



THE HOOD SCOOP

August 2015

My GTO

By Paul Kondrick

Gateway GTO
Association



I owe my health club for the fact that I have my GTO.

Back in the early 80's I joined my local health club and the fitness craze. I loved working out and loved the results. The only thing I didn't love was the half hour drive to get there. But after about a year they opened another club within 10 minutes of my house. And that's where I met David.

We started out just talking during our workouts, but that grew to working out and having long conversations about cars in the parking lot afterwards. David had owned a '68 GTO while in college, and proceeded to share with me the history behind the car. He told me about the Big Little GTO book, which I promptly went out and bought. The more I read, the more intrigued I was with owning my own GTO. So I started saving my money. And watching the Classic Cars for Sale section of my local newspaper.

About three years later I had enough saved up and starting looking seriously. My goal was to find a really nice '67, as I really liked the body

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THE HOOD SCOOP



GTO of the Month



style. I looked at a number of them, but never really found one that was what I wanted. Then it happened. While looking at the ads I found one that listed both a '64 and a '65. I went and looked at them both. While the '64 was nice, I never got over the need to have a GTO with the vertical headlights. Once I drove the car it was a done deal, and I took the car home.

It had been, to a large extent, restored. The original red paint had been redone, and motor had been rebuilt with .30 over rings installed. Original 389 with Tri-Power and 4-speed (while the Tri-Power was not original in the car, I also got the original 4-barrel manifold and carburetor). The paint was good, and the top worked well but would eventually need to be replaced. New upholstery and carpeting to boot!

The first place I took the car was to Chuck-A-Burger on one of their Classic Car nights. It was there that I learned about the Gateway GTO Association, and I have been a member ever since.

Fast forward to 1997. I had just taken a really good customer out to lunch, and had driven him there in my GTO. After lunch I asked him if he wanted to drive it back to his place of work. He smiled and said "if I drive it, I won't go back to work at all today!" So I dropped him off and headed home.

On my way to the house I got stopped behind a car that was partially in the left turn lane on Manchester Road. I was stopped for only 10-15 seconds and WHAM!!! Another car hit me from behind. So hard in fact that it pushed me into the car in front of me. At first all I could see was the sky, and I assumed the back of the seat had broken off. I later found out that the front seat bolts had stripped and the whole seat tipped backwards. The woman who hit me had been having an argument with her son in the car, and when she looked up she was into the back of my car!!!

I took my sad-looking car to Jim No-

velly, who did wonders with it! He not only put the car back to its original condition, but fixed a couple of body panels that had been incorrectly installed previously. And the woman's insurance company started to balk at the cost of the repair. But my agent came to an agreement with their adjuster and the rest is history. My car was the talk of the club, but for all the wrong reasons.

I have to admit that shortly after that I stopped going to the Club meetings, as they had switched from Thursdays to Wednesdays (my bowling night). And while they are now back to Thursdays, I have not been able to find my way back, although I continue to be an active club member and renew each year.

I still take my GTO out on nice days during warmer weather, and love the looks I get as I drive down the street. It was great fun to take it down to Ted Drewes for the world's best frozen custard last summer! I had waited since high school to have my first Muscle Car, and now I can't imagine my life without it!!!



Presidents Scoop

The Presidents Scoop

By Kerry Friedman

Look up in traffic in the morning and you'll see those yellow school buses. "My \Gosh" is summer over already? Where did it go? In fact, it seems like just last Month that we were working at the Wheels In Motion Car Show. Here it is just a couple of weeks from the Club Picnic, then Labor Day, and you got it, The Wheels In Motion Show.

The push is on to get the raffle items rounded up from generous Vendors and Friends. When I first attended this show with Earl Lewis and his brother Mel, I was struck with how much Good could be accomplished by a Car Show. It was then that I presented the idea to Gateway GTO about working at this show to help raise money for Kids With Cancer through The National Children's Cancer Society. The funds raised and given to the NCCS are used to help the Kids and their Families with transportation and lodging for treatments, so that the Families can focus on the treatment aspects of the disease and not have to worry about some of the associated expenses. This is just one part of what the NCCS does.

A new focus of the NCCS has been The Beyond The Cure Program, that helps childhood cancer survivors to achieve their dreams through College Scholarships and other means.

