



THE HOOD SCOOP

JUNE 2012

**Gateway GTO
Association**



GTO of the Month

My GTO

By Jim McCarthy



Guys have been known to do some crazy things as they approach 50. Whether it's a sense of lost time or regrets over life not lived, taking a turn at the wild side is often the result. For me it was a love affair with a "sweet 66 GTO". As I was approaching my 45th birthday I started to think about getting a 60's muscle car. I was looking for one of three cars, a tri-power 64 – 66 GTO, a 69 Roadrunner or a Hurst Oldsmobile 442.

INSIDE THIS ISSUE:

GTO of the Month	1
The Presidents Scoop	4
Tech Article	7
Gateway GTO Activities	12
Calendar	22
GTO Marketplace	23
GGTOA Info Page	26

At the time I was living in San Diego and one Saturday morning I went to the neighborhood Starbucks and in the line in front of me was a gentleman wearing an 'antique Drag Racing' tee shirt. We struck up a conversation and I told him what I was looking for. He told me that we should get together as he had a couple of cars, was active in local car clubs and that he

Behlmann
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THE HOOD SCOOP



would ask around if someone had such a vehicle for sale.

He sent a note inviting me to call him which I did and he then invited me to his home. I went to visit his house, which was just a couple of blocks from my house. There he was working on a very well detailed 56 Chevy with a couple of other local car guys. He raced this Chevy in the Antique Drag Races which were held at Carlsbad Drag Strip north of San Diego. He had another vehicle in the garage which was covered. After talking for awhile about cars, he pulled off the cover of 66 GTO.

I left his house that day and I continued my hunt, but my mind kept coming back to that GTO. Eventually one day he asked if I was really interested in the GTO and he gave me a price. We struck the deal and the GTO became mine.

I know little about the history of the car. She was born in Fremont, California and was originally equipped with a 389, 4 barrel, with a 2 speed automatic and air.

She is now modified, but great efforts were taken to retain a factory look to her. Her power plant utilizes the best of two generations, the tri-power carbs from a 65 GTO and a big block 455 HO from a 73. GES engineering from San Diego bore the short block .030 over to obtain 462 CI, and added few trick items such as forged TRW flat top pistons and push rods, Speed Pro rings, a roller chain and rockers, and an ISKY 270 MegaCam. The heads were milled to accept the hypercoated three-deuce intake manifold. A three-angle valve job and enlarging the seats for bigger valves was also done to increase the breathing. Erson chrome valve covers provide some shine to the

heads, although I am looking to replace these with aluminum covers from the Tin Indian.

Air flow comes from the GTO hood scoop which is opened up to actually scoop cooler ram air under the hood into a reproduction cold-air pan, where three Rochester two-barrel carbs are topped with K&N filters. Spent fumes exit through hypercoated Doug Thorley headers with Quickie 3" cut out at the collector, and are quieted by MagnaFlow Stainless Steel Mufflers.

Electric is delivered by a PowerMaster 140 amp alternator to an all MSD component ignition. Startup is initiated by a trunk mounted Optima battery thru a PowerMaster mini high torque starter.

All this great torque is delivered through a three speed TH400 transmission with a 2400 stall converter, which is backed up with a Gear Vendor Overdrive/Underdrive unit. The car is equipped with a B&M Quicksilver shifter and a modified console. The axel is a GM 12 bolt posi equipped with 3:73:1 Richmond gears.

Wheels are Weld Pro Star 15 X 7 wheels with B.F. Goodrich Radial T/A 245/60 X 15 tires. Helping it all stick are Lakewood Hop Stop traction bars.

Suspension modifications include HO Racing springs with Edelbrock shocks. Sway bars are 1 3/8" diameter HO Racing bars on the front and rear, with GM control

arms and Energy Suspension polygraphite bushings. Front brakes are Stainless Steel disk brakes and the rear brakes are drum.

She is not just nice under the hood, but has a lovely body as well. Iron Hill Body in Bear, Delaware, stripped her down to the bare metal and sprayed DuPont Corvette Metallic Black Rose. The firewall and inner fenders are painted gray and the light bezels, the door reveals and bumpers were re-chromed. The bumper brackets were powder coated.

