



THE HOOD SCOOP

OCTOBER 2011

**Gateway GTO
Association**



The Story of Patches

By John Johnson



I've been a long-time Pontiac-er, having learned to drive in my parent's 1964 Catalina 2-door hardtop back in the early 1970s. I moved 'up' in the car world in 1976 when my Dad and I went in 'halves' on a used 1972 Grand Prix that a local man put up for sale when he bought a new Jeep pickup (his loss, my gain!). For those of you not familiar with the 1969-72 Grand Prix's, they are essentially a GTO with 6 inches of extra frame in the front end, and a GTO drive-train. That was my college car, and my girl-friend Diana and I dated in it back in 1977-78. It turned into 'our' car when we got married, and we still have it, waiting to win the Power Ball so we can have it restored.

Fast forward to 1995- several GTOs have come and gone. What I'd said was to be my last GTO, a 1969 Judge hardtop, had been painted back in 1990, but brought back home from Jim Novelli's shop and left un-finished when my car funds ran out. Just as I had gotten several thousand dollars saved up to try to finish it, we got a call from the original owner of a 1970 GTO convertible (Gary Williams from the Perry MO area). He was also the 3rd owner, having sold the car in 1971, and then buying it back in 1986 from the 2nd owner. He and his son had finally decided they were not going to

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Behlmann
BUICK GMC & PRE-OWNED



THE HOOD SCOOP

get the old car restored, and instead of letting it sit any longer, they wanted to find someone who would fix the car up.

On a Sunday after church about a week after his call, we loaded the kids up in our van and went to see the car. Walking up dirt road towards a corn field, passing a large tree with a wagon parked under it. The car's motor and 4-speed were in it (covered with a tarp), having been winched out of the car as it was being dragged up to its resting place on the field's edge. As we got up to the level of the field, we could see the bare nose of a 70 GTO sticking out from under a body covered with the blue/silver tarps. The tarps were required, as the top was shot (there was tape patching the rips on the top) that were added each year to keep the water out of the car. Uncovering the car, the front clip was off, the interior was out, and the rear clip looked like most Missouri cars with the usual rust in the usual places. The rust was so bad on the right hand rear quarter that several times when I'd brush the edge of the fender when walking by it that I'd snag my pants on the sharp rusty edges of metal.

A quick review of the car and his garage showed that almost all the parts were there, but I was still a bit unsure as I was not really sure about the convertible top mechanism. We went back home with the understanding I'd be back with another Pontiac friend who was more familiar with convertibles (although mostly Firebird convertibles), and as it would turn out, who would do a major portion of the car's restoration. Paul Nixon and I returned in

the next week, and gave the car a good looking over. He asked me what Gary wanted, and upon my reply stated "John, if this was a Firebird Convertible, we'd be loading it up".

Needless to say, I purchased the car. It was summer, and as Paul was a teacher, he was off and looking for a project. It took 2 pickups, one trailer, and a station wagon to get all the parts brought back to Paul's garage, where the restoration was to occur. Our oldest son Johnny would go over to help work on the car ("Patches" as it became known) from time to time, as I would after work or on a day off, and finally the car was mostly re-assembled (but not restored). The engine that came with the car turned out to be a 1968 Grand Prix 400, of unknown condition. The Muncie did turn out to be the car's original tranny, as was the Q-jet carb.

One day when I was at work, Paul and Johnny wired up the electrical system. A battery was located and hooked up, and after a few checks of fluids and cables, Paul poured a little gas out of a Coke bottle down the carb, and told Johnny to "hit it". The old motor cranked, and surprisingly, tried to start. The





gas line was blown out, new gas and a filter added in-line, and the carb was primed from the Coke bottle again. After a few attempts, the motor started and ran, which gave the project a new life. Now we had a chance to get the car back on the street before school started and Paul's time would be restricted.

Brakes were fixed, a full dual exhaust installed, new tires were obtained, as was a new carpet and top, and the list went on and on. But the body was left undone, and so the car still sported a tan nose, white front fenders from another GTO, and the rest of the body was the car's original Cardinal Red, except where the rust and primered patches were. Finally the car was inspected and insured, and legal to drive.

We drove the car in this configuration for a couple of years, and learned that the manual drum brakes were not too good, the 4-speed shifted poorly, and the motor was so loose that when we'd rev it up past about 2,500 RPM the timing chain would sling out so wide it would rub against the insides of the timing cover! The motor was so loose that I hardly ever left the city limits with it, but we had a running GTO Convertible!

