a 66 GTO. I have a 66 GTO and John has a 67 GTO. Do you see a "deal" coming? Yes, we swapped radios and we both are very happy.

This episode is exactly why I joined the Gateway GTO Club. There is always someone willing to help you when you are not sure what you are doing or know how to fix something. Thanks John for all of your help and advice.





Gateway GTO Activities



NORTH COUNTY CRUISE NIGHT

By Chris Winslow



Gateway GTO and Behlmann Buick-GMC sponsored the third North County Cruise night on June 10th. Once again this month, the weather was threatening, but the show went on as planned. About half through the event, a brief light rain shower gave way to a pair of concentric rainbows. After that the weather was perfect.

This month, there was a food vendor selling burger, hotdogs, and chicken kabobs as well as snow cones and other drinks. It was a popular spot as the evening progressed.

As with the first two cruise nights, there were a lot of great cars present. This included to majority of Gateway GTO's 2004 Impulse Blue Metallic GTO's. Some other interesting cars included a new Dodge Challenger SRT-8 and a Corvette that had been retrofitted





Gateway GTO Activities



with video screens in just about every spot the owner could fit, including behind a clear cover where the front license plate would normally be located.

The next NCCN is July 8 at Behlmann. Come on out with you favorite car or cars and check out the show.





Gateway GTO Activities



“END OF THE WORLD – PSYCHOKILLERS – REAL MEN DRIVE THEIR GTOs”

OZARK MOUNTAIN CRUISE – MAY 21-22, 2011

By Terrie Oxler a/k/a Mrs. GTO

After extensive viewing of weather radar for the Saturday/Sunday, May 21 – 22, 2011 Ozark Mountain Cruise, our first ever overnight cruise, it was determined that weather would be good without rain, so we left in the 66 GTO to meet other club members, Mark and Saundra Melrose, Amy and Brian O’Sullivan, Terry and Carol Schneider, Cecil and Annette Morton, Dave and Diana Huesgan, and soon to be married Mike and Kathleen Ewens, Todd Leible and began the cruise to Elephant Rocks State Park. Along the way, Kerry and Debbie Friedman and Ken and Kathy Boyer and 2 friends of theirs joined the caravan and Terry and Gail Schott met us at the park. As usual, some good natured kidding was given to those who chose not to drive their GTOs because of chance of rain and a couple because their cars did not have air conditioning to make the ride more enjoyable for their wives. Come on guys, I can attest that air conditioning for the GTO is a great gift! – just throw in a bling bling!!

At the park, we followed different paths around the giant granite rocks standing end-to-end like a train of circus elephants. About 1.5 billion years ago, hot magma cooled forming coarsely crystalline red granite weathered into huge, rounded boulders. A short



spur off the trail took us to the top of the granite outcrop and a second spur brought us to a site overlooking an old quarry. After an hour or so exploring, the cruisers left and made their way to Ironton for lunch at Baylee Jo’s BBQ. The diner was overpowered by not only our group of 21, but another tour bus of 35 and a group of bikers arriving at about the same time so the wait was long but the food delicious! Thus, we left a little later than outlined on our schedule and





Gateway GTO Activities



headed for Johnson's Shut-Ins State Park.

At the Visitors Center, we watched a movie about the park, how it was formed and types of vegetation present and also about the catastrophic flood that happened in 2005. We drove to the back of the park and after a short walk on a trail to the Shut-Ins, a few people took off their shoes and headed for the water. Here are closely spaced granite boulders in the middle of the Black River forming chutes and waterfalls in a canyon like setting.

After leaving the park, we headed to Cuba and the Wagon Wheel Motel for an overnight stay at this Route 66 icon which has been completely renovated. Some of the girls parted with some money at the gift shop for purses, jewelry and Route 66 memorabilia. Some of our members left at this point to head back to St Louis. The Oxlers, Melroses, Mortons, O'Sullivans, Schneiders and the Huesgens had reservations for the night. Everyone had a different type of room, i.e., a kitchen, a fancy shower, Jacuzzi, or deck. There was some "juggling" of rooms and in the end everyone was content. Also staying at the motel was a Miata Club from California who were doing the Route 66 thing and making their way home. One couple is good friends with Jim Wangers and lives close to him in California.

