



THE HOOD SCOOP

APRIL 2012

Gateway GTO
Association



GTO of the Month

My GTO

By Brian Ray



My dad was really into antique cars, and I remember the 1919 Model-T, which was sold for the '27 Nash (one of my favorites), which was sold for the '34 Rolls Royce (in poor shape, but very cool), then we added a '49 Caddy for a short time, which was promptly sold to buy the '61 Rolls Royce (not an antique in 1970). But his daily driver was always a Pontiac. The first one that I remember was a '59 Catalina, but the one that I learned to spell PONTIAC in was a Nightwatch Blue '65 Catalina 4-door. What does this have to do with GTOs? Well, several years later my friends and I were riding our bikes and talking about cars – they were always commenting on how great Chevys were but even then I was leaning towards Pontiacs. Suddenly, two ragged out cars decided to go at it from a stop sign...a '67 or '68 Camaro and a '68 or '69 GTO (it was nearly 40 years ago and I couldn't tell at that time). Well the two were even for the first few feet, belching out smoke and engines roaring, but the GTO began to pull ahead commandingly, and my friends couldn't believe it...but I could, and from then on I was hooked.

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My first car was a '72 LeMans Sport 400. That car was sporty, but slow. Not as slow as my friends Camaros, but not a GTO. After college, I was commissioned as a 2nd Lieutenant in the AF, and about a year later, I bought a worn out 68 GTO, not unlike the one in that race, except this one wouldn't have won. But it was a GTO, and over time and a couple of moves, it became fairly nice and relatively fast. It was during this time that Mary Ann and I met and were married in Dayton, OH, so I broke her in right, pulling an engine in our apartment parking lot in Del Rio, TX a year after we were married. We moved to Tucson, AZ and joined the Arizona Chapter of POCI in '88, which started our Pontiac friendships that endure through today. The big problem with Tucson though, was that we were only 60 miles from Mexico, and I believe that's where the '68 went one weekend when



Mary Ann and I were out of town.

After settling with the insurance company (get your car appraised BEFORE it is stolen) I found almost what I wanted – an Atoll Blue 1970 GTO with a 455 & A/C (very important in AZ in the summer). I wanted a 4-speed and this was an auto, but it was numbers matching and I figured the 455 made up for not having a 4-speed. It wasn't as rough or as slow as the '68 was when I bought it, but it did need paint,

then a year later it needed an engine rebuild, then a transmission, then...you get the picture. We drove that car a lot – 800+ miles from Ogden, UT to our first POCI Convention in CA in 1993 with our then 3-month old son. After getting assigned to Edwards AFB, CA we had a shorter trip to the 1996 GTOAA Western Regional Convention in Long Beach (when we joined GTOAA), and I drove it down quite a few ¼ miles, including for the



Trophy Bracket win in 1996 at the Pontiac Drag Days at LA County Raceway in Palmdale, CA. But, I was always having to fix things and it was never done because it was never done right.



And, while my favorite year was 1970, I had a thing for '65 GTOs. My uncle had one; rebuilt it, then sold it to another uncle...who drove it daily...in Chicago...in the winter. When I bought it, I knew it was rusty, but I really didn't know how bad. It ran fine, but there wasn't a body panel that didn't have major cancer, so I just couldn't waste any real money on it. I sold it less than a year later. But I wasn't done buying rust-belt '65s.

I had seen my next purchase back in the late 1970's, and I remembered that it had 4-wheel disc brakes and a 12-bolt rear - unusual for that time. But it also had a Pontiac 350 2bbl engine (with a 4bbl by then) and a TH400 auto. I really didn't want it that much, though it did have American CP200 rims and it didn't look too bad in the pics...and the price was reasonable. Believe it or not, Mary Ann convinced me to buy it (she won't admit it now, but she

did). And while it took 9 years of collecting parts and figuring out that I was not capable of doing it correctly, (nor was a shop I tried here) I finally got the '65 on the road, configured the way I wanted in a color that I love - Sapphire Blue Metallic Pearl, a very close resemblance to Nightwatch Blue. I did have to reluctantly sell the '70 GTO to be able to have it done right, but it was worth it. This '65 GTO was put together in 2003 by Dave Trokey shortly after we moved to O'Fallon, IL. We have taken it to many shows and even a few races. It knocked down 23 mpg while caravanning back from the 2004 GTOAA Nats (it has a Richmond 6-speed), it won the classic division autocross at our 2005 GTOAA Convention, it blew the cam at the 2006 GTOAA Convention (no

zinc in new oil), and it beat Tom twice at the 2007 POCI Convention in Tulsa (not faster, just better traction <http://www.youtube.com/watch?v=AVUwcdLuMH8&feature=g-upl&context=G2689fcdAUAAAAAAAAEAA>), though it also had the beautiful paint spotted by an idiot working at the host hotel. I drove it on a large portion of the '07 Hot Rod Power Tour (HRPT) and the first leg of the HRPT in '08, and I drove it to the POCI/GTOAA Covention in Dayton in 2009, which is around 700 miles each way.