Over the next few years, many memories were made in our family with Patches. One highlight has been our invitations to drive "Miss Missouri Queen Candidates" in the event's parades (the pageant is held here in

Mexico MO). Also, in the weeks leading up to Christmas, Diana, Johnny, Bryan and I would bundle up with our winter coats, grab some blankets, and drive around town in the evening, looking at the Christmas lights! The view from a convertible is excellent, and we certainly got our share of big stares from other people as we made our tour of the town!

In the summer of 1997 we learned that the GTO Nationals would be hosted by the GTO Club in Wichita KS. This spurred our work to get Patches fixed up even faster, and money was set aside to get the car's body work done and painted. This was accomplished in April of 1998, and that July we took it on a trailer it to the show (I certainly did not trust that engine to drive that far!), the first time I'd ever had a GTO at a GTO Nationals. We had a blast there, despite the car dumping us on a cruise when it got hot and wouldn't start for about an hour.

Obviously it was time for a new motor, but what would it be? Having lots of experience driving the 350-455 Pontiac motors, the decision was made to go big! A 4-bolt 455 block from a 1970 Grand Prix had an external crack welded-up, and a sleeve pressed in. The crank was fitted with a set of SD-455 rods and "30-over" Venola pistons from an eBay auction I won. A set of 1973 SD heads had been previously refreshed by MBJ Machine and were added to a 1971 800-cfm 'single-ring' QuadraJet, a 1972 455HO intake and cross-



over. When the day came for the motor swap, once again Paul's services were used. The project went reasonable smooth, but we did notice that the previous owner that had installed the '68 GP 400 motor had failed to insert the Muncie's input shaft bearing in the

rear of the crank- no wonder the car's tranny was kind of balky! Driving the car with the big 455 has been a blast, as you can imagine.

Many Gateway GTO-ers will remember our chapter hosting the 2005 GTO Nation-





St. Louis, MO. June 28-July 3, 2005

als, and of course we had Patches there. As a side-note, the GTOAA's official meet shirts have an image of Patches on them- quite a treat for us! The next year when the 2006 GTO Nationals were held in Louisville KY, we again took Patches to the Nationals, and we won our drag racing class!

In the following years, the restoration of our 1969 GTO Judge took center stage, but that is another story. I can tell you that when it's time to take a break and go drive a GTO around town, it's Patches' keys that I grab.



The Presidents Scoop

By Mark Melrose

My thanks to Club members who attended our final *North County Cruise Nite* of 2011 at Behlmann on October 14th. While the weather was a little “nippy” it was at least dry and the turnout was down from our previous highs due to the Cardinals NLCS game that night against the Brewers, but we still had over 60 cars participate. A dozen or so left around 7PM when the ballgame started but this event has developed a group of regular monthly participants. I have yet to get Dan Behlmann’s thoughts on continuing this monthly event next year but it’s a good bet he will want us to carry on. A major issue to be resolved for next year’s *Cruise Nites* will be consistency in food vendors, I’ll work on that.

Gateway’s 2011 *Ray Brunkhorst Memorial Drag Day* brought 37 racers to the I-57 Dragstrip in Benton, IL on the 15th. The weather was perfect for racing but the participants were far from immune to mechanical gremlins. A broken shifter, a fried clutch, fluid leaks and a balky rearend bedeviled some members. Others (like me) had no major mechanical issues but continue to find “hooking-up” to be a major challenge. The event was lots of fun as usual and, while we had hoped for at least 60 racers, the 37 cars that ran garnered the Club a net profit of over \$300 for the day.

As the car season winds down, we still have some notable events scheduled in the coming weeks. Join us on October 29th for the Olivet MB Church *October Harvest Fest* car show from Noon to 4PM and our *Fabulous Fall Movie Nite* at the Lewis Theatre beginning at 5PM with chili and hot dogs before screening of *The World’s Fastest Indian* starring Anthony Hopkins. November 6th is our annual *Wine Cruise* to Montelle Winery in Augusta, MO and the Christmas Party is December 10th at Hawkins House in Webster Groves, MO. Please mark your calendars for these events because the fun doesn’t stop just because the convertible tops and windows stay up when the temperatures go down.

On a final note, it’s time for Club Officer Elections. In the following pages you will find the official Officer Nominations Form. Please printout that page, enter your nominations for any or all positions and mail the form to Will Bowers. Nominations will also be accepted at the November 2nd Club Meeting with official ballots provided to all members immediately following. Completed ballots must be received by Will Bowers by December 1st for consideration. Your new slate of Club Officers for the 2012-13 term will then be announced at the Christmas Party.