We all get those phone calls from the Associations that give you stickers to put on your cars and houses that we think will keep us from getting tickets and help save our houses from burning down. After agreeing to contribute to these causes, I have been looking them up on the Internet, and found that most, if not all of the funds are going to support Political Lobbyists and other like causes,

but not the actual Namesakes of the funds or Families.

Some of the causes we have worked for, such as Backstoppers and First Responders, which I feel directly help the needy people whose family members have been injured or lost their lives serving others, are very worthwhile and deserving causes. I am personally ranking the NCCS with these causes and hope that we are able to successfully convey this message to make this years WIM Raffle the best ever. And don't forget to bring the Orange Shirts and those shiny GTO's out to the show on September 13 at West Port Plaza.

Speaking of late summer/fall activities, the afore mentioned Club Picnic is on August 30, at the 2nd Pavilion in Vago Park. The Club will supply the meat as usual, and the fixings by the Members. The next major events will be Regional Pontiac Museum Show in Pontiac, IL on Sept. 19 and 20, and the Route 66 Cruise to Lebanon, MO in October. HAPPY CRUISING.

The September regular meeting is at The Sport's Café, 3579 Pennridge Dr, Bridgeton, MO 63044, at 7:00 PM on September 3. Hope to see you then.



GGTOA Minutes: 8/6/2015

7:05PM – Meeting Start – Steve Miller from Luma LEDs put on a presentation for LED replacement bulbs for new and old GTOs. He has a deal available for Gateway GTO members.

7:25 – Elliot Cytron talked about the Wheels in Motion show and brought in some flyers.

7:30 – Tod Leible held a demonstration for how use Facebook.

7:40 – Terry Oxler said that she needs raffle items for the Wheels in Motion show.

7:41 – Facebook demo continued after technical difficulties

8:19 – Upcoming events –

8/15 – Veterans Car Show – 11:00-3:00 Purina Farms Gray Summit CSE

8/30 – Gateway GTO Annual Picnic at Vago Park CSE

9/12 – St. Charles Heritage Museum GTO Show. 11:00-2:00 CSE

9/13 – Wheels in Motion Charity Car Show at Westport Plaza CSE

9/19-9/20 – GTOAA Regional in Pontiac Illinois. Pontiac Museum fund raiser CSE

10/24 – Lebanon, MO Cruise. Overnight at Munger Moss Motel. CSE

8:24 – Tom Oxler spoke about the recent committee meeting for the 2017 Nationals

8:27 – Kerry Friedman talked about the 2015 Nationals. Many members of the Gateway club came home with trophies.

8:28 – Steve Hedrick spoke about Norwalk. There were over 700 cars and a gigantic swap meet. We signed up 48 new members to the

GTOAA.

8:33 – Tech – Tom Oxler mentioned that he had a pinging problem that was fixed with a new harmonic balancer.

Terry Schneider found a local company that can reprogram key FOBs

8:36 – No new updates for the GTO Tiger. Daryll May has had 4 radiation treatments to date. He has 40 more to go. Things are looking good. Jim McCarthy is doing better after recovering from a fall.

8:38 – Earl Lewis talked about a car show Troy, MO called Memories on Mainstreet. He also needs workers for the Cottleville Day event on October 10th at American Furniture on Mid Rivers. Rain date is October 17th.

8:42 – Cecil Morton spoke about a car show at Gateway

8:43 – Steve Hedrick mentioned that the website for the 2016 Nationals is up and running. He said that it's definitely worth checking out.

8:44 – Motion to adjourn by Tom Oxler, seconded by Mark Melrose.

50/50 of \$21 won by Tom Fox





Convention Corner



2017 will be here before we know it. As we prepare to host the GTOAA convention, Tom Oxler has put together a tentative set of committee assignment. These are intended as a starting point, so please take a look at your assignment and if you would prefer to be in a different group, please let us know.