We still have fun with it down here in Arkansas where we moved after my retirement from the AF. And, as you can tell, we are still members of this great club, distant members, but we do try to make it to an event or two every year. We are charter members of and very active in the Arkansas Pontiac Association, a non-affiliated Pontiac club here in central Arkan-



sas, and of course we are still GTOAA and POCI members (17 & 24 years respectively). We have owned a few other Pontiacs through the years, including an '84 Sunbird, an '88 Grand Am SE (Quad 4, 5-speed), a 2000 Grand Prix GTP/GTX, and lately I've been driving a '09 G8 GXP (6-M) as my daily

driver. Lastly, we have brain-washed our son Eric thoroughly in his 19 years, so he presently drives a '05 Sunfire (which he raced at the last club drags) and he has a '63 Tempest that is under construction. He wants a '04-'06 GTO as a daily driver, but he'll have to do that on his own nickel after college.





Presidents Scoop

The Presidents Scoop

By Mark Melrose

Who's On First?

I gotta tell ya, I am seriously impressed with this month's newsletter. Opening with a terrific *Goat of the Month* article penned by Arkansas member Brian Ray and presenting his life-long passion for Pontiacs and GTOs. Wow, does Brian know how to pick settings for his photos or what?

And how about this month's Tech Article? It would seem that we have our own Gateway version of auto columnists Tom & Ray Magliozzi or radio's Bob & Tom or even Abbott & Costello with this entertaining and informative article by Tom & Marty.

Articles covering the Easter Show in Forrest Park and Dyno Day are followed by Will Bowers' event write-up for the Clubs' *Old Route 66 Poker Run* scheduled for May 26th. After Reading Will's write-up I'm anxious to go NOW.

So, "Who's on First"? – it's Gateway GTO with our First Class newsletter. Please join me in thanking and congratulating Chris Winslow for his work in assuring the high caliber of our Club's newsletter and website.

Calling All Cars

Lots of events coming up: *North County Nite* on 5/11; *Hannibal Cruise* on 5/12; *Old Route 66 Poker Run* on 5/26; *Oldsmobile Tan-Tar-A Show* and the *Spring Tail of the Dragon Run* both the weekend of 6/1-6/3. Check the website and your email for details and reminders.





Meeting Minutes



GATEWAY GTO FEBRUARY MEETING MINUTES APRIL 4, 2012

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

President Mark Melrose called the meeting to order at 7:08PM. Officers in attendance: Mark Melrose, Will Bowers, Darrell May, and Shauna Wollmershauser.

New Members: No new members were in attendance.

Old Business:

Constitution and By-laws Revisions: Chris Simmons made the motion to approve the new revisions. John Taylor seconded the motion. There was a quorum, and the motion was approved.

Insurance: D&O insurance has expired. We are still working on obtaining new coverage.

New Business:

Event Planning:

All-American Car Show: at Behlmann. Kerry, Marty, and Mark are working on making the event spectacular.

Poker Run: Will is working on this cruise. See the newsletter for more information.

Fall Cruise: Darrell and Tootie are in the process of planning a fall cruise for the club.

Easter Show: is Sunday, April 8, 2012 in Forest Park. Meet at McDonald's on Hampton between 8:00Am and 8:30AM. If you can't be at McDonald's at that time let Mark know.

North County Cruise Nights: Friday April 13, 2012 is the first cruise night of the year.

Ranken Car Show: is April 15, 2012. The registration is from 8 until Noon. This is a popular vote show. The cost is \$10.

Dyno Day: is Saturday, April 21, 2012. The cost is \$45 for three pulls. If you can make it, please come. Bring a friend if you like.

Club Bowling: is April 21, 2012 at Tropicana Lanes. Keep your eye on your mail for time and costs.

Hannibal/Lakers Cruise: Marty would like advance notice if you plan on attending.

Club Poker Run: Will be along Illinois Route 66. The date may change due to a potential conflict. The new date will be in May or June. Mark will inform us of the new date.

GTOAA: Nationals are July 3-7, 2012 in Loveland, Colorado.

Regional Event: All-Pontiac Regional in Pontiac, Illinois September 29-30, 2012. The Heart of Illinois GTO club has agreed to partner with the Gateway GTO Club. Brian and Amy O'Sullivan are working on trophy designs. If you can make it to the show, please do. Bring your orange worker shirts.

Tech Issues:

Terry Schneider burned the valves in his 1964 GTO. He's gong to get a reliable valve job done and get the car back on the road.

Shauna Wollmershauser is building a new differential for her GTO. She is installing an Eaton Truetrac and 3.91:1 gears.

John Novelli had his GTO painted Sunfire Red. Earl Lewis is picking up his GTO in the morning.

Club Personals:

Will Bowers won \$32 in the 50/50 drawing.

