



THE HOOD SCOOP

May 2015

Long Haul Le Mons

Words And Photographs By Thomas DeMauro

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Ask Pontiac fans about the division's 1965 offerings, and the first thing you'll notice is a smile appearing on their faces. Even after 50 years, those cars remain exceptionally popular. Today, average sale prices of the intermediate-sized Pontiacs, like the GTO and Le Mans, at times outpace the same model other-year Pontiacs of the era, and it appears that they have been sought-after since their introduction. Inspired redesigns on all of its 1965 models propelled Pontiac ever closer to the forefront of American automotive styling. *Motor Trend* magazine recognized that accomplishment among additional attributes when it awarded the entire division its Car of the Year honor. Though not as extensively reworked as the full-size models, the intermediate lines did receive handsome front and rear revisions.

This, of course, included the sporty Le Mans, which was introduced on the 1962 Tempest. It graduated to its own series in 1963, and by 1964 had grown from a senior compact Y-body into a mid-sized A-body model.

One look at the 1965 Le Mans reveals why it was fashionable then and is coveted by collectors today. The stacked headlamps and recessed split-grille concept that made the 1963 full-size Pontiacs so admired was expertly integrated into the Le Mans and GTO. A new upscale wraparound taillamp treatment offered nighttime side visibility, and the rear featured wall-to-wall chrome trim that rendered the lamps nearly invisible when not lit.

Model year production for Pontiac topped 802,000 units, up from 715,261 for 1964. Le Mans two-door sales increased to 93,326 units from 80,186.

Gateway GTO Association



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THE HOOD SCOOP



Given the division's steady advances in performance, styling and status since the late 1950s, by 1965, for many, Pontiacs were the cars to be seen in. That holds true today for Harry Timmermann, as he and his family regularly spend time in his Burgundy Le Mans convertible. In fact, he drove it over 1,200 miles from the St. Louis area to Pittsburgh and back again without incident in 2014, to attend the 2014 GTOAA International Convention.

According to Harry, a diesel mechanic from Trenton, Illinois (just east of St. Louis), taking extended road trips in this vintage Pontiac is almost commonplace. "We love driving our Le Mans," he says. "I drive it all over with my wife, Amy, and my stepdaughter Cristina-to local shows and to the national

events. My granddaughter loves riding in the car as well. Some people think we're nuts-maybe we are-but at least we're having fun enjoying this fine Pontiac."

The circumstances under which Harry found the vintage Pontiac convertible back in March 2004 are also intriguing. "My sister called me about a captain in the Air Force who owned this car and wanted someone to work on it," Harry remembers. So, he prepared an estimate for his labor and instructed the officer to source the parts. The captain agreed, but after researching parts prices, he decided to sell the Le Mans and buy a motorcycle instead.

Harry asked if he could look at the Pontiac first. When he arrived, he found a complete and drivable 101,000-mile, rust-free,





1965 Le Mans convertible that was assembled at the Fremont, California, plant and sold through Lang Webb Pontiac-Cadillac in Vallejo. It had mildly toasted upholstery at the seat tops and checked, but original Burgundy paint.

Also apparent was the fact that it was extensively optioned—a 326 H.O. V-8; a column-shifted automatic transmission; A/C; ride and handling package; H.D. brakes, with aluminum front drums; white stripe tires; wire wheel discs; Custom Sports steering wheel; tilt steering wheel; power driver's bucket seat, steering, brakes and windows; pushbutton AM radio with power antenna; padded dash; windshield washer and dual-speed wipers; electric clock; mirror and lamp groups; custom retractable seat belts; front and rear floor mats; Soft-Ray glass in all windows; door-edge guards; and spare tire cover. All totaled, the \$2,797 base price swelled to \$4,563 .95 in 1965 money.

Realizing its value and potential, Harry purchased the Le Mans on the spot. "I have always liked the mid-'60s General Motors cars, but I've owned mostly Chevrolets, so this was my first Pontiac and first convertible," he says

enthusiastically.

Initially, Harry planned to "fix it up a little bit" and then enjoy it. However, though the body remained on the frame, by May of 2004, the rest of the Le Mans was disassembled for restoration. The shell was sanded and chemically stripped to bare metal, and then the panels were straightened and repaired. Fortunately, none of the body panels needed to be replaced. Light applications of Evercoat filler were used as needed, and the surfaces were sanded smooth.

