



THE HOOD SCOOP

SEPTEMBER 2011

My Pontiacs and Me

By Doug Wollgast



Gateway GTO Association



January, 1975. My first car ride, home from the hospital in my mom’s arms – dad at the wheel of the 1968 Pontiac Tempest sport coupe. Dad had received this car, brand new, as college graduation gift from my grandfather. It was basic. A 2 door sport coupe, flambeau burgundy metallic with painted white top and black interior, OHC-6, three speed manual, column shift, no options. It cost \$2333.00. This car served as everyday transportation until 1985 when my grandfather gave my parents a 1979 Dodge St. Regis. This car was fully loaded with every option that could be ordered and had very low miles. My dad sold the Tempest for \$900.00 to a man whose kid tore it up and sent it to the junk yard in about two years.

In 1988 I started to dream about getting a car of my own. I would have really liked to have had dad’s Tempest but it was sold before I had a real interest in it. I tried to find it back, that’s when I learned of its junk yard fate. This led me in search of a car thru the classifieds (this was before the internet and EBay) in which I saw many GTOs, Lemans and Tempests.

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|------------------------|----|
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Thru this research I realized what I really wanted was a GTO. This was not to be – as dad informed me that there was no way he would let me buy a 23 year old car for four or five grand.

I continued to mow lawns and save money and eventually in October 1989 I found a 1965 LeMans original owner car about ten miles from my home. I was more than a year shy of 16 so my dad drove me to see it. It was a nice original car with a fresh paint job in the original cameo ivory. It had the original dark blue interior in very good condition. Under the hood was a 326 two barrel with a two speed auto on the column. Not exactly a GTO but it was a very nice car. We bought it in November, 1989.

Thru the next year dad and I proceeded to pull engine and transmission, rebuild and restore to 1965 specs. We pulled out the interior, cleaned thoroughly, and installed a new carpet and headliner. The underside of the car was originally undercoated from the dealer (Barton Pontiac on West Florissant Road) so I re-undercoated it to make it fresh looking. There were a couple rust spots in the trunk that I cut out and replaced with patch panels. Both rear inner fender wells had rust areas that I cut out and replaced. I had the bumpers, headlight doors, tail panel, and remote mirror re-chromed. I wanted everything to look like it did when the car was new – I was not into aftermarket or modifications at all. I read all the Pontiac books I could get and bought parts from various restoration supply companies. I made mistakes and had to redo some things a couple times to get them right.

In the fall of 1990 Dad drove me, in the freshly completed LeMans, to a car cruise at a pizza place near my house. It was a lot of fun as many people wanted to talk to us about the Pontiac. It was then as it is now – Pontiacs were usually in the minority at car cruises

dominated by Chevrolet, Ford and Chrysler made cars. There was one guy there with a GTO that seemed very interested in the LeMans and its young owner. He couldn't believe that he hadn't seen this car before – as he knew almost all the Pontiacs in town. He was also surprised to see a “kid” who had the desire to restore a car the way that I did. His name was John Novelli. John lived a short distance from the pizza place and he told me to come by some time as he may have some parts that I could use for my car. I jotted down his phone number in case I did need something for my car.

About six months later I needed a part for my brother's 1968 LeMans we were working on and I called John Novelli. He had the part so I went to his house to pick it up and see what else he had. When I got there I was very surprised to see all the cool options, trim parts, tri-powers, 4 speeds – you name it, he had it and most of it was mint. Even more exciting than those things was a 1965 GTO, reef turquoise, post coupe, tri-power, and 4-speed with about 30,000 miles in the single car garage. I asked him if I could go for a ride in the GTO as I had never ridden in one before. There is nothing like the sound of a tri-power under full throttle acceleration. Couple that with John's power-shifting of the four-speed that just about ripped your head off at every shift! I was hooked forever! I hate to say it, but I knew at that moment the LeMans would eventually have to be replaced by a GTO. John wasn't interested in getting rid of his GTO and even if he was that car was way beyond my means. I would have to just dream.