The meeting was adjourned at 8:12PM





Technical Article



Sequential Turn Signals

by The Odd Couple, Marty Howard and Tom Oxler

Black = Tom's Writing

Blue = Marty's Writing

What began as an innocent conversation about tail lamp wiring ended up as a very cool addition to Marty's '69 and Tom's '66 GTOs. **There was NO innocent conversation, nor could there be by any means, when it comes to Tom and Marty.** Marty came to the March Gateway GTO Club Meeting with questions about the wiring of the tail lamps on his 69 GTO. **I had NO questions, only answers!** After several explanations and Marty arguing with the answers (**does that mean that I was arguing with myself?...hmmm**), Tom asked why do you need this? **Tom is constantly asking questions and finds it difficult to realize that Marty really does know some 'stuff'**. Marty responded that he had found a vendor selling sequential turn signals for older cars (**actually, newer cars too, especially the current Mustang as some of you might have already seen on the road with a similar flashing sequence**) and was looking at purchasing the product. He said he had also found another vendor who handled LED tail lamps also for the older cars (**also many other LED's for various uses**).

Several weeks later, Marty & Tom were having lunch with some other GTO owners and Marty was bragging about how he was able to install the LEDs and the sequential turn signal controllers and it actually worked. **Doubting Thomas, as usual.** Tom was so impressed (**finally!!**) that he followed Marty home to see this miracle himself (**we're talking about the bulbs and sequencer NOT about how Marty found his way back home**). Marty turned on the headlights and then the turn signals and then hit the brakes and much to his (**only Tom's!**) surprise, it worked just as Marty said it did. The lamps were much brighter than the old incandescent lamps and the turn signals sequenced from the inner to the middle to the outer lamps just as advertised. Even the brake lamps sequence then remain lit until the pedal is released. **There is an option to allow all of the lamps to come on at once if the brake pedal is depressed vs. sequencing.** This requires additional wiring from the dashboard back to the taillights. Instructions are included with the sequencer but requires a lot more work and wiring. Also, when putting on your lights, the LED's are at half-power. When applying the brakes, or signals, the LED's go to full-power.

Marty modified his tail lamp assembly to change the middle lamp from a back-up lamp to a red turn/brake lamp so he could use the triple sequence controller. This involved replacing the clear lens with a red one in the middle lamp location. **I think the only GTO's that have 3 red lenses on each side in the rear are the '66's.** My '69, has 2 on each side with the back-up (white) lens in between the 2 red. **When viewing the taillights from the back, the lens appears as it was before any installation; that being the white lens is still in the middle and looks stock.** I ordered new red tail lenses for both sides since mine were cracked. My friend (Greg) took my old red lenses and cut out a section of each one (the red part) and fit it, exactly, into the middle slot inside the new lenses so that when the light comes on, it shows red and not white.

Marty emailed all of the information on the LED lamps and the sequential turn signal controller to Tom. Tom had to order different LED lamps as his came into the lamp compartment from the bottom and thus needed a 360 degree LED. Marty's entered the compartment





Technical Article



from the rear so he used a top projection LED. Both types of LED's and the Sequential Controller are listed below:

Tom LED (bulb mounts from the bottom) Superbrightleds.com 1157-x45-t \$24.95ea

Marty LED (bulb mounts from the back [and points forward with 15 LED's each](#))
Superbriteleds.com 1157-rx1w \$16.95ea

Sequential (3) Turn Signals Webelectricproducts.com STS-1 \$70.00

The actual installation of the LEDs is identical to the installation of a regular 1157 incandescent bulb. Just push and twist. The installation of the Sequential Turn Signals is just a little more difficult than installing the LEDs but remember, if Marty can do it, anybody can. The most difficult part is cutting through the friction tape used to protect the wiring harness. This is very tough stuff and you will probably be bleeding after wrestling with the tape and a utility knife. There are two controllers with each order, one for each side of the turn signals. Tom located his controllers directly behind the left and right tail panel braces, which was perfect since the junction of the three tail lamps on each side was also behind the tail panel braces. As you can see from the schematic below, the controller's tap into the inner lamps and the middle and outer lamps are cut from the harness and connected to the controller. The only other connection needed is a ground from the controllers to the frame.

It takes about 2 hours to fully install the LEDs and Sequential Turn Signal Controllers and have it look like a "stock" installation [OK..OK..So it took me over 5 hours, but I had a lot more work!](#) It takes a very sharp eye to tell that there is an additional device installed into the tail lamp harness. The controllers are really quite small, just about the size of your thumb so they hide very well behind the braces.

Below is a picture of the Sequential Turn Signal Controllers and a schematic showing how they wire into the tail lamp harness.

[If Tom had not been a "Moment-Ruiner" or "Cockblocker" regarding this article, I would have written it sooner and better! Oh, well...Hi, Ho Silver...on to the next "bulb" article!!](#)

[FYI: There is also a sequencer that will sequence only 2 bulbs. Actually, there is also a sequencer that will sequence 4 bulbs. Important to note that the stock under-dash 'flasher' may not work with the new sequencer in some vehicles. After installation of the sequencer, the bulbs may sequence too fast, so fast that you may not be able to actually detect that they are sequencing. So, there is an 'electronic' flasher that is available that will slow down the sequence. Tom and I continue to use the stock flasher being that they work in both of our cars and, of course, you can see the sequence in action. Tom's '66 does not have a "flasher" or "hazard" button that came on my '69. They did not make them back then. So, if you have a "flasher/hazard" button, you may have to replace that 'flasher', too.](#)

[Also, important to note that when ordering LED's, you must use a red bulb and not a white one. If you put a white LED in back of a red lens, it will show pink as I was informed](#)





Technical Article



when I called to order the LED's.