Martin Senour Trio/Prime etching primer, applied to protect the bare metal, was followed by multiple coats of Complete Primer and block sanding, four basecoats of Tec/Base acrylic urethane in Burgundy, and three coats of clear. The clear finish was then wet-sanded with 1200- and then 1500-grade paper and polished using 3M products. "We painted, wet sanded and polished the body in pieces, so we wouldn't have any tape edges," Harry explains, but he laments, "putting it back together was stressful because we were trying to not chip the paint."

All of the original trim was polished



Pontiac of the Month



and reinstalled, save for the right rear wheel well molding, which was replaced. United Bumper in St. Louis re-chromed the bumpers. By August of 2004, the Le Mans was on the road.

Harry's winter project, beginning in December 2004, was a complete brake rebuild. The 9.5 -inch drum brakes were retained and treated to new wheel cylinders, master cylinder, shoes, hardware kits, hoses and emergency brake cables. Why no front disc brake swap? "The Le Mans was an all-original, numbers-matching car with H.D. aluminum drums, so at the time I just wanted to keep it as stock as possible," he explains. However, knowing the Le Mans would be driven regularly, when he rebuilt and detailed the chassis the next year, Harry decided to make a few mild and somewhat hidden upgrades; polyurethane bushings and firmer Koni gas shocks were installed.

In the interior, Parchment seat covers and matching door panels from Legendary Auto Interiors were swapped in by Haege's Upholstery in Belleville, Illinois, along with a new black carpet. The original dash pad was re-dyed, and the door sill plates and all interior bright trim were polished, while the engine and tail lamp wiring harnesses were replaced with new harnesses from Lectric Limited.

Harry rebuilt the factory Super-Turbine 300 two-speed automatic transmission and installed a stock replacement torque converter. Ahead of that transmission was one of the 3,403 code-YP 326-cu.in. H.O. engines installed in the Tempest and Le Mans lines for 1965 (4,136 code-WR with the manual transmission). That original, 1 0.5:1-compression, 285hp, four-barrel V-8 was brought to MBJ Machine in Granite City, Illinois, where the block was bored .030-over, the stock crankshaft was machined, and the stock rods were resized and fitted with Sealed-Power hypereutectic pistons with plasma moly rings; a new

Melling M54DS oil pump was installed.

Port work, hardened exhaust valve seats and a five-angle valve job were incorporated into the rebuilding of the cylinder heads. Sealed-Power 5/16-inch push rods, with 1.50:1 stamped-steel rocker arms to actuate them, are accompanied by an upgraded camshaft. Melling's Pontiac "068" spec grind features 212/225-degrees duration at .050, an advertised duration of 288/302-degrees and .409/408 -inch lift. The factory Carter AFB carburetor was exchanged for an Edelbrock Thunder Series AVS 650-CFM carb on the original Pontiac cast-iron intake manifold, while reproduction spark plug wires add to the stock look.

Though he improved the Pontiac just about every year, including the rebuilding of the factory 3.23-geared 10-bolt open differential in 2010, after it was first finished back in 2004, Harry began cruising in it regularly. "There's nothing better than driving at night and seeing the stars in a convertible," he says. And he's seen plenty of them, piloting his Le Mans two or three days per week on average and racking up an additional 59,000 miles!

You may be under the impression, considering all its road time, that this Pontiac doesn't do too well at the shows. That would be an incorrect assumption. Despite some chips on the nose, some bugs in the A/C condenser and some non-stock parts, the Le Mans has earned many awards. A member of the Metro East Muscle Car Club, Gateway GTO Association chapter of the GTOAA and Arch Chapter of POCI, Harry's Burgundy beauty has taken first in class four times at the GTOAA International Convention, with an additional two years in the Winners' Circle. It has also won three first-in-class awards at the POCI Convention and earned Concours Silver twice.

"Out of all the cars that I've owned, this one has been the best by far," Harry tells us.





Pontiac of the Month



And we can see why. He drives it seemingly everywhere and still wins awards with it. Though he restored this Pontiac one project at a time over a span of about six years, Harry confides, "If I had to build this car all over again, I would probably take it down to the

bare frame and do it all at once!" Nevertheless, the piecemeal approach worked for his budget and time constraints, and he's pleased with the results. "It drives like a dream," he says. What more could you ask for?