Interior restoration was done with Ames Performance reproduction seat covers and foam seat pads. Shoulder harnesses were added for safety. All metal surfaces were painted black and the dash pad was replaced. She has a quality sound system for playing favorite 'oldies', the sound system is from Classic Sound.

I do share this ride with my fiancé Mary who is the love of my life, and Mary knows about my classic girl and enjoys traveling down the road with the three of us.





Presidents Scoop



The Presidents Scoop By Mark Melrose

Who ARE Those People in the Orange T-Shirts?

How do you compete against another car show on the same date, a mile up the road and that offers free admission and free food? The answer is “poorly”. At the time we selected our show date no information on any competing shows was available. We’ll do this end of things differently next year.

That being said, and while the show cars did not turnout in big numbers, the commitment by Gateway GTO to the show’s success never waivered. The “take” for *The Friends of Kids With Cancer* was “off” by about 1/3, but we still generated about \$1,300 for the charity.

But just who are those people in the orange shirts? I call us “The Orange T-Shirt Brigade” – club members wearing their orange club “worker” shirts and by their presence and hard work make our events run without a hitch. What exactly do these folks do to make events successful? How about: they come early to set-up and stay late to knock-down and cleanup; they bring supplies, banners, tents and gift baskets; they endure the hot sun; they support the show by bringing their cars and regulate admissions, registrations, show-field parking and tally votes; they buy and sell 50/50 and raffle tickets; they photograph and write newsletter articles about the event; they make extra efforts to satisfy kids with balloons and stuffed bears and even haul-in a miniature GTO. So who are these people? Kerry Friedmann; Marty Howard; Darrell & Tootie May; Terry & Gail Schott; Tom & Terry Oxler; Earl & Barb Lewis; Karen, Mike & Kathleen Ewens; Jim & Kathy Kiburz; Chris & Paula Winslow; Steve Hedrick; Tod Leible; Terry Schneider; Rich Vie; Tony Bezzole; Will Bowers; John Taylor; Dave Huesgen and Saundra Melrose. These folks worked hard to make the Behlmann show a success despite the slim turnout and if I have missed some names it is due to another “senior moment” and I apologize. There were additional club members in attendance supporting the event by showing their cars and the names listed above are only a part of the picture of the unfailing support and effort put forth by our membership. My heartfelt thanks go out to all members who support the Behlmann shows and all club events.

Personally, I rate an “incomplete” grade on my Spring homework assignment of avoiding a major show-date conflict. I certainly regret the resulting low turnout and am determined to do a better job next year but I know I won’t need to be looking over my shoulder and wondering if our membership will support these events. **Thank you to all!**

Calling all cars Don’t miss the GM Nationals 6/22-6/24 in Carlisle, PA; the GTOAA Nationals 7/3-7/7 in Loveland, CO; the North County Cruise Nite on 7/13 at Behlmann; the POCI Nationals 7/17-7/21 in St. Charles, IL; the Ames Tri-Power Nationals 8/3-8/5 in Norwalk, OH and the Veteran’s Charity Car Show 8/18 at Purina Farms in Gray Summit, MO.

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





Meeting Minutes



GATEWAY GTO FEBRUARY MEETING MINUTES JUNE 6, 2012

As Taken by Marty Howard, CEO

Since the only Officers present at this meeting were The President, Mark Melrose, The Vice President of Illinois, Darrell May and The Treasurer, Will Bowers, I took up the slack and volunteered to be The Secretary and take the minutes of this meeting. There was a rumble of loud cheers as I approached the Head Table and joined our illustrious President. As I received the Secretary's Golden Pen and Pad from Mark, I could look over the vast multitudes of members. I had never been given this chance to view our congregation from this vantage point... and it was good. I felt as if I were the President's Right-Hand Man (which I was since I was sitting on His right). I felt very important, for once. I was proud of being an American!