REGISTRATION Chair Chris Winslow 636-939-2770 chriswinslow@charter.net	Committee Members		
	Terrie Oxler Tod Lieble Brian & Amy O'Sullivan Paula Winslow Jim & Mary McCarthy Mary Ann Ray	Darrell & Tootie May John & Linda Kehrein Andrew O'Sullivan Mike & Maggie Wilson Bev Mayweather	
HOTEL Chair Mark Melrose 314-968-3106 mjmelrose@aol.com	Committee Members		
	Denny Gunn Harry Smelcer Dave Island	Paul Kondrick	
ACTIVITIES Chair Terry Schott 636-273-6313 tschott@kelpe.com	Committee Members		
	Gail Schott Earl & Barb Lewis Marty Howard Leroy & Debbie Brune John Folluo	Brian Ray Bill Craft Jim Mutz Annette Morton Donna Bowers	
CAR SHOW/TECH/LOT Chair Frank Chapman 618-523-4636 cchapman7328@att.net	Committee Members		
	Harry Timmerman Lucas Hedrick John Taylor Terry Schneider Pat Garvey Joe Mayweather Bill Hargrave	Tony Bezzole Rich Vie Mike McNeal Dan Jackson Jeff Bond Ken Boyer Larry Frederick	John Hunt John Lally Brian Lavac George Jeter Tom Fox
VENDORS/SWAP MEET Chair Will Bowers 618-656-1899 wwbdsb@yahoo.com	Committee Members		
	Cecil Morton Chris Simmons John Novelli Doug Wollgast Craig Glen	Jeff Heinie Jeff Homsher John Rolfes Roger Maczura	
SPONSORS/SPEAKERS Chair John Johnson 573-581-8013 johnjohn@midamerica.net	Committee Members		
	Jon Havens Bob Blattel Dave Huesgen Jim Moran Jim Kiburz	Danny Schmidt Charley & Jeanne Simpson Carl Thoenen Scott Brandt Scott Hudler	

2004-06 Headlight Replacement By Brian O'Sullivan

As some may know, the headlights on the 2004-06 GTOs have had a few issues as they've aged.