Presidents Scoop

The Presidents Scoop

By Kerry Friedman

Memorial Day is here and it's the Official start of the car show season with the Cobblestone Show at Fastlane Cars.

The Gateway GTO show season was delayed by a couple of weather delays. The St. Charles Heritage Museum GTO was called off for now and the Dyno Day at Omer Phelp's STL Tuners was delayed a week, but I understand there was a good turnout the other day.

Our next event will be a Hawaiian Luau at the Schott's house on June 6 from 2:00pm to 7:00pm. The club will supply the main dish, meat, and members are asked to bring a side dish. A signup sheet will be sent via email soon. Gail and Sandra have 'cooked up' this party and will be having a costume contest with a variety of categories, such as best use of coconuts. If you haven't signed up yet, there is still time. Let Gail know soon.

The next event, June 13, is our major sponsor's car show at Gateway Buick GMC. The details are to be out soon. Our task to help will be to spread the word and help get a good turnout from the community. I know there will be a good GTO turnout. We will also help in whatever way is needed, such as parking and judging. Get out the Orange Worker's Shirts.

The GTOAA National Convention is fairly close to home this year. Columbus, Indiana, an hour south of Indianapolis. If you don't want to drive your car, and don't have a trailer, there will be others who you could hitch a ride with. It will be the best opportunity to go to one before we host the 2017 Convention in Springfield, Illinois. If you can't come for the whole time, try to go for a day or two. The convention is from Tuesday, July 7 through Saturday, July 11.

Since a lot of our members live in the St. Charles area, the GTO turnout at shows in that area is always good. This year I will be sending out flyers for shows in the Jefferson County area, just to get the GTO's seen in other venues. We will also be scheduling a Gimick Cruise in this area soon.

Also keep September 19 and 20 open, and get your hotel reservations for the 4th annual All Pontiac Regional Car Show to benefit the Pontiac-Oakland Museum in Pontiac, Illinois. Besides our cars and local clubs, this is how the History of Pontiac will live on. We must support it and keep it going.

The next regular Gateway GTO meeting will be June 4, at The Sport's Café, in Bridgeton. See you there.



GGTOA Minutes: 5/7/2015

7:05PM – Meeting start – No new members present. Kerry Friedman is out of town, so Terry Schott is running the meeting. Dan Kelly from Fords Unlimited present at meeting. He was here to collect money for tickets to the Rascal's ballgame in the evening of May 16th. Omer Phelps was also present. He came in to talk about the benefits of dyno testing your car. Our dyno day will be held at his facility in the morning on May 16th.

7:20 – Old Business – Joe Mayweather gave details on the Easter show. He said that it seemed unorganized but there were a good number of cars there. Chris Simmons talked about a swap meet and magazine articles. Will Bowers mentioned that he made a trip to Kansas City, where he sold his Catalina at the Mecum auto auction.

7:30 – New Business – John Novelli said that he should have a speaker present at the next meeting. Terry Schott let everyone know that Chris Winslow is still looking for articles about 65 and 05 GTOs for the newsletter.

7:33 – Tom Oxler talked about the progress being made for the 2017 Nationals

7:36 – The GTO Year Books are in

7:37 – Sandra Melrose talked about an event that she is planning. There will be a Potluck Luau on June 6th at the Schott's residence. Bring Hawaiian shirts, lawn chairs and a dish.

7:40 – Earl Lewis said that he heard back from an official in Cottleville. They were very impressed with how the club helped to organize their St. Patrick's Day parade. They have expressed interest in sponsoring the club and having us put on a large car show at the American Center in Cottleville. The show would likely take place in mid-October.

7:45 – Upcoming events

July 7th-11th – GTOAA Nationals in Colum-

bus Indiana. Sign up online, and call Clarion direct for hotel reservations.

August 15th – Veterans Memorial Car Show at Purina Farms, Gray Summit. 11:00-3:00. CSE

August 30th – Gateway GTO Annual Picnic at Vago Park. CSE

September 19-20 – GTOAA Regional, Pontiac Illinois. Pontiac Museum fund raiser.

September 26th – Olivet Baptist Church Fall Festival

October 24th – Lebanon MO Route 66 Cruise. Overnight stay at Munger Moss Motel. CSE

7:50 – Steve Hedrick discussed the upcoming National event in Columbus.

7:55 – John Novelli mentioned an event at PUR performance on the Friday before Memorial Day.

7:58 – Tom Oxler talked about the Lebanon cruise.

