



THE HOOD SCOOP



DECEMBER 2012

GTO of the Month My GTO

Gateway GTO
Association



You might say that I was born with Pontiac in my blood. My grandfather started selling Pontiacs in 1926, the first year that they were available. The dealership was known as Fox Creek Garage, on what was then old U.S. Route 66 in Fox Creek, Missouri. It had a one car showroom, wooden floors, and two work/service bays. My father and my 3 uncles all worked for my grandfather in the business. Uncle Harold and Uncle Bud were the salesmen and my dad and Uncle Gil were the service mechanics. Over the years, the business had several names, but as I was growing up it was known as Schott's Pontiac. I grew up in the house next door to the garage. Every morning before school while waiting for the bus I would sweep the showroom floor and help carry out the trash. Around new car announcement in mid September, we would throw away all the old Pontiac brochures and posters. (You know, the stuff we all pay good money for now!) After school my time was spent scraping carbon from piston heads and helping disassemble and clean heads for valve jobs. After all, isn't that what all guys did after school? So my love for Pontiacs runs deep.

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My first car, (at the age of 14) was a 1949 Chevrolet with a 3 speed on the column. At weekend gatherings, my cousins and I would drive our cars in the fields close to home. The cars would be driven like little old ladies in front of the



parents, but as soon as we were out of their sight...the dust would fly! We worked at putting the cars *into* skids versus trying to recover *from* them!

When I turned 16, I paid \$50 for a flat-head straight 8, 1951 Pontiac. It had fat rounded fenders, a fat sun visor over the windshield and a prism on the dash in order to see the traffic signals from under the visor. (You know; a real chick magnet.)

My longings for a GTO were just that, longings. There was no way I could afford one, much less pay for the insurance. So in-

stead, my next car when I was 17 was an Aquamarine, 1966, 2-door Catalina with a 3 speed on the column and bench seats. Although it was only a 2-barrel single exhaust it did beat a 352 Ford 4-barrel, twice! My buddy Steve whined after the first run, so we did it again. He didn't even stop after the second one...

With cars in my blood, in my junior year of high school I transferred to South County Technical School for their auto mechanics course. Within one week of graduation, my friend Tom and I decided to join the Army. We spent 3 years in the Construction Engineers and discharged in 1975. Gail and I

got engaged and we married in 1976.



In 1983, after 7 years of marriage we built our home and then in 1986 started our family. We have 2 wonderful daughters, Kelly and Jennifer. Along with starting our



family I joined the Gateway GTO Club and started going to a few car shows even though we did not own a GTO yet. In March of 1988, I found a 1970 GTO locally. It was advertised as a Judge and had the stripes and spoiler and it had the correct motor, a 400 automatic. When I went to look at the car and checked the numbers it *was* a GTO, but not a Judge. I think I hurt the owner's feelings when I told him that his car was not really a Judge, because he insisted that it was. The car was priced fair and after a little more talking, I was the owner of a black/black 70 GTO "joker" Judge. Not really what I was looking for, but I couldn't wait any longer to own a goat. In my haste to buy it, I didn't look as closely as I should have underneath. I learned more about that later.

My one Ford buddy, Dave, had just bought a 1988, 5.0 Mustang and every day he was challenging me to race. In September of 88, we drove them both to Gateway to find out how they ran. We couldn't get paired up side by side so we just had to go by our time slips. I ran my best ET of 15.52 at 93.808 mph. The car had more, but it had no posi and only street tires. It took a lot of brake torque to get that

good of a run. I beat Dave on mph, but with his posi-traction and new tires he bested me with 15.50 on his best run. (Fast forward Benton Dragway, 2008; I beat him 2 out of 2! J But it was a close race both times and worth the wait!)

The next day when I got home from work and opened the garage, gasoline was all over the floor. I had flexed the rusty frame enough that it cracked the gas line. After a repair and lot of careful inspection, I decided to sell this car in October of 88.

During the Judge ownership, I was still looking for my dream 67. While looking through the paper, I found a Verdoro Green, 68 GTO in Maryville, IL. It only had 65,000 miles, was exceptionally clean, and even though it wasn't my 67, I had to have this one. This was May of 88. I still own the car and drive it occasionally but it has an exhaust manifold leak and the radiator is leaking, so it sits.

Still I was looking for my 67. Spring was just around the corner! I got a copy of Hemmings and decided to start looking

“away” from the salt belt. I tried a phone inquiry out of Scottsdale, AZ. After several calls and photos, I just wasn’t satisfied. The next inquiry, I headed east. I found a 67 that looked promising close to Erie, PA. Road trip! Gail and I left after work on a Friday night and tried to stay in Dayton, OH, but all the rooms were booked at 1 AM and we ended up in Columbus at about 4 AM. A couple hours of sleep and we were on the road again. I met the guy around noon. The car wasn’t bad, but it wasn’t near what I thought it should have been. It had rust repairs, but they weren’t very good. We waved goodbye to that one also and headed back home to work on Monday morning, tired and disgusted.