I continued to enjoy the LeMans, but I was always on the lookout for a GTO. I continued to work and save money. I usually would stop by John's house every couple weeks to see the Sedan and see what other finds John had come upon. In the summer of 1992 John came up with a regimental red 1967



good for me. It kept me out of a lot of the troubles that kids my age were involved with. I spent weekends working on the car. I kept my grades up as my parents would help me buy parts that I needed for the car or pay off what I owed on it. I was very careful with the car – I took very good care of everything as I had a lot invested and a lot to lose if I was careless. This did not stop me from power-shifting the heck out of it on occasion! My friend

GTO, HO, 4 speed, air car. This car was like the 1965 Sedan – southern, rust free and beautiful. It needed a lot of detail work but it was all there and in very good shape. John informed me that he bought it for resale. I asked him to take me for a ride. The big Quadra-jet Rochester and 4 speed combo was very close to the sound and feel of the 1965 Sedan and at a much more affordable price. I asked him to drive by my parent's house to let them see the car. Dad thought it was nice but didn't see the need to make any hasty decision. A few weeks later John asked me to get his mail and keep an eye on his house for the week that he would be away at the GTO nationals. Every day when I stopped by to get the mail I took time to stare thru the garage window at the '67. By the time John got back I had convinced my dad to loan me the money to buy the GTO. I was 17 yrs old. It was one of the best purchase decisions I ever made.

Mike Reifel and I would take it out on Friday and Saturday nights for some fun with Mustangs and Camaros. It was an air car so it only had a 3.23 saf-t-track but in first gear you could stomp it to the floor and when the secondaries came open it would smoke the tires! I never did stoplight burnouts but I regularly spun the tires on the 1-2 up-shift!

All this time I continued to restore/detail the car to 1967 new car appearance. I added options as John would find them for me.



The GTO was



spend on the GTO. I parked it in my grandparent's garage. I sold the 1965 Lemans and bought a 1991 Mustang 5.0 to drive. I drove the Mustang a couple of years and in 1996 I ordered a brand new WS-6 Ram Air Formula 6-speed. I thought this was my chance to buy a modern day GTO. The Formula was a really cool and rare car that I pampered and never so much as drove it in the rain. In 1998 I graduated from college, got

John taught me a lot about GTOs. Even though John is 15 years older than me he didn't treat me like a kid, I would ask him for help with something and he would show me how to do it and many times would loan me the tools I needed. John's house was like a candy store of items that I would like to get some day when I had the money. Sometimes John just gave me the part I needed. He would loan me different wheel covers or wheels if I wanted to run them on my car and see how they looked. Kind of a loan-to-own program! Over the years I added many options to an already well optioned GTO. Many of those additions were with the help and advice from John.

During my college years I didn't have as much time to

married and bought my first house. By this time the GTO and the Formula were rarely ever driven. My house had a two car garage so I moved the GTO from my grandparent's house to mine along with the Formula. My everyday driver was an 87 Ford F150. During this time John had sold the 1965 sedan, gotten married and moved much farther away to Illinois – we kind of lost track of each other for several years.



In 1999 while attending a car cruise at Dairy Queen (without my car) I saw a lady with a very original 1968 Tempest sport coupe with a for sale sign in the window. In my discussion with her I found out that she was the second owner of a very nice survivor car. It was an original paint (meridian turquoise metallic) 350, two speed auto on the column. Everything was original, plug wires, T3 headlights,



34,000 miles. She was moving out of town to a place on a rock road and did not want to ruin the car. She wanted it to go to a person that would take care of it and not tear it up. I was the one to do just that! I called John Novelli, caught up on the lost time, and asked his advice on the car. I wound up negotiating a price and buying the car. I rented half of a neighbor ladies garage for the Formula and put the 68 Tempest in my garage. I converted the Tempest to H.O. specs with a quadrajet, 4-speed muncie and a 3.55 saf-t-trac rear end. I also added a hood tachometer. It looks factory original.

I attended the GTO nationals in St. Louis and met the couple from Indiana that had purchased John's 1965 sedan. I had thought that I would never see that car again. I asked them to let me know if they ever wanted to sell it! During the next few years I bought and sold a 1965 GTO and survivor 1965 Tempest four door. I moved to a new house out in rural Missouri. I was laid off from my job as a machinist in a mold shop. I got a new job at another machine shop – Planet Tool and Engi-

neering – where I still work today. My wife Amie and I had two children, Megan in 2001 and Robert in 2006. It wasn't until 2006 that I started to get back into the 1967 GTO. I decided that I really wanted to do a thorough job at detailing and restoring the car.