8:00 – Gale Schott reminded everyone about the their Church's chicken dinner that's taking place on June 14th. Steve Hedrick talked about the Pontiac US Nationals that are taking place that same weekend in Bowling Greene.

8:03 – Chris Simmons mentioned a drag event at Gateway for 1972 and older cars.

8:07 – GTOAA – Tom Oxler said that the GTOAA refer a friend program is still in effect.

8:08 – Tech – Nothing new

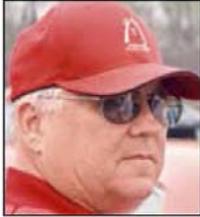
8:08 – Club Personals – Darryl May has been diagnosed with prostate cancer. He will begin treatment soon.

8:10 – Barb Lewis talked a bit about the GTO Tiger and his bride.

8:11 – Motion to adjourn by Earl Lewis, seconded by Joe Mayweather

50/50 of \$31 won by Joe Mayweather





Chapter Chat

With GTOAA President *G. Thomas Oxler*

2015 Chapter Night and President's Meeting

Every year at the annual GTOAA National Convention, we hold Chapter Night with the Chapter Recognition ceremony and President's Meeting specifically for chapter officers and members. This year's meeting will be on Thursday evening, July 9, from 6:00 pm to 8:00 pm at the host hotel. There will be food and beverages supplied by the Pontiacs of Southeast Indiana and the Indy GTO clubs, our gracious hosts.

As we have done in the past, GTOAA Chapter Coordinator Bill Vantuono will begin by presenting the chapter awards for GTOAA membership with Gold, Silver and Bronze awards, followed by awards for newsletters, websites and social media. Bill's final presentation will be the announcement of the GTOAA Chapter of the Year.

Following the Chapter Awards, I will introduce the GTOAA board of directors and staff for the President's Meeting, and then open the meeting to any questions, comments or concerns that chapter members and officers may have.

Following the President's Meeting, our new Facebook Coordinator, Lance Hudnell, and our Public Relations Coordinator, Vic Schreck, will make a presentation on the Chapter Face-

book Campaign conducted the past six months by GTOAA. Both Lance and Vic have been featuring an individual GTOAA chapter each week on the GTOAA Facebook page. The results have been astounding. The GTOAA Facebook Campaign began with 280,000 "likes" and ended with more than 600,000 "likes." Our GTOAA Facebook page is so large and far-reaching that we have other car clubs coming to us asking if we would share their site on ours so they can reach the followers of GTOAA.

Several GTOAA chapters have been using Facebook very successfully and several have even dropped their websites and just use Facebook as their one tool to keep members and others informed about what they are doing with their clubs and, of course, their GTOs. However, there are also several chapters that do not have a Facebook page or website; they could probably use some help with getting a chapter Facebook page started.

Immediately following the Facebook Campaign presentation, Vic and Lance will conduct a Facebook Technical Session to help chapters with establishing a Facebook page started how keep it going. They will be explaining:

- Setup (Group vs. Page)
- Privacy

- Events
- Sharing
- Sponsorship

If your chapter does not currently have or use Facebook, here is your opportunity to see how easy it really is to connect with friends, members and all of the GTO-loving community associated with the GTOAA.

As always, Chapter Night, with the Chapter Recognition ceremony, the President's Meeting and the Facebook Technical Session, are open to all members and officers of all GTOAA chapters. I encourage your participation and look forward to seeing you in Columbus, Indiana.

GREAT AMERICAN SAFETY DRIVE

By Howard Ragsdale

The purpose of the Great American Safety Drive is to raise funds to support the MedEvac Foundation International (<http://medevacfoundation.org/us/>) and benefit patients transported on air medical aircraft, and to conduct safety awareness stops in the states we travel through. This is the second Great American Safety Drive; the 2015 event is far more aggressive and complex than the previous. In 2014, two cars, my 1962 Corvette and a 2002 T-Bird belonging to a colleague



in the industry, completed a two-week trip from Santa Monica, California to Hilton Head, South Carolina. We completed 13 such events at venues ranging from airports and hospitals to Talladega International Speedway.

The 2015 Great American Safety Drive will also incorporate two cars, a 2015 Camaro convertible, and a newly restored and upgraded 1969 Pontiac GTO. Their routes will be separate and the journey will last for 4½ months,

traveling through more than 20 states each and collectively participating in more than 70 safety awareness and fundraising events. Last year we raised more than \$140,000; this year we have a minimum goal of \$250,000.