In addition to the LED's I installed in the taillights, I also put LED's in the interior for the "under the dash" lights and in the panels of the rear seats. They are, indeed, Superbright! You gotta see them!! Big difference from stock.

And, I also replaced the side marker lights, front (yellow) and rear (red) with LED's.

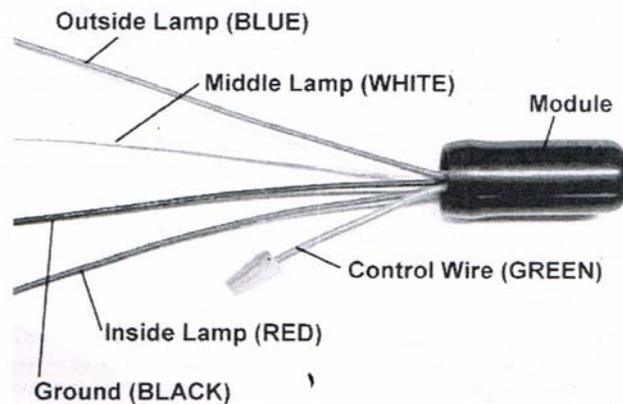
The people at Superbrightleds and Webelectricproducts (Lawrence - Owner) are very knowledgeable and willing to help you with their products and your application.

All in all, thanks to Tom for writing a great article!! I was only the catalyst and I'm sure that in the future, Tom will have new found respect for me. Yeah, sure.....

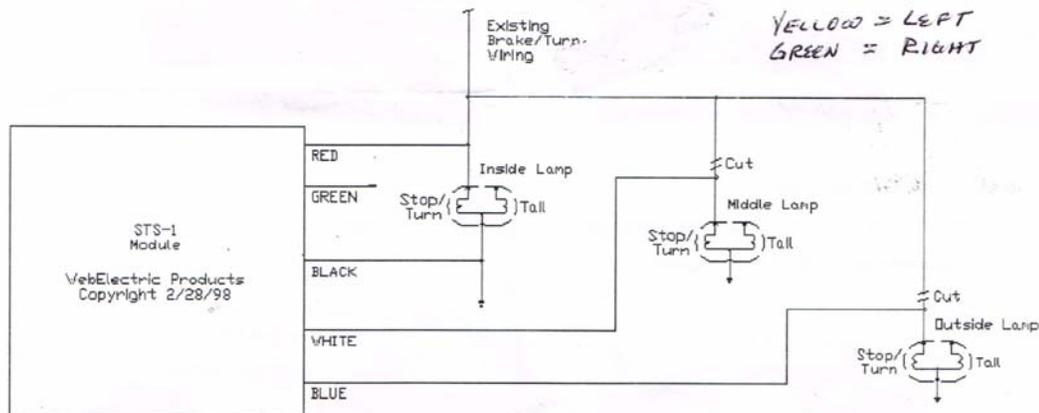
INSTALLATION INSTRUCTIONS

The STS-1 modules will control up to 3 combination brake/turn lamps (bright filaments) on each side of the car. Be sure to note that your car might have three tail lights, but only 2 brake/turn signal lamps. If this is the case, you can modify your tail light fixture to have 3 brake/turn lamps by adding/changing a socket. Or, if you wish, you can simply connect only the two existing lamps.

Please take a moment to review the connections to the module. After installation, **BE SURE** to follow the **Testing procedure** located at the end of the instructions.



Refer to the diagram below and start on one side of the car. Identify the BRAKE/TURN SIGNAL wire that goes to the tail light fixture. On late model cars, there are 3 wires going into the first socket. Typically, the ground wire is black, the tail light wire is brown, and the brake/turn wire is yellow, green, or orange. You MUST identify these wires in order to have a successful installation. Use a volt meter or test light to aid you.



Note that on older cars, the ground connection is made through the chassis. This is the case with cars that have metal sockets that are snapped into the fixture. If your car is like that, you must make a separate ground connection with the black module wire.





Gateway GTO Activities



Easter Car Show By Mark Melrose

A traditional St. Louis hallmark of Easter Sunday is the St. Louis Horseless Carriage Club and St. Louis Street Rod Association Easter Car Show in Forrest Park. The show also happens to be a regular annual joint participation event for Gateway GTO and Arch/POCI members.



While billed as a “Rain-or-Shine” event, last year’s participation was rained-out but this year was a “Shiner” as the weather was perfect. The sunny but temperate day resulted in a wicked sunburn I didn’t even realize was happening. The beautiful day was shared by members Tom & Terrie Oxler, Will & Donna Bowers, Don Bright & Gina Wanick, Marty Howard, Mark & Sandra Melrose and former member Jim Sneed along with five members of Arch/POCI.

Gateway GTO setup our usual R&R Area in one of our assigned parking spaces in order to enable members to get off their feet and consume a variety of snacks and libations. It was little too windy to erect the umbrella over the Bowers’ patio table and we had to be careful that paper plates and napkins did not set sail off the table but we managed. Former Gateway member John Folluo and current members Brian, Mary Ann and Eric Ray stopped by to say hello and munch on some snacks.