Mark took charge of the meeting by standing up and announcing that "the meeting would now start". It was 7:20 pm. Our meeting generally starts at 7:00 pm but Mark was very busy conducting important business both as President and as a general member of our Club by shaking hands and patting members on the back with sayings such as: "good job" and "nice going" as he made his way through the throngs of attending members (28 as I counted) putting smiles on other members' faces as everyone completed their dinner and was ready for a stimulating meeting as Mark managed to get to his throne or battle zone and it sometimes appears.

Mark pointed out that we had a new, potential, member present. His name is Brandon and I guess that is his first name (I did not have time to ask him any questions...I was too busy taking notes). Brandon stood up and announced, proudly, that he owns a Yellow Jacket 2004

GTO with a 6-speed. He was brought to the meeting by a fellow member, Tod Leible. Will had a look on his face as if to say, "This guy better pay his dues soon". So, Brandon, you can give me your dues of \$50 and I will make sure that I get your money to Will.

Under "Old Business":

Our Club's lawsuit has been settled satisfactorily. Our President used terms like, "over and done" as well as "all has been resolved" to emphasize the end of this 2-year thorn in our sides. Members proudly clapped loudly.

Our Club's D&O insurance was discussed. This is to protect our Club and our officers from future lawsuits. After searching various insurance companies and prices it was determined that the discussed premium costs were acceptable. Earl made a motion to approve and Karen seconded it. So, it was passed with 100% approval of our Club.

Will Bowers' planning for The Gateway GTO Poker Run event, held on May 26 was a huge success. 13 cars were in attendance. We made about 5 stops along the way and playing cards were distributed at each stop. The final card was drawn at the Crown Valley Winery located in Litchfield, IL. The winners were as follows:

- 1st Place – Earl won \$100
- 2nd Place – Mark won \$80
- 3rd Place – Marty won \$50

Then some of us continued on to the Ariston Restaurant, also in Litchfield. Always a good time and great food at reasonable prices. GOOD JOB, WILL!!!

Upcoming Events:

Our All American Car Show is this Saturday, June 16 with a rain date of June 23. If you are willing to help, please wear your "Orange Brigade" T-shirt



Meeting Minutes



and arrive at 8:00 am. Karen is our “clearing house” for all donated/attendance prizes. Please see her upon arrival with your gifts

Behlmann Friday Cruise Nights are well underway. The Club is tentatively going to purchase the sound equipment necessary for music and announcements for those evenings. We are currently looking for equipment at a reasonable price. The concerns are:

- Where to store the equipment?
- How to get the equipment to the event? Possibly purchase a small trailer.

Benton Drag Day details TBD

Check our web site for other events.

Pinball Tournament Event – Marty is

working on a future date. More information at next meeting or before.

There was a brief discussion on tech issues, but since I had no idea of what was talked about, I left this out of this newsletter.

50/50, \$31, was won by Yours Truly, Marty Howard. No cheating was done since the winning number was picked by our President in front of the entire membership. Thanks, Mark!!

Meeting adjourned at 8:15 pm.

Can't wait for Shauna's return.....Marty





Technical Article



Do Not Try This At Home by Shauna Wollmershauser

That is unless you're aluminum welding skills are stellar and you've managed to crack your oil pan. How did I manage to crack my oil pan? Well there are three bolts that secure the motor mount to the side of the block. One of those bolts was missing, the other was found lying on the skid plate, and the third was only finger tight. When the motor went back into the car after the rebuild, these three bolts were not double checked by me, and this was the result.

How did I discover my oil pan was cracked? I went to Gateway Motorsports Park to take photos at the ADRL event and I noticed the smell of oil. I didn't pay much attention to that smell because I thought it was the car near me. I thought that until I went to leave the event and I saw a rather sizeable puddle of oil under the car. My first thought was no way. I changed the oil in the car about a month ago so where is this coming from? When I looked under the car I could see oil dripping from the hole in the skid plate. I knew something bad had happened.

I called John Lally and he came by the next day. Our hope was that the oil filter worked its way loose and all I'd have to do was an oil change and pick up a new filter. When we got the skid plate off, this is what we found:





Technical Article



This was the culprit.