Air Methods Corporation (<http://www.airmethods.com/>) of Englewood, Colorado (my employer) owns the GTO. Metro Aviation (<http://www.metroaviation.com/>) of Shreveport, Louisiana owns the Camaro.



For the GTO, we have the complete PHS packet with a copy of the original window sticker. It appears the car never left Arizona, had approximately five owners including Air Methods and spent a few years with an owner that enjoyed amateur drag racing. The car now is basically as it was built, only in our opinion it is much-improved. The frame-off restoration included powder coating of all undercarriage components, new fuel and brake lines, new brake pads and shoes, and new power brake and power steering units. More than \$8,500 was spent on the engine overhaul and a complete transmission overhaul. The rust-free body is as good on the underside as it is on the top.

During the GTO's restoration at Classic Performance Restoration (<http://www.classicperformancerestoration.com/home>) in Gilbert, Arizona, Tom Mischke converted the standard AM radio to a period-correct AM/FM radio, and converted the open rear to a Safe-T-Track differential with 3:08 gears to make the GTO a very nice highway cruising car. The car was originally Limelight Green, a really great original color. However, Tom always wanted a Liberty Blue 1969 GTO and considered it a desirable color for his clientele. It is a great combination with the parchment interior. The tires are period-original red line bias ply tires, but we plan to change to red line radials for the trip.

Classic Performance Restoration restored this car with a vision of the future owner as retired and looking for a really nice top-notch GTO to drive.

GTO SCHEDULE

| Event | Location | Date | Comments |
|--------------------|---|---------|---|
| Kick-off | Bandimere Speedway, Denver, CO | June 6 | Set and any GTO involvement is welcomed. |
| Kearney, NE | Auto Museum | June 11 | Car will depart Denver area on the 10 th . Will welcome anyone interested in joining in. |
| Lincoln, NE | Tentative Speedway Motors | June 13 | Fun event with car/motorcycle clubs and very cool museum. |
| Des Moines, IA | Farmers Market | June 20 | Attracts 15,000 |
| Sioux Falls, SD | Planned at airport | July 7 | Hosted by Sanford Air Med, excellent air medical program |
| St. Paul, MN | St. Paul Downtown Airport – Terminal Building | July 9 | Final stages of planning in progress |
| Weston, WI | Location TBD | July 14 | |
| Chicago, IL | Working with UCAN | July 17 | Location will most likely be at airport in NW Indiana. High visibility Air Medical program in huge market, I will attend. |
| Ann Arbor, MI | University of Michigan | July 21 | Working with Survival Flight, director and husband are car people; I will attend this guaranteed great event. |
| Ft. Wayne, IN | Tentative Auburn Museum | July 24 | Will provide details as soon as available on this great location |
| Jamestown, NY | At StarFlight Air Medical | July 27 | |
| Buffalo, NY | Mercy West Air Medical | July 29 | Still in planning stages, I plan to attend. |
| Canandaigua, NY | Mercy Central NY | July 31 | Confirmed work in progress |
| Hartford, CT | LifeStar Air Medical | Aug 7 | Confirmed work in progress |
| West Chester, PA | Amer. Helicopter Museum | TBD | I will attend; this will be a great event. |
| West Mifflin, PA | Stat MedEvac | Aug 14 | Confirmed work in progress, I will attend and drive GTO |
| Indianapolis, IN | IU Lifeline | Aug 19 | At Indianapolis Speedway, high profile event with great support from the Speedway, I will attend and drive the GTO. |
| Illinois | TBD | Aug 24 | Work in progress |
| O'Fallon, MO | AirEvac LifeTeam | Aug 27 | Work in progress |
| St. Joseph, MO | LifeNet | Aug 31 | Work in progress |
| Sheridan, WY | Sheridan Memorial | Sep 8 | Work in progress |
| W. Yellowstone, MT | TBD | Sep 14 | Work in progress |
| Salt Lake City, UT | TBD | Sep 17 | Excellent programs, work in progress |
| Pocatello, ID | TBD | TBD | Beautiful part of the country |
| Boise, ID | Boise Airport | Sep 21 | Great location, with NVG demos |



An automatic transmission, power windows, air conditioning, hideaway headlights and a great color combination make this one of the best cars for getting out and driving. In the right hands, this GTO represents an affordable classic with an expectation of retaining long-term value.