1. Normal pitting from road debris (found on most aging vehicles)



2. UV coating peeling away



3. Condensation build up



4. Crumbling rear housing

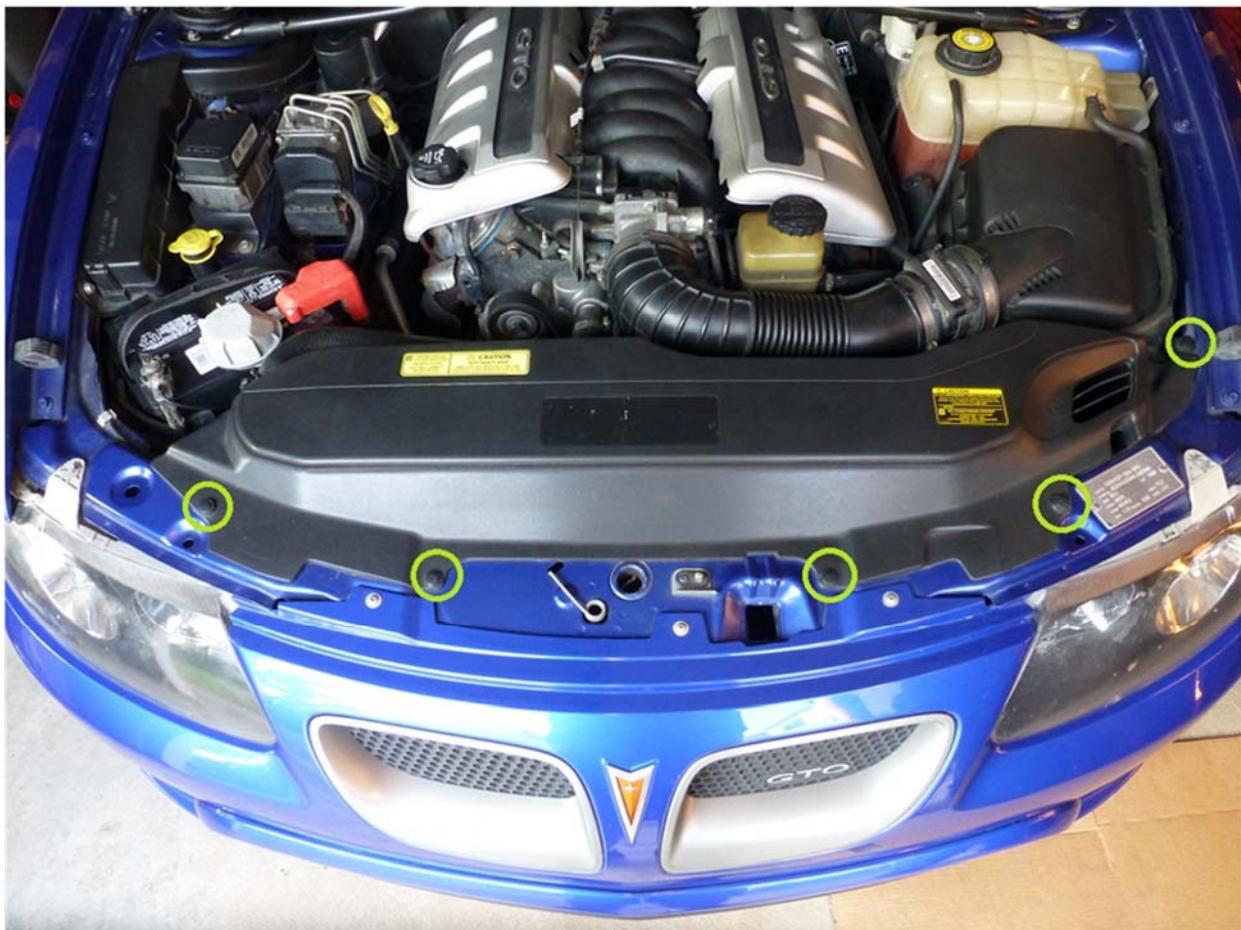


After 11 years and 75,000 miles my headlights displayed all of those problems. I'd finally decided that enough was enough, and I bought new OEM headlights to replace the old worn out set.

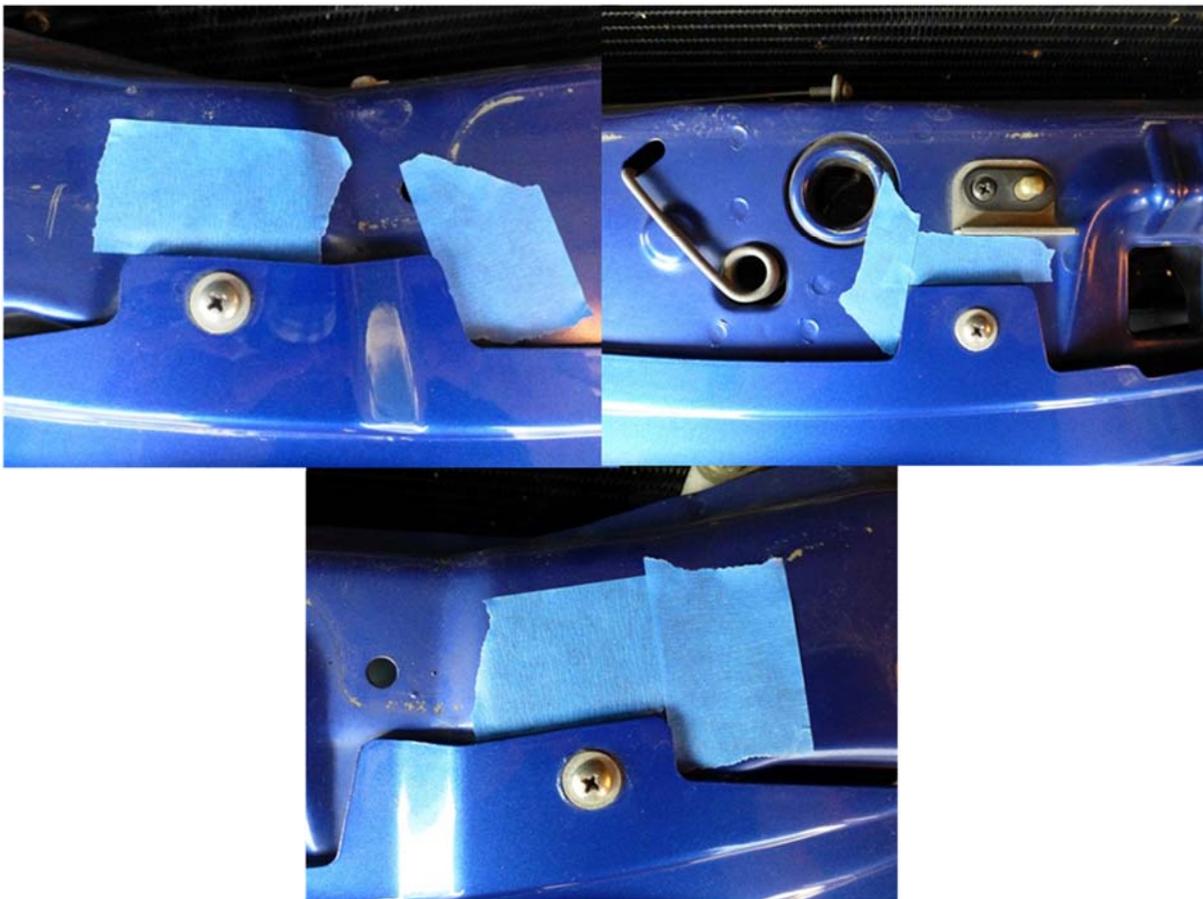
Tools required:

- Small to Medium flat blade screw driver
- #2 Philips head screwdriver with long neck
- 10mm socket with extensions
- Masking tape
- An extra set of hands couldn't hurt

Step 1. First you must remove the radiator shroud. With the flat blade screwdriver, pop up the five clips holding it on (circled in green). After they have been removed, gently pull up at the rear center of the shroud. There is a molded clip there that should release with little force.



Step 2. Next you must remove the front bumper, but first use masking tape to mark where the upper portion of the bumper meets the front framework at the three Philips head screws. This will be used to help line up the bumper for re-installation.



Step 3. After taping, you will need to remove 7 screws with the #2 Philips. Three are at the location where the masking tape was used and two in each of the fender wells. When removing the fender screws, I turned the front wheels so I could more easily get to them. The screws that require removal are circled in green on the images (note: I had additional screws at the fenders due to the way my SAP bumper extension was installed.)



Step 4. After the screws have all been removed, it's time to take off the bumper. First note that removal must be done carefully as there are three clips (two horizontal and one vertical) built into each side of the bumper that are very easy to break. Place one hand under the bottom edge of the bumper and the other just below where the bumper and fender meet in the fender well (both marked in green on the image). Gently rock the bumper by slowly pulling up with the lower hand and out with the upper. The clip closer the tire should eventually release followed shortly by the next (marked as 1 and 2 respectively on the image). **REMEMBER: PATIENCE.** Once the second clip has released, stop pulling.



Step 5. After the two horizontal clips have been released, it's time to deal with the vertical clip. This one is the most likely to break and requires more finesse. Place one hand on bumper just above the fog light and with the other hand grab the rear portion of the bumper at rear at the fender well (hand positions are marked in green on the image). Push forward toward the rear of car with hand located near the fog light and gently start to pull the bumper straight out away from the fender with the other hand in a slight rocking motion. The clip should eventually release. AGAIN: PATIENCE PATIENCE PATIENCE. After the bumper has been released from that side of the vehicle, repeat steps 4-5 for the other side.