The 1967 GTO was, in my opinion, too nice to require a frame off restoration but not nice enough to be a high-scoring points judged car. The undercarriage and drive train needed restoration. The paint was 20 years old but still very nice. The interior was original – just needing cleaning and a new carpet. I pulled the drive train and jacked the car up so that I could work underneath. It is a Texas car so the undercarriage was very clean – really just in need of repaint. I cleaned and repainted the entire frame and underside of the body. I removed hardware, glass beaded and had re-plated. I rebuilt the engine, rebuilt the Hurst shifter, re-plated the linkage, installed a new clutch, repainted and re-plated everything. I had the front bumper re-chromed. I had the regimental red paint buffed out. I re-installed everything and finished it off with a Gardner

exhaust. I took it to the GTO nationals/POCI show in Dayton and got Concourse Gold in the Restored Stock Class from both clubs. I was very proud of that car to say the least!

During the show in Dayton I saw Doug and Clancie Reno – the couple that bought John’s 1965 Sedan. I spent some time talking with them and looking over the car I had always wanted. Doug and Clancie had taken very good care of the GTO. They drove it a lot, but very carefully, as it now showed about 52,000 miles. It no longer had the checked original paint but had been very nicely repainted in the original Reef Turquoise complete with white pinstripe. The original turquoise interior still remained but now had a new carpet to replace the threadbare original. The AM/FM had been replaced by a standard push button AM radio. The deluxe wheel was replaced with an original custom sport wood wheel. In place of the dog dish



hubcaps were a nice set of original Rally I wheels. The dash now sported a mint Rally gage cluster acquired from John. Other than those items the rest of the car was as I remembered it. At the end of the meet I reminded them that if they ever wanted to sell it to please let me know.

About one month after the GTO/POCI convention I received a phone call from Doug Reno in which he said that he wanted to sell the 1965 sedan and wanted to give me the first opportunity to buy it. It was great to have a second chance to buy this car, but at the time it came as a surprise and I was not prepared for a purchase of that type. I looked at the parts and things that I had that I could sell to come up with money to buy the car – this included the 1965 Tempest four door survivor that I had purchased a few years before. Doug and I agreed on a price and he allowed me a couple months time to sell the 1965 Tempest and all the parts I could for money for the GTO. My dad again came to the rescue and agreed to loan me the rest of the money for the car. On October 31, 2009 my wife and I drove to Indianapolis to pick up



the GTO. Doug and Clancie were sad to see the GTO leave for a new home – but they were relieved to know it would be well taken care of!

Back at home it was like I went back 20 years – except this time I was in the driver seat! The only things I’ve done are to find a nice AM/FM to put back in the dash and to reinstall the steel wheels and dog dish hubcaps with a fresh set of redlines. It brings back a lot of old memories – especially when the three deuces come open with that “WHOMP” and you feel your neck jerk each time you shift the tall chrome Hurst stick thru the gears!

There are several things I have learned during these years. 1. Sometimes you have to wait for a dream to come true. 2. There are

second chances. 3. Much can be learned in the process of buying and owning an old car. 4. You can make a big difference and have a huge influence on a younger person buy taking the time to help them get started in the hobby. I would like to thank my parents, Lee and Nancy for all that they did to make it possible for me to get where I am now. I would like to thank my wife Amie and kids for putting up with me and my cars. I also would like thank John Novelli for the time that he spent over the years as a mentor, and as a good friend to me. I also want to thank Doug and Clancie Reno for giving me the chance to buy back the 1965 sedan. Last, and most important, I want to thank God for allowing me to accomplish these things. I am looking forward to many more years in the hobby, God willing.



The Presidents Scoop

By Mark Melrose

The 15th annual *Wheels in Motion Day* charity car show held on September 11th drew about 200 display vehicles including several from the Maryland Heights PD and FD in honor of 9/11. While that's about 50 more display vehicles than last year, our "take" from the raffle was off several hundred dollars from last year. The best raffle results I've seen usually involve at least one high-dollar item like a gas grill – we'll work on that for next year. But more importantly, including our Behlmann *All-GM Car Show* event in June, the Gateway GTO Association has been able to generate donations in excess of \$2,600 to The National Children's Cancer Society and The Friends of Kids With Cancer – that's more than three times our 2010 charitable dollars generated. My thanks to all the Club officers and members who donated their resources to make these events so successful. From organizing events, manning the gates and parking cars, to counting show ballots and running raffles and 50/50s, our Club can certainly be proud of the high-quality events produced and positive results achieved for charity.

But let's not cut back on the fun – October 14th is our final *North County Cruise Nite* of 2011. The weather has seriously reduced the turnout at three of the last four of these monthly events. If the weather does finally cooperate please come out to Behlmann for the season finale. And don't forget, our annual *Ray Brunkhorst Memorial Drag Day* event is October 15th at the I-57 Dragstrip in Benton, IL. Bring out your car and have some fun racing. I'm hearing some very competitive rumblings among some members so come on out and watch them go at it. Our annual *Fall Wine Cruise* will be on November 6th at Montelle Winery in Augusta, MO. We're also working on coming up with another fall cruise event in October or November or both – please let me know if you have any suggestions.