Our next trip took us South. May of 89, I had seen a 67 red advertised in Hemmings and called on it. It sounded promising. This one was located in Atlanta, GA. We left on a Saturday morning and met up with the guy selling the car at noon Sunday. After a careful examination and a test drive, I was SOLD! The car was a 400, 3 speed on the floor, red/red. The carpets were shot and the interior was fair, but overall the car was straight and not a rust bucket. There was no rust on the frame either; I looked this time! Now came the fun part; driving it home.

We left Sunday afternoon heading for home. I was driving the GTO, Gail followed in our car complaining about the blue smoke she had to deal with coming from my new goat. We drove just north of Chattanooga, TN and stopped for the night. The area didn’t look the best. I made sure that we parked so that we could see the car from our room. In order to make sure no one else took my new goat, I pulled out the battery and took it to our room. The next morning we got gas and another quart of oil for the main run home. Going up I-24 by Monteagle thru the mountains, I lost sight of Gail at times because of the smoke. Before I made it home I was down to 7 cylinders due to fouling one of the sparkplugs. With an AM radio that didn’t work; it made for a long trip.

I drove the car around a little bit over the next few months, but the original motor was tired, so in Dec. of 1990 I pulled the motor. While looking for parts in July of 91, I ran across a



67 parts car in Ware, MO, which I still have, but that's a whole other story. In April of 1992, I started building a motor for the red 67. It was a 400 bored .030 over with #16 GTO heads and a Ram Air III cam. A special word of thanks to Dan Whitmore and Tony Bezzole; Tony was very helpful in advising me of what to build from his previous experience and was always there to answer any questions I might have. After assembly, Dan Whitmore of Whitmore Engines in Wisconsin helped me work through cooling problems and other issues. Once the bugs were worked out the car made 2 trips to Gateway and 2 trips to MAR in Wentzville that summer. Its best time was at MAR with a 14.17 ET at 97.67 mph.

It was running decent, but now it was time to work on her looks. I pulled the motor, stripped the car out and took it to my buddy's body shop in the spring of 1993. The car was stripped to bare metal and was pretty straight. The rear tail panel was replaced, it got primed and painted and I picked it back up in late summer 1993. While the motor was out of the car, I decided that it would be better to build a motor to run on premium unleaded gas if I wanted to drive it around town. Not wanting to let this motor just sit, in April of 1994 I put it in the 67 parts car previously mentioned. In Oct. of 1994 I ran the parts car in the GTO vs. Corvette drag event at MAR. In the lighter parts car, I lost first round because I broke out, but was not too dissatisfied because the car ran a 13.49 ET vs. the Corvette's 14.54.

As you can see I always get side-tracked with other projects but finally in November of 1995, I started putting the red 67 back together. I stayed at it and by October of 1996 it was time for the 2nd motor assembly for this car. I chose another 400 bored .030 over, using small chamber 6X heads. Dan Whitmore did the valve job and installed the guides. This one has a Ram Air IV cam but a compression ratio of 9 to 1, so that I can run premium unleaded gas. In May of 1997 I got to drive it for the first time with the new motor and paint. I finally completed the rest of the car, interior and wheels, in June of 1998; a mere 7 ½ years after starting the project.

By the way, during this period in May of 1995 we got Gail's 1970 GTO convertible; guess what, another project still under construction...let's see that's been 14 years ago. Guess I better hurry up!





Presidents Scoop

The Presidents Scoop By Mark Melrose

The Offseason

Well, the offseason is here again. Football is winding down with the NFL Super and College Bowl games through January and with no NHL hockey to watch Mizzou basketball and the NBA are the only spectator sports still in active seasons. It's around 28 degrees right now and with some snow and ice on the ground I begin to ponder necessary upcoming projects on my '68 – like fixing my myriad electrical problems (broken turn signal switch, no horn, weak taillights, corroded bulb sockets, bad grounds, etc., etc.) As I make up my parts shopping list I'm also figuring out how to get some heat in my garage so I can actually begin the work of installing a new wiring harness and taillight housings that require removal of the rear bumper on the '68 to accomplish. I've got work to do, which typically doesn't begin to figure into my plans until the weather becomes a major obstacle to driving the car – don't you just hate all the salt-dust on the roads even if the pavement is dry? I'm certain I'm not the only classic car owner with a restoration laundry list and now's the time.

While driving the classic becomes problematic at this time of year, the “beat” of Gateway GTO activity goes on. The Christmas Party was again a rousing success, but we need some practice with the caroling whistles. Many thanks to the “Associate” members who provided the delectable desserts for the party. Recent contact with our sponsor, Behlmann Buick GMC, has revealed that Behlmann has a new ownership group (including Dan Behlmann) who upon review of Gateway's activities with the dealership has decided they want to continue the North County Cruise Nites and the June Charity Car Show. The dealership will not be selling the east end of the property where these events are held, but they do have a new General Manager and a new advertising agency for us to work with. So, planning has begun on the 2013 Club calendar.