As always, I am happy to entertain your questions, comments and recommendations – please don’t hesitate to contact me.





Gateway GTO Meeting Minutes



Gateway GTO August Meeting Minutes

October 5, 2011

The monthly Gateway GTO meeting was held at JJs at 1215 South Duschene in St. Charles. Members began arriving by 6:00PM for dinner and conversation.

President Mark Melrose called the meeting to order at 7:03PM. Officers in attendance were Mark Melrose, Will Bowers, Darrell May, and Shauna Wollmershauser.

New Members: Jim McCarthy was at the meeting. He has a heavily modified 1966 GTO. He has owned the car for at least 20 years.

Meeting Visitors: Mike Hanley's friend has a 1964 GTO for sale. The car was restored in 1994. Asking price is \$33,000. Call Mike if you are interested 636.625.8480

Elliot Citron brought vendor books from the rained out swap meet. He thanked the Gateway GTO Club for helping at the Wheels In Motion show. The numbers aren't in yet, but they should be close to last year. Marty's speech was absolutely awesome!

Roger and Judy MacZura live in Hell, Michigan. Hell is fifteen miles northwest of Ann Arbor, MI. He's originally from Granite City, IL. He and Cecil went to high school together. He's in town visiting family and friends.

Old Business:

MAR Reunion: Earl Lewis and Chris Simmons went to the show. Arnie Beswick was there. Cars liked the roads, just like they would at MAR. A lot of old cars that frequented MAR were at the event. Around 200 cars were there.

Behlmann GTO Cruise Night: Was rained out

again. Our final cruise night is Friday, October 14, 2011.

Gateway GTO Club Picnic: The weather wasn't very cooperative. The sun came out around noon. Chris Simmons did an awesome job cooking.

Route 66 Mother Road Festival: Cecil Morton and Charlie Martin went. Around 1100 cars made the parade route Friday night. They had a great time. The dates for next year are September 28-29, 2012.

Festus Cruise and Car Show: Mark, Tom, Marty, Ken Boyer, Shauna, and Shauna's friend Ryan made the trip to Festus. About 100 cars were at the car show. The cruise night totally transformed the town of Festus. Next year the city will have a designated area for burnouts.

New Business:

Elections: All officers' terms are up this year. Please check your email for nomination forms. Please print the form and mail it to Will Bowers once you have completed it. If you have trouble printing the form, please call Mark Melrose. They need to be in by November 2, 2011.

EPC Car Show: Is October 8, 2011. There is a GM Muscle Car class for Pontiac, Olds, and Buick. It's a big show. Registration is from 8AM until noon. The entry fee is \$20.

Ray Brunkhorst Memorial Drag Day: Is October 15, 2011. Please bring a friend. This event should be a lot of fun. The rain date is October 16, 2011.

Olivette Missionary Baptist Church: is hosting a show on October 29, 2011. Joe and Bev Mayweather attend this church. The show is from Noon until 4PM.





Gateway GTO Meeting Minutes



Fabulous Fall Movie Night: is at Earl Lewis' home. "World's Fastest Indian" will be shown. Chili and hot dogs will be served. Bring chairs and a blanket. The movie night starts at 6PM on October 29, 2011.

Hawkin House in Webster Groves. More information to follow.

Tech Issues: Tom and Mark both have their cars at Omer's shop.

Club Wine Run: to Montell Winery is November 6, 2011. Meet at Francis Howell High School at 10:30 AM for a 10:45AM departure.

Club Personals: Mike and Kathleen Ewens got married. Congratulations to you both!

Gateway GTO Club Christmas Party: is December 10, 2011. The party will be held at the





Gateway GTO Tech Article



TUNE UP FOR RACE DAY

By Tom Oxler

As most of our Gateway GTO Club members know, we have our annual Ray Brunkhorst Memorial Drag Race coming up on October 15th at the I-57 Dragway in Benton, Illinois. I really like to drag race and really like racing our President, Mark Melrose so I thought it would be wise to invest in some better traction.

In the past, I have been able to run around 8:13 in the 1/8 mile but my 60 foot times were 2.2 seconds, pretty pathetic. The problem was traction even with the B. F. Goodrich Drag Radials. If I gave the old '66 GTO full throttle in 1st gear, the tires would light up and I would bounce off the rev limiter and have to shift to 2nd gear. So, traction was definitely a problem so I talked with Omer Phelps about looking at some timing issues and setting the pinion angle and during our conversation, he said he had a set of 10.5 X 28 X 15 Mickey Thompson slicks that he would give me. They had a rock hole and would need an inner tube but they would work fine. Well, I purchased the tubes, got some new rims and drilled and screwed the rims to the tire beads per instructions from Omer.