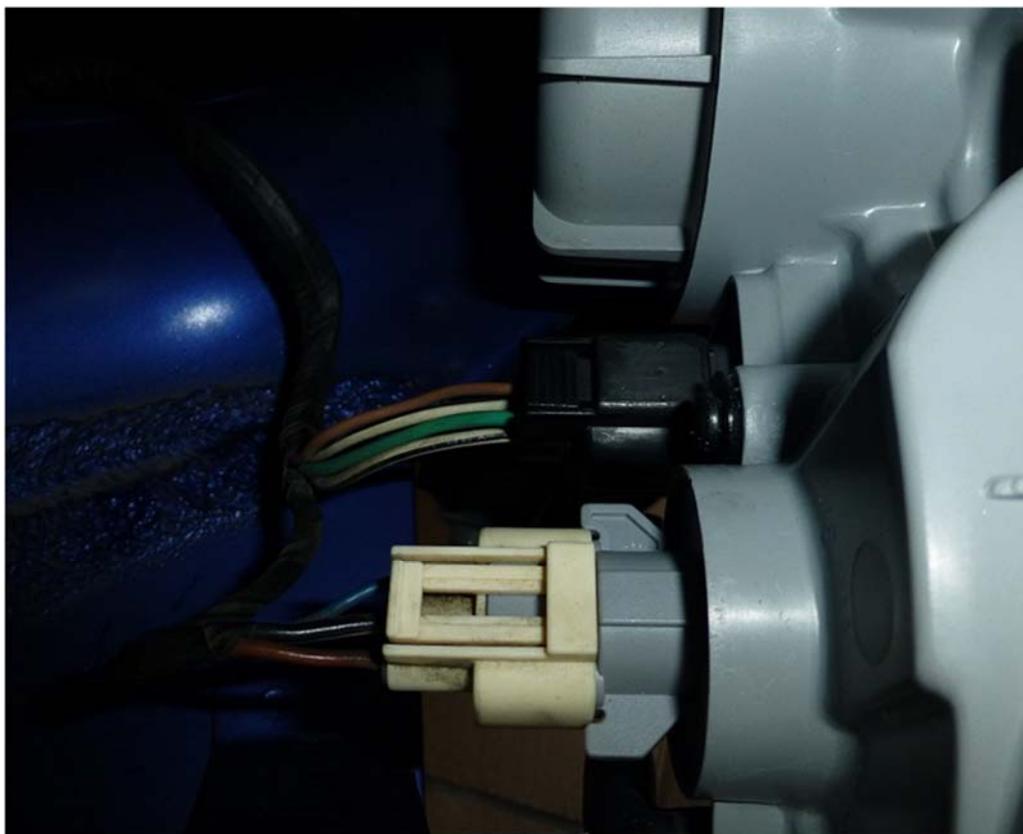


Step 6. Remove bumper. Pull the bumper straight forward carefully bracing from underneath. You will likely need to pull the sides of the bumper away from the vehicle to clear some of the body mounting hardware. A second (or third) set of hands would benefit you if they are available. After the bumper is removed it can either be set straight down, or the wiring harness can be unplugged and the bumper can be set aside. I chose just to set it straight down onto some cardboard as the wire harness was long enough to keep the bumper there and still not be in the way.

Step 7. Time to remove the head lights. Each assembly has three 10mm bolts that must be removed. One on top that is easily visible, one at the front toward the radiator and one at the rear that can be found just behind the headlights adjustment hardware. The bolts are marked in green on the images.



Step 8. Once the bolts have been removed, pull each headlight straight forward away from the car. There are two connectors that must be unplugged near the outside edge by the turn signal, before the assembly can be completely removed.



Step 9. Install new headlights. Take the headlight, and plug in the two cable connectors. Slowly push the assembly straight back towards the vehicle. Be sure that the nub on the outside edge is lined up with the mounting hole and the seal around the outside edge of the housing is seating correctly. Re-install the 3 bolts once everything is lined up.

Step 10. Re-install the bumper. (don't forget to plug the wire harness back in if you chose to unplug it in step 6) Again, another set of hands could be helpful. Lift the bumper and pull out each side to get it past the mounting hardware at the fender. Loosely install the three mounting screws at the top of the bumper to help hold it up while working on the edges of the bumper. At each side, position the bumper and line up the clips to the body hardware. Snap in each of the clips once they are all lined up. Adjust the top of the bumper to the tape that was placed in step 2. Tighten the top three screws when you are satisfied with the fitment. Re-install the screws at the fender locations.

Step 11. Adjust headlight beams. With the #2 Philips adjust the headlight beams using the plastic adjustment near the rear mounting bolts for each of the headlights. (See image from step 7) Turn clockwise to adjust beam up and counterclockwise to adjust down. When you are satisfied with the adjustment, replace the radiator shroud and the five clips.

Jefferson County Summer Rally

By Kerry Friedman

Late last Winter, or early Spring, I received an invitation from the Show Me Corvair Club to a Spring Rally for Orphaned Cars. The GTO fits right in there and the Rally was to benefit the local Food Pantry, and after being cooped up all winter, we were ready to go and signed up for it.



The April morning came and the weather was great, there were six cars in the Rally, 4 Corvairs, 1 Triumph, and 1 GTO. The event was great and the Triumph and GTO took all the awards. We had published the event but did not get any other GTO attendees, so we thought it would be a good Rally for Gateway.

I was able to get all the information from the Show Me Corvair Club, and decided to work it over so the Rally could end at my house in Dittmer. To achieve this, the route

had to be run in reverse order for the most part, and then changed at the end. The other main difference was our Rally was to be a gimmick one with questions that had to be answered about things on the route. I worked on this every night for a week, and then took off work one day to run the Rally and make the final changes and corrections.