On a personal note, I have purchased another 2006 GTO. It is identical to my first '06 (black-on-red with 18" wheels) except it is a six-speed and is not brand new. I really liked the first car and this one with the manual gearbox is even more fun to drive. Yes, after careful post-wreck consideration I voiced my intent to forget about another '06 and to rather "finish" my '68, but then once you own a new-era goat it gets in your blood just like the original-era cars. Some reasons are the same – acceleration, torque, good looks and the "cool factor" – but the new-era GTOs take those a step further combining those qualities with new-technology comfort, handling, powertrain refinement and build quality. For me these cars are kind of like my children – from the same source but very different and in fact loved as much for their differences as for their similarities. I can't thank Pontiac enough for building all the GTO models, I am one satisfied customer.





Gateway GTO Meeting Minutes



Gateway GTO August Meeting Minutes September 7, 2011

September 7, 2011

The monthly Gateway GTO meeting was held at JJ's 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 7:10PM. Officers in attendance were Kerry Friedman, Steve Hedrick, Darrell May, Will Bowers, and Shauna Wollmershauser.

New Members: No new members were present.

Old Business:

Archway Olds Car Show: Earl Lewis, Mark Melrose, and Doug Wolgast made the show. The weather was pretty hot. Gene from the Archway Olds Club was there parking cars. Earl won two trophies, one for First in Class and one for best of Show.

Behlmann and Gateway GTO Club Cruise Night: It started with rain, then the weather cleared up. It turned out to be a nice showing.

Corvette Club Autocross: Mike McNeil was there running his 2006 GTO. Mark Melrose took his 68. The course was cut short due to construction at the Wentzville plant. Mike stayed with most of the Corvettes. Mark invited the Corvette club to the Drag Say.

Showoff Auto Show: Maybe 70 cars were there. One new GTO showed up late in the day.

First Baptist Church Show: Excellent show. Just under 300 cars were on display. There

was plenty of food and drinks. The trophies were beautiful. Several club members plan on going back next year.

New Business:

Wheels in Motion: is September 11, 2011. Lots of items have been donated for the event. If you can work please wear your orange Gateway GTO Club shirt. Meet at Westport Plaza between 7:30 and 8AM. Marty has organized a 9/11 tribute. Club Sponsored

Club Picnic: is September 18, 2011 at Vago Park. This is a rain or shine event. Bring a side dish, snacks and drinks. Club Sponsored.

Festus Cruise and Car Show: is September 24, 2011. The Hot Rod reunion starts at 9AM and runs until 4PM. There will be all kinds of events to participate in. Watch your email for more information.

Behlmann and Gateway GTO Club Cruise Night: The final cruise night is October 14, 2011. Please make this event if you can. Club Sponsored.

Ray Brunkhorst Memorial Drag Day: is October 15, 2011. If you can work the event please let Mark or Shauna know. Club Sponsored

Montel Winery: is tentatively scheduled for November 6, 2011.

Earl Lewis went to Choctaw, MS for a car show at the casino. The trip was interesting. Parts of Highway 17 were not meant for car trailers to go down. He enjoyed the show. The club has been invited to attend the show next year.

Tech Session:

Earl Lewis needs to replace his gas tank. Chris Simmons is working on Ron Feberger's car. The radiator was not the right size. They





Gateway GTO Meeting Minutes



are going with an aluminum radiator this time around.

Shauna replaced her clutch, slave cylinder, and had her transmission rebuilt due to a leaking input shaft seal. Several broken parts later she has decided to turn the main shaft from her transmission into a lamp.

Club Personals:

Harry Smeltzer won \$32 in the 50/50 drawing.

The meeting was adjourned at 8:24PM





Gateway GTO Activities



WHEELS IN MOTION CAR SHOW FOR KIDS WITH CANCER

By Chris Winslow

Gateway GTO once again took part in the annual Walter F. Phillips Memorial Old Cars Against Cancer Wheels In Motion car show. As in the past few years the Gateway GTO crew managed the collection of the show entry fees, parking, and most importantly the charity raffle.

The morning started out with a heavy fog, but it quickly burned off and the rest of the day was perfect for a car show. The good weather paid off as there were 200 cars in attendance by early afternoon.