Next, I made an appointment to dyno the '66 to see what was going on with my timing problems. I was getting a lot of pinging around town and every time I checked the timing, it needed adjustment. The old car was just not running right and I know the dyno would tell us what was wrong. Well, after 2 pulls, we stopped because the fuel/air ratio was going very lean up above 4500 rpm. This was a fuel delivery problem, not just jetting. The '66 was also smoking some and especially during deceleration. I went back home and ordered a new 1/2' fuel line from Inline Tube. With the new 1/2' line, I had the fuel pick up in the tank modified for a 1/2'





Gateway GTO Tech Article



and with some modifications, got the new lines and pick up installed. Before we dyno'd the '66 again, we pulled the distributor to check the weights, springs and stops. As we grabbed the top of the distributor with the cap off, we could turn the shaft + or - 10 degrees. Not good but that explains the changing timing. When we got the distributor on the bench, we could see the brass gear used with roller cams was over half gone.

You may ask why a brass gear. Well, the new roller cams do not need the hardened steel of a flat tappet cam since the roller lifters "roll" over the cam lobes as opposed to sliding over them. So, the roller cams are not as hard of steel and thus the gear that drives the distributor (and the oil pump) could ruin the cam gear if it is also steel. So, someone much smarter than me decided it would be better to use brass on the distributor gear and let it be sacrificed instead of the cam gear. The moral of this story, if you have a roller cam, check the distributor gear annually unless you just really like to set the timing on your GTO.

Since we were waiting for a new brass distributor gear, we tackled the pinion angle. Last year, Chris Simmons and Will Bowers helped me install a set of tubular steel upper and lower rear control arms. The uppers were adjustable while the lowers were not. Well, you guessed it. We were not able to get enough adjustment from just the uppers so we had to order a new set of lower control arms but this time adjustable ones. Anybody need a really good set of non-adjustable lower control arms for a 66 A Body?

After the week end, all of the parts arrived and we finished the distributor by using a light and medium spring and the large, black timing stop (18 degree). We also finished setting the pinion angle at negative 1.5 degrees so off to the dyno. The first pull was around 390 hp with the headers closed and around 410 with them open. The new Pypes 3"exhaust with the cross over seems to eliminate the large difference from open headers to close. However, the 461 is making about 30 less horsepower than in the past. I have been fighting carburetor leaking for about 2 years and Omer thinks we have lost some compression due to washing the rings.