Weather had been perfect the whole day and the evening was also enjoyable. The group gathered chairs and their favorite drink and enjoyed each other's company in winding





Gateway GTO Activities



down from the day of driving before heading off to Frisco's in Cuba for dinner. After a scrumptious dinner of either steak or pasta, we voted not to go to the drive-in and just returned to our circle of chairs for more camaraderie. One member who shall remain nameless, (you know who you are), got the group going with the

talk of psycho

killers. So here we were in rural Missouri, cruising past homes in the woods, pretty secluded, a perfect opportunity for a psycho killer to roam. (Maybe the alcohol was flowing too much?) Oh, almost forgot, the end of the world was to occur that day also, and here we were in rural Missouri with our GTOs!!!

Sunday morning found the Gateway members overtaking the courtyard of the Wagon Wheel positioning our vehicles for group pictures of the neon sign and bungalows. Then we headed to a local eatery, Gordos Bakery, and again overwhelmed this small establishment. And true to our club reputation, "Gateway Takes Over," the girls helped the waitress by getting our own water, juice, coffee and even Annette Morton took everyone's orders. Luckily, the owner was cool with this and we were not thrown out and we did not have to cook our own breakfast, but once it arrived was tasty and even a few took home leftovers.

Some of us returned home on Route 66, some stopped to do some shopping, and others took the highway. Everyone made it home safe and sound before the development of the next storm late Sunday evening. Another well planned event, an awesome time, an awesome group of friends and more memories in the making. This Gateway GTO Club is an awesome club!





Gateway GTO Activities



1st Annual Behlmann/Gateway GTO All GM Charity Car Show

June 11, 2011

By Mark Melrose

The weather forecast was “iffy” especially after the torrential downpour we were caught in driving home (without functional windshield wipers) from the previous evening’s *North County Cruise Nite*. But the “car Gods” prevailed and aside from a very spotty sprinkle towards the end, the Club’s 1st Annual Behlmann/Gateway GTO All GM Charity Car Show came off without a hitch.



Members of the “Orange T-Shirt Brigade” began arriving a little after 8AM to set-up in preparation for the beginning of Registration at 9AM. By noon when Registration ended, 101 cars were in the show field and all had been photographed at entry. Photographer Michael Shea created individual photos for owners and also offered custom photo services including your car on a T-Shirt as well as the beautiful photo-trophies presented to show class winners.

Excellent food was served by Diane Blythe and her crew from Reynolds Restaurant and Kona Ice served up tropical snow cones. The *Broken Hands Band* cranked out some great tunes and radio stations KSHE and



Gateway GTO Activities



KHITS had their trucks there doing remote call-ins which helped push the show spectator traffic up into the hundreds of people. The *Friends of Kids With Cancer* set-up their tent and displayed 50/50

giveaway items as well as promoting their very worthy cause of helping kids get through the ordeal of cancer treatment.

While we had hoped for in excess of 200 show cars, the 101 that showed for this very first event of its kind was a respectable number. The best part was the generosity of all – the show car owners, spectators and even the vendors and their employees. The Club was able to collect \$2,127 in proceeds and donations for the *Friends of Kids With Cancer*. Based on that yardstick the show was very successful. From talking with many participants it was apparent to me that everybody was having a great time. As Dan Behlmann walked the show field to determine his "Pick" for the equivalent of a Best-In-Show award, he commented to me how pleased he was at the turnout of cars and spectators and how the show had brought that currently empty area of his property to life.

The results are a tribute to the wonderful people in the Gateway GTO Association and their commitment to making this event a success. My heartfelt thanks to co-chairs Kerry Friedman and Marty Howard, the Orange T-Shirt Brigade and all Gateway GTO members for your support.



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



Email to nctycruisenites@aol.com for additional info

WARNING!

- NO BURNOUTS
- NO ALCOHOL
- NO TUNER CARS

PLEASE

2011 GATEWAY GTO CALENDAR OF EVENTS

- June 1 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 4-5 Archway Olds Club Tan-Tar-A Car Show, contact Gene Bossaler Archway President (grbossaller@sbcglobal.net) for details.
- 10 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)
- 11 Behlmann/Gateway GTO All GM Charity Show, details to follow. (CLUB SPONSORED)
- 11 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 18 Rain Date – Behlmann/Gateway GTO All GM Charity Show, details to follow. (CLUB SPONSORED)
- 24-26 All GM-Nationals in Carlisle, PA. See www.carsatcarlisle.com/ce/events/gm-nationals/ for details
- 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 for details.
- 9 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 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

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.

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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
littlemissek@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

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.

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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



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