The GTO will travel nearly 7,000 miles on the trip. We have set the schedule to allow periodic maintenance and TLC. Steps are being taken to garage the GTO at all stops, and the drivers will be Air Methods Corporation employees with a set of operational procedures to protect the car. It will be installed with satellite tracking and I will provide the GTOAA with a link so the location can always be observed. The GTO will remain stationary during some extended downtime periods.

Most Great American Safety Drive events are set, but many will be adjusted as we accommodate the host air medical programs and operations throughout the route. I will keep GTOAA staff updated on planning as event details are finalized. We start final planning conference calls with groups at least 30 days in advance. We are now finalizing details for June and July events. We are providing input and answering questions with program events beyond July.

This is a fundraising event and an opportunity to make the public aware of the medical aircraft industry's commitment to safety and quality patient care. Our mechanics, pilots, clinicians, communications specialists, trainers, and safety representatives all share a common goal: Be there when needed, provide quality care in transport and get you there safely. This requires an investment not only from these quality professionals, but also from their employers and our associations.

Each car will be recognizing our major sponsors and donors with logos that will be removed at the end of the trip. It is expected these donations will exceed \$150,000. Starting late May an online raffle will commence in those states in which raffles are allowed. A \$50.00 ticket will allow the purchaser to participate in two drawings. The first will award the 1969 GTO to a new owner and the second drawing will determine the new owner of the 2015 Camaro. Tickets are limited to 5,000 total; a link to the raffle site will be provided once established.

Each car will carry a banner with a goal of having at least 1,000 signatures by the end of the journey. The donation to sign will be \$5.00. Online and at each event, 2015 Great American Safety Drive hats and tee-shirts will be on sale for \$15.00 each. A link for

online purchases will be established. Individual events will have their own fundraising initiatives planned that will range from local raffles for helicopter rides to an Indy Car Experience and other donated items. Some events are being held at local museums and special tours with a portion of the proceeds going to the foundation. Both Great American Safety Drive routes will converge and conclude at the 2015 Air Medical Transport Conference in Long Beach, California, where the GTO and Camaro will be on display in the exhibit hall for the duration of the conference.

We hope to see GTOAA chapters and GTO enthusiasts at the events and/or joining in for portions of the drive. The dates for the majority of the events will not change (see schedule chart), although we have at least two programs that may move a day one way or the other. If a GTOAA chapter is interested in a specific event we will provide more detailed information as soon as it becomes available. Please be sure to contact me at hrgsdale@airmethods.com.

MedEvac Foundation International is an international non-profit 501C (3) charitable organization headquartered in the Washington, D.C. area. The Foundation helps the Association of Air Medical Services (AAMS) represent the air medical and critical-care ground transport industries. Since 2005, MedEvac Foundation International has supported research, education and outreach programs that enhance the industry's ability to provide quality medical care and safe and effective air and ground medical transportation for every patient in need. It funds programs and charitable activities that support AAMS members and their families, who serve their communities with pride and commitment and provide life-saving services throughout the United States and around the world.



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 | |
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| | Gail Schott Earl & Barb Lewis Marty Howard Leroy & Debbie Brune John Folluo | Brian Ray Bill Craft Jim Mutz Annette Morton Donna Bowers | |
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| | Jon Havens Bob Blattel Dave Huesgen Jim Moran Jim Kiburz | Danny Schmidt Charley & Jeanne Simpson Carl Thoenen Scott Brandt Scott Hudler | |

Body Control Module Harness Check

By Chris Winslow

Many of you with the new generation GTO's may have heard about strange electrical issues and gremlins with these cars. It turns out that in many instances, these issues are caused by the harness that routes to the body control module chaffing through and shorting to the dash structure behind the glove compartment. With the GTOAA Nats just around the corner, now would be a good time to make sure all is well with this on your GTO before heading east.