We noted at least two other GTOs and a ’71 LeMans convertible on the upper show field and 4-5



Gateway GTO Activities



GTOs at the Street Rod show on the lower show field. The “real” antique (1900-1950) vehicles seem to be in shorter and shorter supply over the years although Mercer, Maxwell, Windsor, Cadillac, Ford, Moon, Chrysler, Kaiser, Fazer vehicles, a 1933 Pontiac Deluxe and even a Duesenberg were found in this year’s show field.

Beautiful cars, perfect weather and warm fellowship made for a wonderful Easter Sunday. I can’t wait until next year.





Gateway GTO Activities



Gateway GTO Dyno Day By Shauna Wollmershauser

My original plan was to make it to the meeting point and cruise with the rest of the club. Well my school and work schedule interfered with that plan slightly. When I woke up Saturday morning, I was already too late to make the meeting point, so I just drove to STL Tuners by myself. Much to my surprise Mark Melrose and Omer Phelps were the only people there.

Shortly after I arrived, John, Jonathan, and Jonathan's son arrived. Out came the grill and John started grilling lunch. While John was cooking, Jonathan pulled his Trans Am onto the dyno and made two pulls. His car sounded great and his air to fuel ratio was dead on.

Mark Melrose was next on the rollers and was pleasantly surprised with the power his 2006 GTO made before he opened the cutouts. He picked up 3 horsepower with the cutouts open.

In case you are wondering, yes, I did have my car strapped down and made a couple of pulls. I believe the first question Omer asked was if I had made any changes since last year.



My reply was, "Maybe." Actually I had made several changes to the tune on my car and wanted see how well the car was running. The most noticeable change that was made is how my car idles. After my first pull we noticed that at wide-open throttle I was running slightly rich and that was costing me some horsepower. I had more homework to do at that point.



Gateway GTO Activities



We took a lunch break around noon, and just enjoyed each other's company. About then we saw Kyle Keith, and his highly modified 2005 GTO. Unfortunately, we did not get to see him make a pull. He only had 400 miles on his new motor, and didn't want to push it just yet.



John Johnson discovered that at wide-open throttle his GTO (not the Judge) was dangerously lean. He was glad to know, and decided to make changes to his carb setup as soon as he got back to Mexico, MO.





Gateway GTO Activities



All in all it was an excellent event. No one broke anything, and two of us found issues that needed addressing. The food was excellent as usual, and our host was very welcoming. Hopefully we'll have another dyno day next year, and the weather will continue to cooperate with us.





Gateway GTO Activities



Gateway GTO Poker Run By Will Bowers

The Gateway GTO Poker Run will be held on Saturday, May 26th. It starts at the east end (Illinois side) of the old Chain of Rocks Bridge. We will travel a total of 60 miles, primarily on old Route 66 (1930-1942) ending just north of Litchfield, IL at the Wooden Nickel Winery and Saloon. <http://woodennickelwinery.com/>

Each hand of poker will cost \$10.00. The winner will receive \$5.00 and \$5.00 will go to the club. A total of 7 cards will be picked for each hand at various stops. Each card will be in a sealed envelope and is not to be opened until the end of the run. At that time, you will open your envelopes and pick your best 5 card poker hand to determine the winner. More than one hand can be played per car; however, there will be separate decks, so the cards cannot be pooled for one good hand.



The beginning of the cruise starts on Chouteau Island at 11:00 A.M. To get to Chouteau Island, you will need to take I-270, traveling to IL, and exit Route 3 South. Go to the first stop light, and turn right on the Route 66 Spur. We will meet in the parking lot. If you want to arrive early to explore the old bridge on foot, feel free to do so. The poker hands will be purchased at the



Gateway GTO Activities



beginning of the cruise with the first card being drawn at the bridge. We will leave promptly at 11:30, and travel old Route 66. The first stop will be the "Luna", an old road house that recently restored its vintage neon sign. It is a classic cocktail glass shape containing a cherry. As the story goes if the cherry is lit red it means that ladies of the evening are available. If it is not lit, you can just pick a second card in the parking lot. You can enter if you wish; however, it is a little on the rough side as there have been a couple of recent shootings reported in the local paper.



We will travel past the marquee (on the left) for the Bel Air Drive In Theater, continuing to Route 157. We will briefly leave Route 66 detouring to Glen Carbon to drive through the old covered bridge and view the historic Yanda Log Cabin. We will continue to Route 159, rejoining Route 66 in Edwardsville. The next stop will be Weezy's Route 66 Restaurant and Bar in Hamel where we will stop for lunch and the liquid refreshment of your choice. The third card will be drawn at this stop.



Our next stop will be the "Rabbit Farm" Staunton, IL where a number of VW Rabbits have arrived at their final resting place. There is also a collection of old neon signs and other automobilia. The fourth card will be drawn at this stop. We will continue on to Country Classics Cars where we will make a stop to inspect their inventory, if time per-



Gateway GTO Activities



mits, and draw the fifth card.