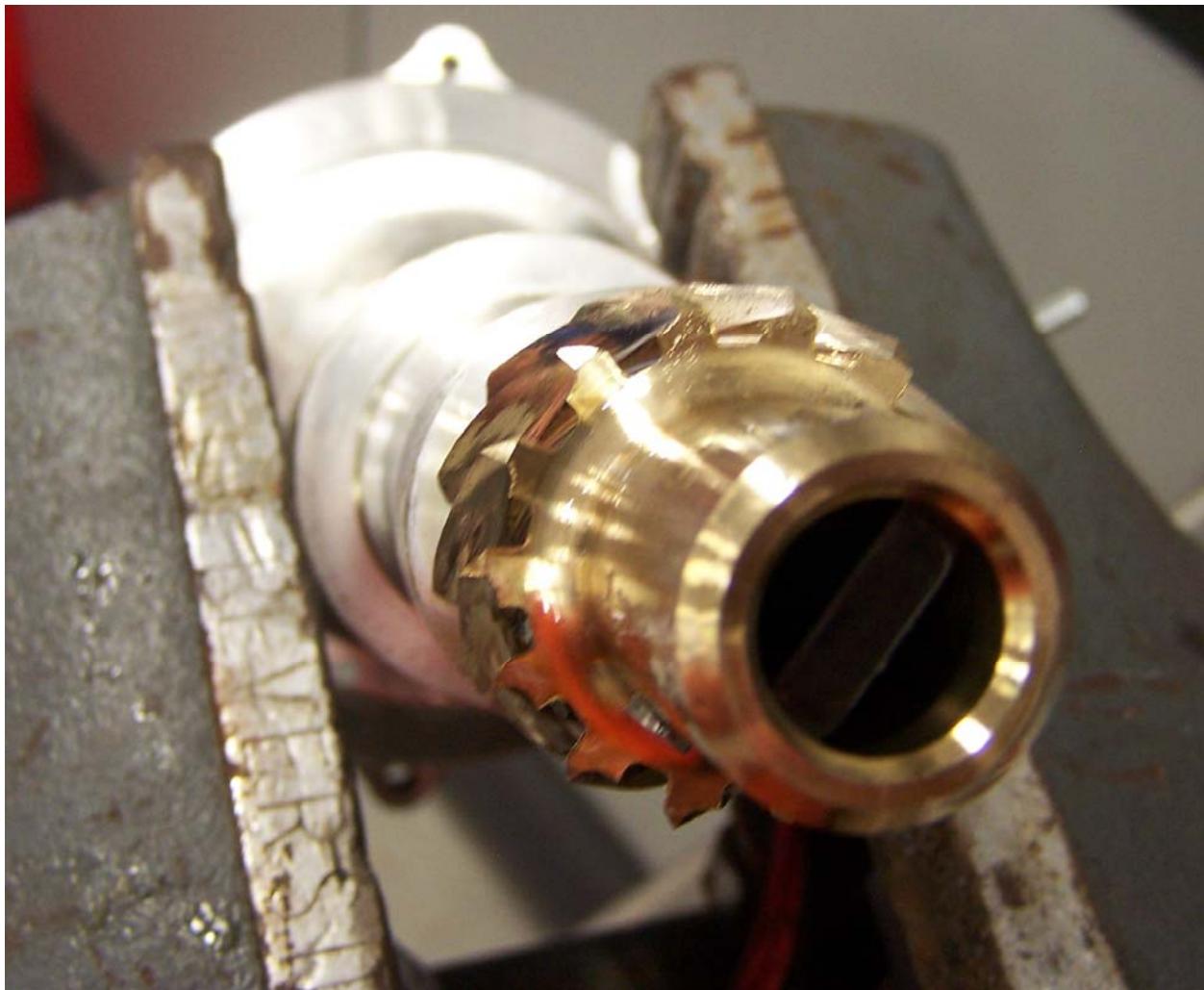


Gateway GTO Tech Article



Only time will tell if the rings will seal up but for now that is the best the old '66 can do. The '66 was still burning some oil but not as bad as before. We pulled all of the plugs and they all were great. We are trying to isolate the problem by blocking off the PCV since I have 2 air breathers in the valve covers. We wonder if it is not coming up through the PCV valve. If it still burn oil, we will be doing a leak down test this winter.

Now on to the I-57 Dragway and see what these changes will do to ET and 60 foot times. Timing is fixed. Fuel delivery is fixed. Traction is fixed. Now it is up to you know who. No excuses.





Gateway GTO Activities



MARTY'S SPEECH FROM WHEELS IN MOTION CAR SHOW FOR KIDS WITH CANCER

Editor's Note: As was covered in the newsletter last month, Marty organized a tribute to military and first responders during the Wheels in Motion car show last month. This is the speech that Marty gave during that tribute.

My name is Marty Howard. I am a proud member of our local Gateway GTO Club of St. Louis. Before moving to this area 18 years ago, I resided in New York City.

On this day, the 10-Year Anniversary of 9-11, we are fortunate to have with us, our local Police Officers, Fire Fighters and Military Personnel who represent the best of our Protectors. They have joined us for a Special, One-Time-Only remembrance of our Country's most horrific event,

The September 11 attacks (called September 11, September 11th or 9/11), were a series of four coordinated suicide attacks against targets in New York and Washington, D.C. on September 11, 2001.





Gateway GTO Activities



On that morning, 19 al-Qaeda terrorists hijacked four passenger jets. The hijackers intentionally crashed two planes into the Twin Towers of The World Trade Center in New York City; both towers collapsed within two hours. Hijackers crashed a third plane into the Pentagon in Arlington, Virginia. When passengers attempted to take control of the fourth plane, United Airlines Flight 93, it crashed into a field near Shanksville, Pennsylvania, preventing it from reaching its intended target in Washington, D.C. Nearly 3,000 died in the attacks.

From that day forward, I have always felt that there are 3 groups of people emerging from this tragedy.

1. The people of New York
2. The people in the rest of The United States
3. Those that were born and bred in New York and have since relocated elsewhere.

Although I feel this way, I know that we are all bound together in our sorrow and that no one is entitled to grieve more than the loved ones, of the Fallen.