I don't know how long that bolt had been rattling around on the skid plate, but it looks like I hit one bump too many and pushed the bolt through the oil pan. Yes, I did notice a slight issue when cornering at speed. The steering wheel would get stuck until I got out of the throttle. I thought that was because the steering rack was slightly off since I had to drop it to replace an air conditioner line on the car. Boy was I wrong.



Monday, my brother came over with the trailer and we loaded the car up and took it to school. First thing was to drain all of the oil out of the car and assess the damage. Once the oil was drained, it was time to clean the pan and decide on a fix. The most difficult yet most effective way to fix the oil pan would have been to drop the cradle and remove the oil pan and weld it. I didn't want to drop the pan because of all that would have been involved putting it back together. Using Defcon was discussed, but we thought maybe it wouldn't seal because the crack was below the sump. So the decision was made to just weld the oil pan while it was still in the car.

The first thing that was done was to drill holes to terminate the crack and prepare the pan for welding:



Technical Article



The Shop-Vac provided enough suction that the aluminum plate we used to fix the pan actually stayed in place. That was pretty cool to see. At this point it was time to start welding. Yes, my instructor is welding wearing a t-shirt, shorts and flip-flops.





Technical Article



I know I wasn't supposed to look at the light, but I figured I was safe looking through the camera. About thirty minutes later this is what the repair looked like:



I know it's not the prettiest weld, but 24 hours later the pan was still dry, and that's all that mattered to me.



Technical Article



I also decided that the skid plate was looking a bit worse for the wear, so it got cleaned and painted.



I picked up two new motor mount bolts from the dealer and installed them using blue Loctite. I also made sure that third bolt was torqued properly. The other side was just fine. All of the bolts were still torqued properly. It seems like I invent new ways to break stuff, as this issue was an odd one.

I have to thank John Lally, Jason Gann, and Jim Gray for all of their help. I think this was the shortest time the car had been down for a repair. Stay tuned for an article about how to make your own fuel line or how to replace the air conditioner compressor. Two days after I got the car back on the road, the compressor failed. Thankfully, I have the tools and the will to fix this car.



Gateway GTO Activities



North County Cruise Night By Chris Winslow



North County Cruise Night
June 8, 2012

For the second month in a row, the weather for North County Cruise Night was great. The great weather drove a strong turnout. As with previous events, some of the usual suspects were there, including a strong showing of both new and old cars from Gateway GTO.



There were also a number of cars that I had not seen before including a really nice El Camino and a Dodge Viper.

Overall it was one of the nicest NCCN nights thus far.





Gateway GTO Activities





Gateway GTO Activities



Gateway GTO All American Classic Car Show By Chris Winslow

Gateway GTO hosted the All American Classic Car Show on Saturday June 16th. The weather report was for a hot day with a slight chance of showers in the afternoon. A group of Orange Shirt Brigade members arrived at 8:00 and quickly had the event ready for business.

One of the early arrivals was Earl's GTO go-cart. It arrived on the back of a flatbed, complete with the lights flashing.

This year the car show was open to all American makes. (There was one Miata owner that decided to wander in anyway).



In years past, the show had been a Pontiac/GMC/Oldsmobile show and more recently an all GM show. As such, the GM turnout was good. The turnout on the other makes was much lighter, possibly because the Ford and Chrysler crowd did not realize the show was open to them. Despite that there

were a few really nice mustangs and a Plymouth Roadrunner.

There was also a truck class this year that included a really nice Chevy pickup, complete with a oak rail bed.

In addition to the entertainment on the car show field, there





Gateway GTO Activities



was also musical entertainment provided. This include an incredibly talented young singer and song writer named Robyn Lee. She performed two sets of music and left the crowd wanting more. For those that missed it, her web site is www.robynleemusic.com.

There was also a not quite so talented, but quite entertaining group with none other than Earl Lewis as the drummer.



As with previous years, the car show was a popular vote competition with lots of trophies to hand out. Also as seems to have become a tradition, just about the time it was time to hand out the trophies, it started to rain. At least this year it was just a gentle shower. Despite that, and the departure of some of the less hardy car enthusiasts the awards ceremony went on and most of the winners were still in attendance.