On to Mount Olive stopping for a photo op at the old restored Shell station and the Mother Jones Monument, <http://www.il66assoc.org/attraction/mother-jones-monument>, where the sixth card will be drawn. We will continue our travels through Litchfield on to the Wooden Nickel Winery and Saloon. It is affiliated with the Crown Valley Winery. The final card will be drawn at the winery and the players will select their best 5 card poker hand. After some relaxation and a toast to the winner, those who are interested can stay for diner at the Ariston Restaurant in Litchfield, <http://www.ariston-cafe.com/>. If you have not been there before it is a "classic" Route 66 stop with a wide selection of great food and drink, topped off with your server bringing a huge tray of dessert selections to your table! Hard to resist!!

Litchfield is just off I-55 so you will be able to return home on the "Super Slab" if you have had enough of life in the "Slow Lane".



Sounds great doesn't it? For planning purposes Will needs a head-count of participants and the number of poker hands to be played by each participant. Please let Will (wwbdsb@yahoo.com) know how many are coming and how many hands will be played by each as soon as possible.

For Fun Come to
The 1st Annual



GTOAA Regional All Pontiac Cruise & Show

**Hosted by the
Heart of Illinois GTO Club
Gateway GTO Club
& Pontiac - Oakland Museum**

*Entertainment, Tours,
Show, Cruise, Fun & More*

**September
29 & 30 - 2012**

Pontiac, Illinois

Saturday - Route 66 Cruise
Museum Tours - Ice Cream Social

Sunday - All Pontiac Car Show
11 classes

Hotels

- Quality Inn 815-844-4444
- Super 8 815-844-6888

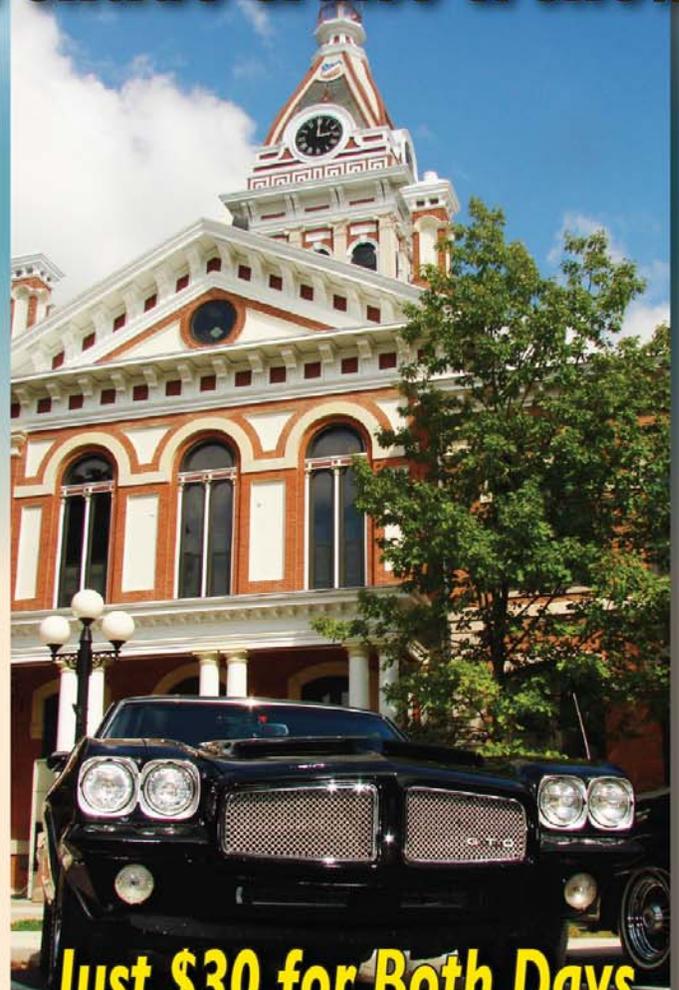
For Information Contact :

Tom Oxler
636-928-5548
toxler@prodigy.net

Steve Hedrick
636-942-4020
sthedrick@aol.com

Pontiac-Oakland Museum
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WWW.PONTIACOAKLANDMUSEUM.ORG