The Model T club, a staple at this show, once again held a raffle for people to guess how long it



would take members of the club to assemble a model T from a collections of parts. This year, however, there was a new twist. Most of the club members assembling the car were women. The female crew did an outstanding job and made quick work of the assembly. The winner of the raffle was Gateway GTO president Mark Melrose



This show is an all hands on deck event for Gateway GTO, so there was an outstanding turnout of both cars and members for the show. The turnout of cars by Gateway GTO, in fact, was only rivaled by the Mustang clubs.





Gateway GTO Activities



The date for the car show was September 11th, the tenth anniversary of the September 11th attacks on the United States. In remembrance, Marty Howard organized a service that included retired service members, and current fire fighters, paramedics, and police officers.



The Gateway GTO raffle was once again a huge success. Despite a rough economy, the club was able to solicit donations of 54 prizes for the raffle.





Gateway GTO Activities



GATEWAY GTO PICNIC

By Mark Melrose

When I picked up our Master BBQ Chef, Chris Simmons, at 7:30AM a light rain had begun to fall. By the time Chris and I arrived at Vago Park we quickly setup the tent over the BBQ pit and the light rain turned into a steady downpour. Since this is the third year in row for inclement weather at our picnic we were prepared and unfazed – our only real concern was that the sidewalks to the pavilion might become impassable but everybody was able to negotiate the puddles.



By rough count we had at least three dozen members come out, bringing side dishes and desserts as well as their appetites for pork steaks, BBQ chicken, burgers and “Timmerman” Brats (thanks Harry). Chris seasoned and cooked the meats to perfection and Joe Mayweather whipped-up





Gateway GTO Activities



some terrific homemade maple-nut ice cream. The rain stopped around noon and that reprieve lasted until the event broke up about 4PM.

Lots of good eating and fellowship among members was capped off by news that the lawsuit against the Club was finally in the settlement phase. Annette Morton brought a “Not Guilty” cherry bundt cake complete with a giant “dictator” spud and two bottles of champagne were broken out by the Oxlers with glasses to celebrate the ending of that unfortunate situation.



As usual, any leftovers were quickly snapped-up and the Club left the pavilion as we found it. With a little luck the weather will be better next year so we can bring the old cars to the picnic too. Members did bring about half a dozen new-era GTOs to the picnic which got everybody itchin’ to drive their musclecars



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

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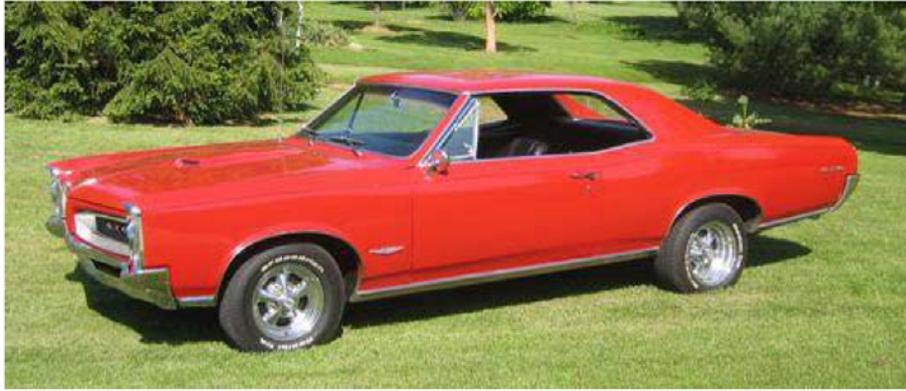


Email to nctycruisenites@aol.com for additional info

WARNING!

- NO BURNOUTS
- NO ALCOHOL
- NO TUNER CARS

PLEASE



Ray Brunkhorst Memorial Drag Day

BENTON IL

6112 Hill City Road Benton, Il 62812

I-64 E

I-57 S

Exit #71/Benton/Christopher

Left on Main St (IL-14E)

Right on S Maple St

Left on W Church

Right on S Main (IL-37)

Right on Yellow Banks Rd

Right on Hill City Rd



October 15th, 2011

9AM – 3PM



\$35 per Car

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Run down track as many times as you can

(Rain Date October 16th 2011)

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<http://www.gatewaygto.org>

http://www.i57dragstrip.com/html/i-57_dragstrip.html

2011 GATEWAY GTO CALENDAR OF EVENTS

- 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.
- 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)
- 5 Club Wine Cruise (tentative). (CLUB SPONSORED)
- 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 SPONSORED)

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

Gateway GTO Classifieds

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THE HOOD SCOOP

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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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**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.

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