Gateway GTO Activities



The final result, as President Melrose notes in his Presidents Scoop article was a net of \$1300 for *Friends of Kids with Cancer*.



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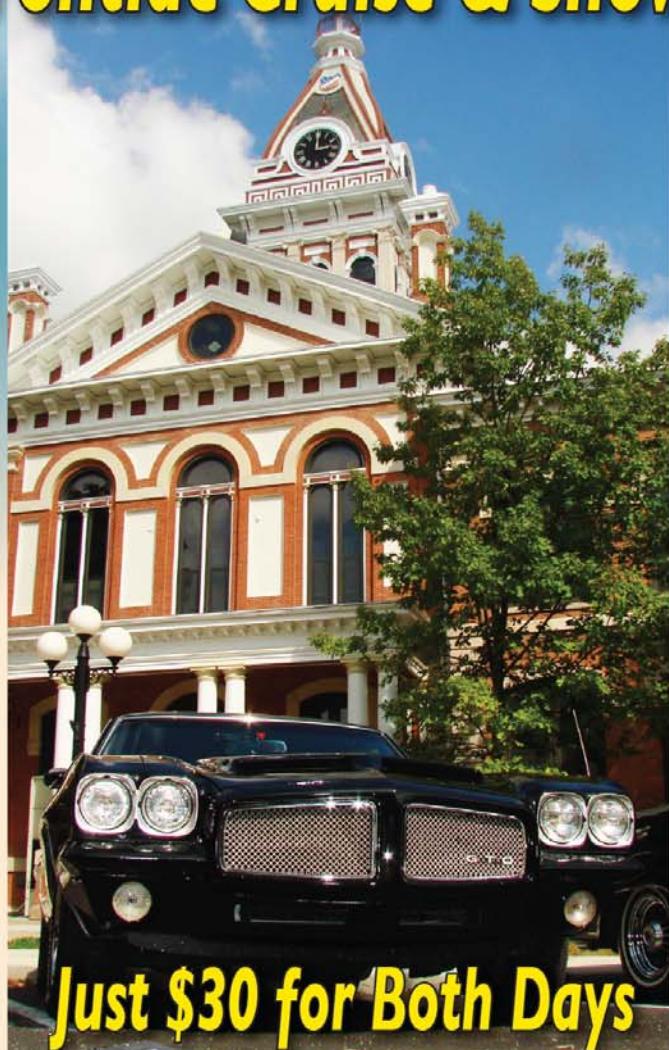
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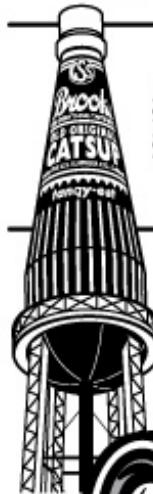


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- 10:00 - 5:00 Catsup Bottle Birthday Party Bash
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- 10:00 - 1:00 Car, Truck, & Motorcycle Registration
- 10:00 - 2:00 Official C.I.A. Car Club Judging and
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- 12:00 - 3:00 St. Louis Rams Cheerleaders
- 3:00 - 3:30 Trophy Presentation & 50/50 Drawing
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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

- June 6 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 1-3 *Tail of the Dragon* run, details to follow.
- 1-3 Mid-Missouri Oldsmobile Show at Tan-Tar-A
- 5 Hot Rod Power Tour stop at Gateway Motorsports Park in Madison, IL
- 8 North County Cruise Night sponsored by Behlmann Buick/GMC and Gateway GTO Association at Behlmann on the 2nd Friday of each month April-October (CLUB SPONSORED)
- 9 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 16 Behlmann/Gateway GTO All American Charity Car Show (Rain Date 6/23) CLUB SPONSORED
- 22-24 All GM-Nationals in Carlisle, PA
- July 3-7 GTOAA National Meet in Loveland, CO. CLUB SPONSORED
- 11 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (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
- 17-21 POCI National Meet in St. Charles, IL

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

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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

314-895-1600

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