Just \$30 for Both Days



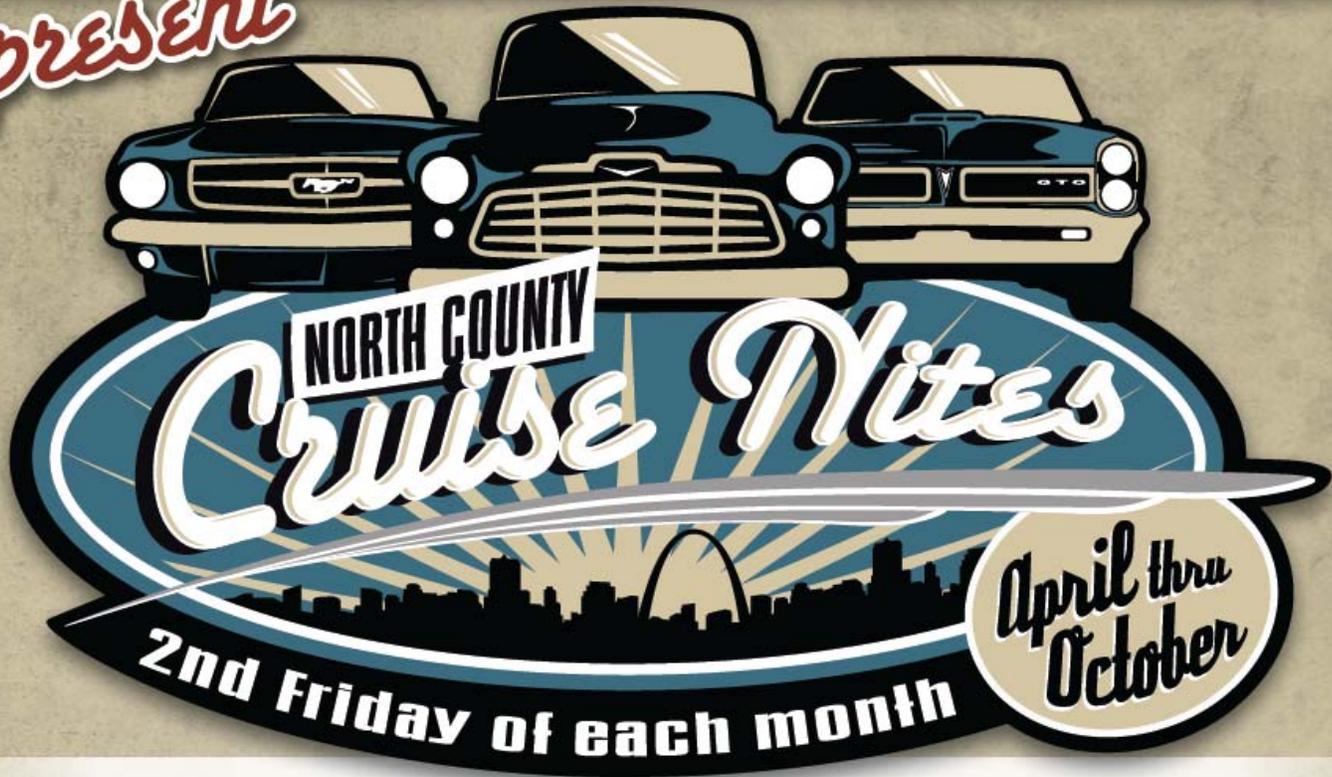
PONTIAC OAKLAND



205 N. Mill Street
Pontiac, Illinois 61764
Phone - 815-842-2345

Gateway GTO & Behlmann *Association* Buick GMC

present



April 13 · May 11 · June 8 · July 13 · August 10 · September 14 · October 12

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

Gates Open at 6:00 pm

Music - 50/50 Drawing

**NO Burnouts, NO Alcohol,
NO Tuner Cars, PLEASE**



At Behlmann Buick GMC
1-270 & McDonnell Boulevard Hazelwood, MO
Email to nctycruisenites@aol.com for additional info



**SATURDAY
JUNE 16, 2012**

\$20/vehicle. Registration 9:00 am - 11:00 am

At Behlmann Buick GMC
I-270 & McDonnell blvd.

from **9:00 am - 4:00 pm**

2012

(Rain date June 23)

★ *Music By:*
THE BROKEN HANDS BAND

FOOD BY REYNOLDS ROADHOUSE

• **50-50 DRAWING** •

First 200 cars receive dash plaques

COME AND ENJOY NEW AND OLD FRIENDS ON THE HUGE LOT.

ALL CLASSIC AMERICAN NAME PLATE VEHICLES WELCOME!

42 TROPHIES AWARDED

POPULAR VOTE CLASSES
& BEHLMANN'S CHOICE



★ CHEVROLET
★ PONTIAC
★ BUICK
★ OLDSMOBILE
★ CADILLAC

★ AMC
★ FORD
★ LINCOLN-MERCURY
★ DODGE
★ PLYMOUTH

★ CHRYSLER
★ TRUCKS
★ STREET RODS
★ SPECIALTY
(OTHER NAME PLATES)

Helping Kids with Cancer... Be Kids!