Speaking of planning, don't forget the annual Club Pizza Party on January 13th at Ravanelli's Restaurant in Granite City, Illinois (same venue as last year). This is the traditional event at which to re-up your Club membership for the coming year – you will recall the Gateway dues are now \$35 per year and include 12 months of GTOAA membership in the bargain. The Stars & Cars Gala Party on February 23rd is coming together nicely. We have negotiated a good deal with the Sheraton Westport for usage of their banquet facility “The View” at the top of the gold tower at Westport Plaza. It's not called “The View” for nothing – at night the view all the way to downtown is breathtaking. Members in good standing will enjoy a buffet dinner, two drink tickets (then an open cash bar) and music provided by Arvell & Dawn compliments of the Club. Additionally a room-block will be available at \$89 plus tax for those who choose to spend the night at the hotel. Planning is ongoing for event decorating, games and fun – please contact Sandra Melrose with your ideas and to lend a hand. More details on this event will come to you as available either in this space or via email.

Your officers will be meeting shortly to work on the 2013 Club events calendar. I look forward to more fun, excitement and warm fellowship in the coming year. Thank you for your support.

For other upcoming area car shows & cruises see <http://clubs.hemmings.com/lakerscarclub/>





Gateway GTO Activities



GATEWAY GTO CHRISTMAS PARTY

By Chris Winslow

Gateway GTO held our annual Christmas Party this year on December 8th. As usual, we held the event at the Hawkins House in Webster Groves. Sandra Melrose and her elves did a great job organizing the event. First up on her game plan was a super buffet dinner that included roast beef, Italian chicken, pasta, potatoes and salad.

Following dinner, there was a visit from Santa Claus. Santa was added by his little helper Barb Lewis.





Gateway GTO Activities



Following Santa's visit, Sandra organized a traditional Christmas musical whistle session where all of us donned paper hats and played Christmas carols. What we learned there is that most of us are much better at working on cars than playing musical whistles!

Next up was a round of presentations. First, our CEO Marty presented club president Mark Melrose with a Rolling Rock "Premium" beer sign.



Next up, our treasurer presented Mark with a present from the club in recognition of all of Mark's accomplishments for the club this year, including his memorable performance as the MC during this year's Wheels in Motion car show charity raffle.





Gateway GTO Activities



Next on the agenda was the presentation of the club participation awards. The winners this year were:

- 1st Place: Earl Lewis
- 2nd Place: Terry Schott
- 3rd Place: Joe Mayweather



The final order of business for the evening was the rob your neighbor present exchange hosted by CEO Marty. There were a number of interesting gifts this year. Probably the memorable of them was the tiger striped cloak, although a close runner up was a red coupe wall plaque.

As we do every year, the club had a great time and we are all looking forward to next years party.





Gateway GTO Club Pizza Party

Sunday, January 13, 2013 from 1-5 PM

Ravanelli's Restaurant

3 American Village
Granite City IL 62040

Off Highway 203 in Granite City
618-877-8000

[Click here of a Map](#)

Club furnishes the pizza – drinks, salads, etc. are members' responsibility



STARS and THEIR CARS!



ANOTHER GTO EVENT COMING IN FEBRUARY 2013

This will be a "red carpet" event. Place, date and time to be announced in the next few weeks. Dinner, music and fellowship is on the agenda. This is a **FREE** night out for club members.

Come dressed as a star, famous person, famous couples who starred in a "car movie" or just use your imagination. Awards to be presented so have your acceptance speeches ready.

GATEWAY GTO ASSOCIATION
Membership/Renewal Form
(Please print clearly)

Name: _____ Date: _____

Associate Name: _____

Address: _____

City, State, Zip: _____

Home Phone: () _____ Cell Phone: () _____

E-mail Address: _____

Occupation: _____

Year & Body Style of Car(s) **ALL PONTIACS:**

Auto related interests, hobbies or talents:

GTO Association of America membership number: _____

GTO Association of America membership renewal date: _____
(found on address label of *Legend*)

PLEASE FILL IN ALL FIELDS
And mail with check to:

Will Bowers, Treasurer
Gateway GTO Association
1 Goshen Woods Lane
Edwardsville, IL 62025

Membership dues are \$35.00 per year, which includes you and one associate member (spouse, girlfriend, etc.) and your GTOAA yearly membership.



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

- Jan 13 Annual Gateway GTO Pizza Party (CLUB SPONSORED)
- Feb 6 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 23 Cars and Stars Gala Party. Details to Follow. (CLUB SPONSORED)
- March 6 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 31 Easter Car Show - Classic GTO's Munny Upper Parking Lot, New Age GTO's Munny Lower Parking Lot (CLUB SPONSORED)
- April 3 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

Gateway GTO Classifieds

Used GM Radiator. Contact Joe Mayweather if you are interested



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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 \$35.00 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 or
www.gatewaygto.com**

1948 A Sidney Street
St. Louis, MO 63104