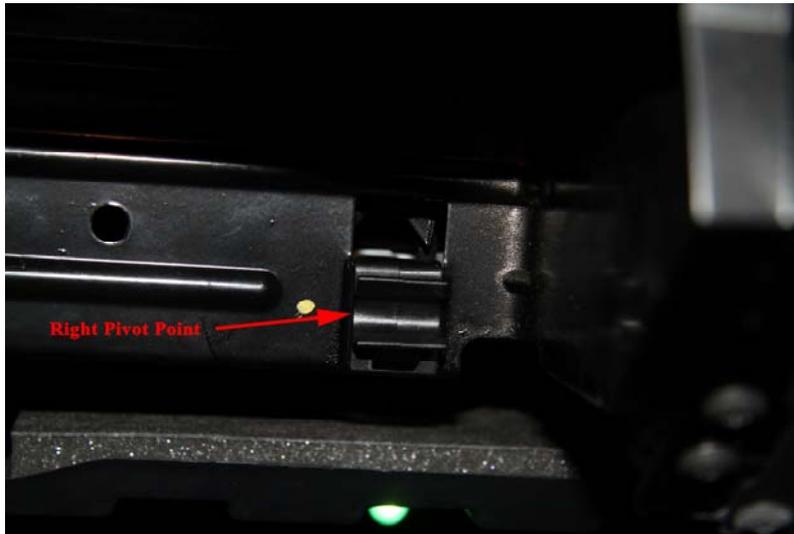
Fortunately, if you catch this problem before the harness shorts, it is a fairly easy fix.

The first step is to gain access to the area behind the glove box to see if your car has a potential problem. This is actually pretty easy if you know how to do it. The first step is to open the glove box past the rubber stops. There is one rubber stop on each side of the glove box. I like to just work the rubber stops out of the door. To do this, grasp them from the inside of the glove box and pull them towards the inside of the globe box and down. They will slide out pretty easily.





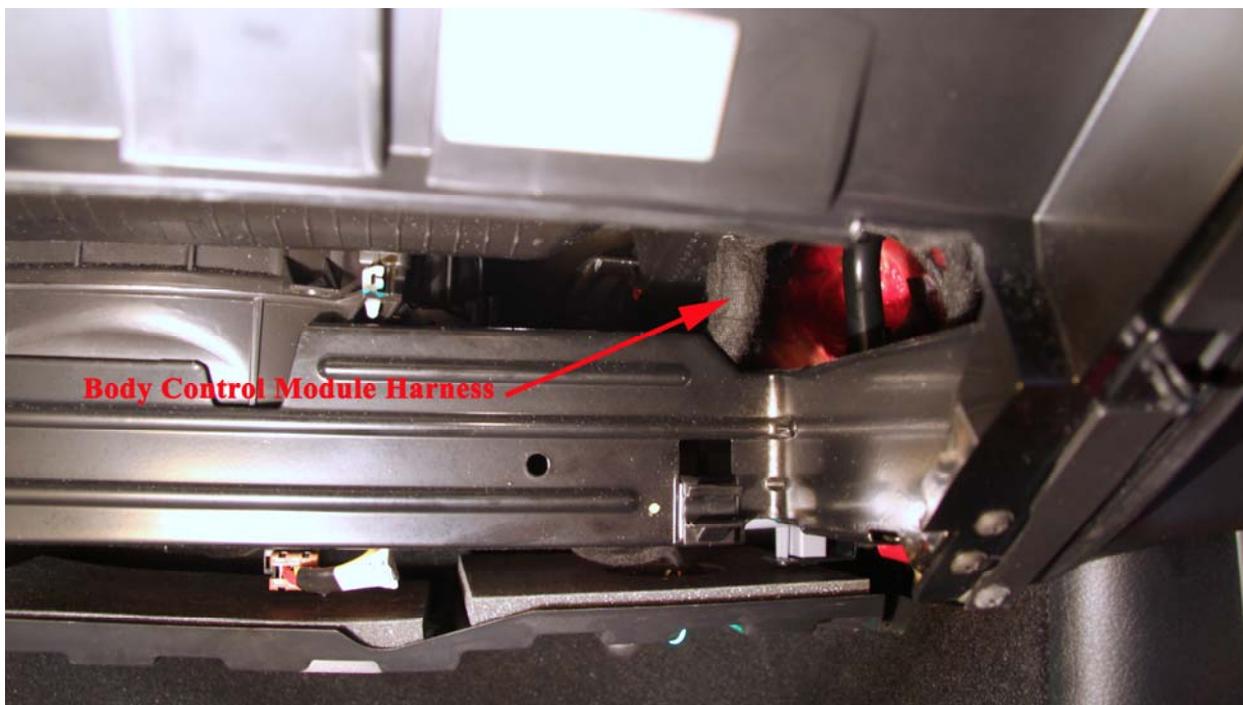
With the stops removed, the next step is to remove the glove box. Unlike most cars I have worked on over the years, the glove box on this car just snaps into place. Essentially the pivot point on the right side is just a plastic clip that snaps onto a rod on the rear of the glove box. To remove the box, simply grasp the glove box door with the door about 1/3 of the way open and then pull to the rear of the car on the right hand side. This will cause the right pivot point to snap out of the clip. It does not take much force to pull this loose, so don't overdo it. Once the right pivot point is free, simply slide the glove box to the right to free it from the left pivot point. At this point the glove box will be totally free and can be set aside.