Emotional, Educational and Recreational Programs



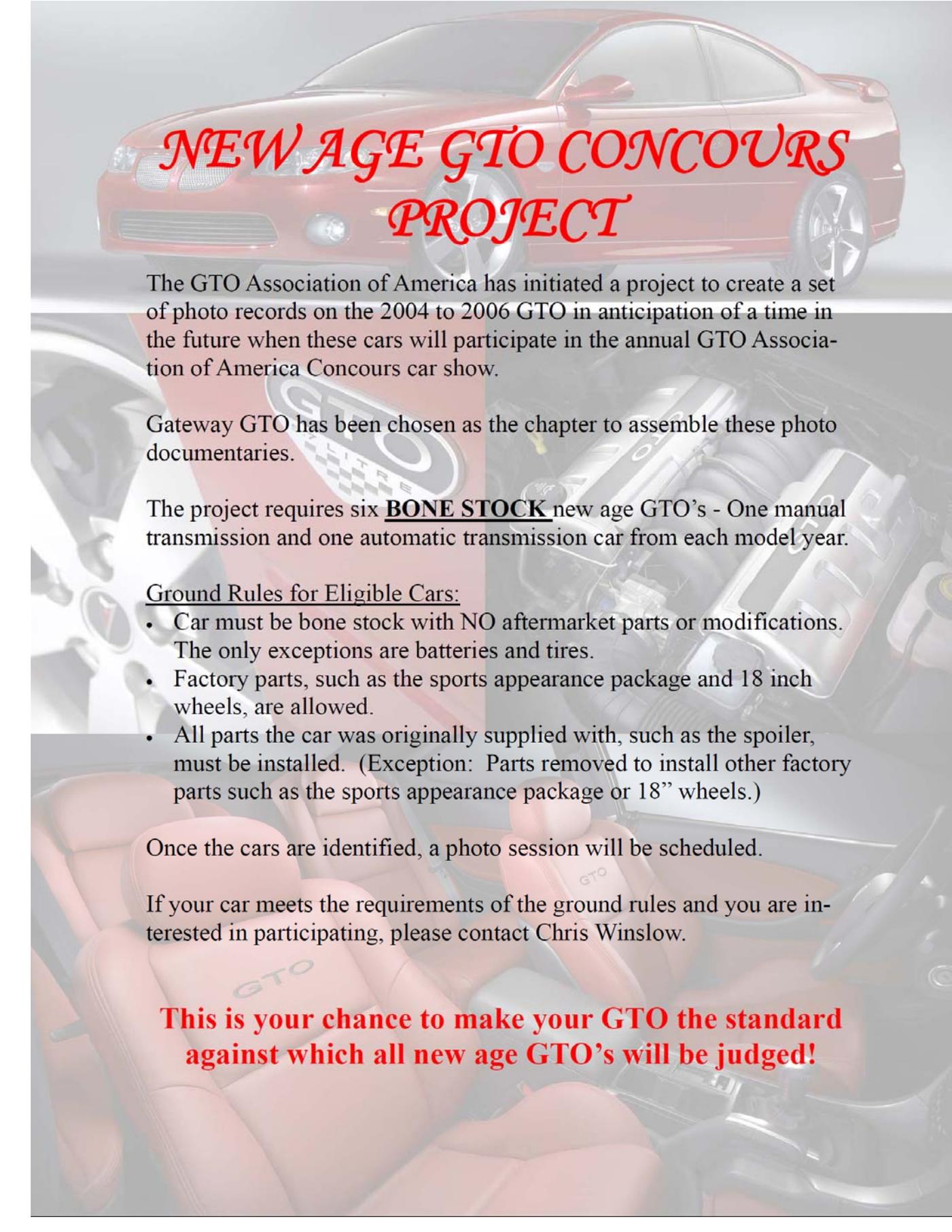
Behlmann
BUICK GMC & PRE-OWNED

Sponsored by

Behlmann Buick GMC & Gateway GTO Association

For information contact: Marty Howard **314.640.0959**
or Kerry Friedman **314.486.0220**

or visit **www.GatewayGTO.org**



NEW AGE GTO CONCOURS PROJECT

The GTO Association of America has initiated a project to create a set of photo records on the 2004 to 2006 GTO in anticipation of a time in the future when these cars will participate in the annual GTO Association of America Concours car show.

Gateway GTO has been chosen as the chapter to assemble these photo documentaries.

The project requires six **BONE STOCK** new age GTO's - One manual transmission and one automatic transmission car from each model year.

Ground Rules for Eligible Cars:

- Car must be bone stock with NO aftermarket parts or modifications. The only exceptions are batteries and tires.
- Factory parts, such as the sports appearance package and 18 inch wheels, are allowed.
- All parts the car was originally supplied with, such as the spoiler, must be installed. (Exception: Parts removed to install other factory parts such as the sports appearance package or 18" wheels.)

Once the cars are identified, a photo session will be scheduled.

If your car meets the requirements of the ground rules and you are interested in participating, please contact Chris Winslow.

**This is your chance to make your GTO the standard
against which all new age GTO's will be judged!**

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.

2012 GATEWAY GTO CALENDAR OF EVENTS

- April 4 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 8 Easter Car Show at Forrest Park. Classic cars on the upper lot, new age GTO's on the lower lot. (CLUB SPONSORED)
- 13 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)
- 14 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 15 Ranken Car Show. Click [HERE](#) for details. (CLUB SPONSORED)
- 21 Dyno Day at STL.Tuners, LLC, details to follow. (CLUB SPONSORED)
- 21 Bowling Event, details to follow (CLUB SPONSORED)
- May 2 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 11 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)
- 12 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 12 Cruise to Hannibal, MO & Loafers Car Show. (CLUB SPONSORED)
- 26 Illinois Old Route 66 Poker Run. (CLUB SPONSORED)
- 28 23rd Annual Cobblestone Nationals at Fast Lane Classic Cars

Gateway GTO Classifieds

Used GM Radiator. Contact Joe May-weather if you are interested



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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



820 McDonnell Blvd.
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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 or
www.gatewaygto.com**

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.

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