As a tribute to our police, fire fighters and military personnel, we are gathered here to honor them. I think that it is only fitting for us to offer a moment of silence, dedicated to all of the fallen and all the wives, husbands, mothers, fathers, brothers, sisters, children, relatives and friends that have survived, we give you this moment in reflection. For the Police that stayed their ground and gave assistance above and beyond the call of duty along with their lives, I say THANK YOU!

For the Fire Fighters that rushed into those burning buildings and saved so many people at the cost of their own lives, I say THANK YOU!

For the military that protected us from further attacks, who sprang into action at that moments' notice. You could see them all over the skies of our United States. What a great feeling of security that was for all of us. I say THANK YOU!

In New York, we call the Police "The Finest". We call the Fire Fighters "The Bravest". I think that they would not mind if we included our Police, Fire Fighters, First Responders, Emergency and Military Personnel, in being called, "The Best in The World".

Although the people in these divisions, here with us today, may not be the ones that were directly involved on that day, I know that they will be here for us should any more threats come our way.

I hope that each and every one of you keeps this memory alive in a part of you.

Now, let's give a loud round of applause to our police, fire fighters, and military for allowing us to recognize them for what they do for us.

And, especially today, don't be shy, just go over to them and say "Hello" and give them your personal "Thank you for all that you do".



Gateway GTO Activities



FINAL NORTH COUNTY CRUISE NIGHT FOR 2011 By Mark Melrose



To borrow the opening lines from *Beowulf*, “T’was brillig and the slithy tothes did gire and gimbel....” Rough translation: “It was cold but the gearheads did gather and commune”. Even though the temperatures fell into low 50s and the Cardinals were playing the Brewers in the NLCS that night, about 60 cars showed up for Gateway’s final 2011 *North County Cruise Nite*. Some headed home when the ballgame started but most stuck around.

In fact it has become apparent that this monthly event, co-sponsored by Behlmann Buick GMC, has drawn a steady following of regular participants – many of whom are not scared-off by a few raindrops. Unfortunately, steady performance by food vendors has been an issue that needs work in the off-season. It also seems that while everybody wants to hear classic rock music at these events, nobody wants the speakers near them or their cars. Hmmmmmm I’m not sure how to resolve that one.

School’s still out but I expect Dan Behlmann will want to carry over not just the *All GM Charity Car Show* but also the *North County Cruise Nites* into 2012. In that event the Club will work to schedule these events such that they do not occur on the same weekends as other major Club events – as occurred in April, June and October.

Live and learn as they say. We have learned a great deal from these events from entertainment and organizational standpoints and, coupled with our sponsorship of 2005 GTOAA National Meet and our strong historic participation in the *Wheels in Motion* shows, the Club now has the experience and wherewithal to successfully put on just about any type of car event. I know we are ready for the opportunities 2012 will bring.



OLIVET MB CHURCH

HOSTS

SATURDAY, OCTOBER 29, 2011



OCTOBER HARVEST FEST

TIME: 12:00 PM—4:00 PM

Car Show



Music

Food

Fellowship

Olivet Missionary Baptist Church

12200 New Halls Ferry Rd

Florissant, MO 63033



Fabulous Fall Movie Nite

WHEN: Sat. October 29th, 5PM -- ?

WHERE: Earl & Barb Lewis' Garage
#9 St. Ann's Dr.
St. Peters, MO 63376

WHY: To dine on chili and hotdogs
followed by popcorn and the movie
The World's Fastest Indian starring
Anthony Hopkins.

WHAT TO BRING: A chair, your
beverages and perhaps a blanket
(depending on the weather).



If you would like to contribute chili or soup, have
questions or to RSVP call Saundra Melrose at
314-968-3106

Official Gateway GTO Officer Nomination Form For 2011

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

PLEASE PRINT THIS PAGE

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.

2011 GATEWAY GTO CALENDAR OF EVENTS

- Oct 5 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 8 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 14 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)
- 15 Ray Brunkhorst Memorial Drag Day, I-57 Dragstrip. Rain Date Oct 16th. (CLUB SPONSORED)
- Nov 2 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 6 Club Wine Run to Monelle Winery. Meet at Francis Howell High School at 10:30(CLUB SPON SORED)
- Dec 7 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 10 Club Christmas Party at Hawken House in Webster Groves, MO, details to follow. (CLUB SPON SORED)

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

Gateway GTO Classifieds

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LIFE



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Charity Chairman

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Photographer

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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.

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

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1-800-892-8267

www.behlmann.com



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

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

Visit us at
www.gatewaygto.org

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