Saturday morning, August 8, is here and it was also a very nice sunny day. We met in High Ridge on the Walmart parking lot and had some fresh donuts. Cars started arriving, Tom and Terrie Oxler, Darrell and Tootie May, Brian and Amy O'Sullivan, guests from the Corvair Club; Roger and Christina, Mark and Sandra Melrose, and Frank and Cheryl Chapman. General instructions were given out when the cars arrived. Then we had a driver and navigator meeting when the Rally instructions were dispersed, along with an envelope with the map of the Cruise to be used only in case of emergency, like being lost. To verify that the map was not used and that all traffic laws were observed, per the general instructions, the Driver had to seal his drivers license in the envelope.

Everyone was ready so we started the cars off on the Rally leaving every 5 minutes in



the order in which the cars arrived. The first part of the Rally instructions gave the mileage at the turns and sites so that after a designated instructions, the actual odometer reading could be compared to this number and a multiplication factor could be calculated to use at the end of the event to determine the miles driven.



Besides having to answer the questions about signs, landmarks, and buildings, the cars closest to the pre-defined time and miles driven would be the winners.

As soon as the last car left, I hopped into my GTO and took the short cut to a park with a restroom that was to be the 1st checkpoint of 2. While the contestants were visiting many cities in Jefferson County, I waited for the cars to show up in 5 minute intervals.

Well the 2nd car showed up first, then the third and finally the first. It took more than 5 minutes for the next car to arrive, and the longer between the next two. I actually had to call the last car that was waiting to be checked in at the wrong place.

While I was planning the Rally, Debbie was planning and cooking a very nice meal, consisting of BBQ Ribs, potato salad and salad. The contestants brought other side dishes and plenty of desserts.

Because I did not know how things would progress, I had Debbie go to the 2nd checkpoint with Austin and Dylan, her side-



kicks. This way she could check in the cars if I was still at the other checkpoint. When I finally



ly got there to relieve her, 3 cars had already been there and gone. I heard grumblings about missing the turn into this park as the people were trying to read a water tower when they should have been turning at the same time. The last three cars came and went, and I was off to get home.



The rest of the Rally was quite eventful for most of the cars. The first turn after the checkpoint was also at a place where a question had to be answered. Also near the very end, the name of a road changed, and that caused issues with the teams.

The results were determined after all that were going to arrive got to our house. All except for the Corvair were accounted for. Roger and Christina wound up in Desoto, which is 10 miles from the finish line.

Brian and Amy came in first in both the mileage and time.

All enjoyed the lunch and desserts and some calm after the ride. When everyone left, I made to my favorite spot on the couch to recover from exhaustion. I think we should do this again, getting the participants to help with the event, making corrections to the route and changing things up a bit to make it even more exciting.



Waiting for the final contestants.



Cooling down the Heard of Goats.



Year Of The 5's



Calling all owners of 1965 and 2005 GTO's!

**This year, in celebration of:
50th Anniversary of the 1965 GTO
10th Anniversary of the 2005 GTO**

The Hoodscoop will be featuring Car of the Month articles on the anniversary years

If you own one of these special cars, please get to work on your article(s) and get them to Chris Winslow





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!

Still looking for a 2005 Automatic Car - All other slots have been filled

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) _____
- Have GTO featured in a National Pub (40 Points) _____

Total Points for Month

Submit completed form at GGTOA monthly meeting or to:
 B. O'Sullivan
 10637 St. Phillip Lane
 St. Anne, MO 63074

To access form from GatewayGTO.com, click below
<http://www.gatewaygto.org/clubpoints.html>

**ATTENDANCE
PRIZES!**

19TH ANNUAL

**CASH & PRIZE
RAFFLES!**

**Walter F. Phillips Memorial
Old Cars Against Cancer**

Wheels in Motion Day



**All Proceeds Benefit Children in their
Steve Davis Fight with Cancer**



Westport Plaza

Sunday, September 13, 2015

9 a.m. - 4 p.m. Rain or Shine!

GREAT ENTERTAINMENT

CAR REGISTRATION: \$20.⁰⁰ PER CAR AT EVENT

FIRST 150 CARS RECEIVE A COMMEMORATIVE DASH PLAQUE

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- Lahinda Belly Dancing
- Jim Schild
- Anna Blair as Patsy Cline
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Pontiac - Oakland Museum

September 19 - 20, 2015

proceeds benefit the Pontiac-Oakland Museum



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For Information

Contact :

Mark Melrose
314-807-2520
mjmelrose@aol.com

Brian Sorensen
630-991-1465
bsorensen1@comcast.net



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& RESOURCE CENTER

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Phone - 815-842-2345
www.pontiacoaklandmuseum.org

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for registration & info, see www.gatewaygto.org

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- Super 8 815-844-6888
- Best Western 815-842-2777



6TH ANNUAL OLIVET FALL HARVEST FEST CAR SHOW/DISPLAY

September 26, 2015
12:00PM - 4:00 PM



Free Food and Drink

No Alcohol
&
No Burnouts

Trophies Awarded !



*Olivet Missionary Baptist Church
12200 New Halls Ferry Road
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Donations Accepted*



ROUTE 66 CRUISE TO THE MUNGER MOSS HOTEL IN
LEBANON MO

WHEN: SATURDAY, OCTOBER 24, 2015

WHERE: Meet at 8:00 a.m. at the Route 66 State Park, 97
exit 266 (Lewis Rd) off I-44 just east of Eureka.

Travel Route 66 to Devil's Elbow Bridge on the Big Piney
River where we will have lunch at the Devils Elbow Inn and
afterwards proceed to the Munger Moss Hotel in Lebanon
where we will check-in and then have dinner.

INFO: MUNGER MOSS HOTEL

417-532-3111 / Ramona Lehman

Room Prices: Rooms with 2 beds are \$60 plus tax

Queen : \$53.50 plus tax

King: \$56.50 plus tax

Ten (10) rooms are being held under Gateway so get your
reservations in as soon as possible.

2015 GATEWAY GTO CALENDAR OF EVENTS

August

- 6 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 8 - Jefferson County Fun Cruise - Details to follow
- 8 - Route 66 Classic Car Cruise, 8800 Watson Road, Crestwood, Mo 63119, Line up for the parade at 8:30
- 15 - 6th Annual Veterans Charity Car Slow Purina Farms, 200 Checkerboard Drive, Gray Summit, MO 63039 11:00am to 3:00pm (CLUB SPONSORED)
- 23 - Cedar Hill Elks Car and Motorcycle show, 8430 Industrial Drive, Cedar Hill, Mo 63016, 9am to 4pm
- 30 - Gateway GTO Annual PICNIC at Vargo Park (CLUB SPONSORED)

September

- 3 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 12 - GTO Car Show at St. Charles County Heritage Museum, 1630 Heritage Landing, St. Peters MO 63303 - 11am to 4pm (CLUB SPONSORED)
- 13 - Wheels in Motion Charity Car Show at Westport Plaza (CLUB SPONSORED)
- 19-20 - GTOAA Regional Meet in Pontiac, IL. (CLUB SPONSORED)
- 26 - Olivet Baptist Church Car Show, 12000 New Halls Ferry Rd, Florissant MO 63303 12pm-4pm

October

- 1 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 10 - Cottleville Car Show at old American Furniture Store on Midrivers Mall Drive in Cottleville.
Rain Date October 17. Details to follow
- 24 - Route 66 Cruise at Munger Moss Hotel

Gateway GTO Classifieds

GATEWAY GTO 30th ANNIVERSARY TEE SHIRTS



Gray;	S-XL	\$14	2X-3X	\$16
White;	S-XL	\$13	2X-3X	\$15

**Shirts are available for purchase at club functions or
contact Kerry Friedman**



GMC

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Mary Ann Havens
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jfhavens@sbcglobal.net

(314) 496-7368

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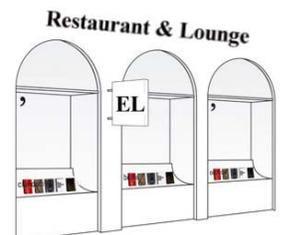
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Classified ads up to 50 words are free to members; add 10 cents per word for any ad over 50 words. Payment is due upon submission. (members need to update ads at 3 month intervals or ads will be dropped). Classified ads up to 50 words for non-members 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 Thursday of the month at Sports Café 3579 Pennridge Dr, Bridgeton, MO 63044

Dues are \$35.00 per year which includes GTOAA membership. All renewals are required to be paid by December 31st. You are allowed to have one associate member.

Club Sponsor



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.

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