The next step is to get a good flashlight and look in the upper right hand corner of the dash area exposed by removing the glove box. There you will see a large harness, approximately 1 1/2 inches in diameter, running vertically. That is that harness that needs to be protected.

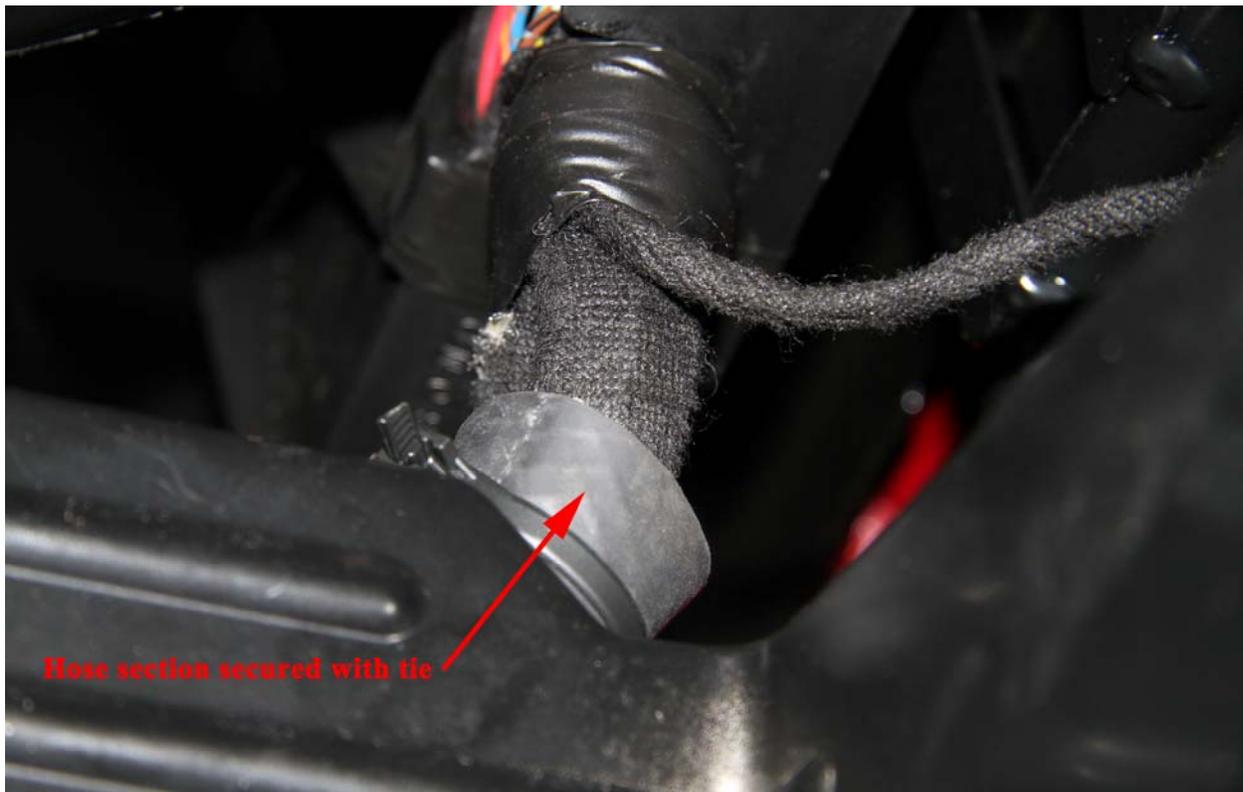
As can be seen from the photos of my car, the harness was riding hard against the structure behind the glove box. This structure has a very sharp edge facing towards

the front of the car. In the case of my car, which was manufactured in August of 2004 and had just under 18,000 miles when these photos were taken, the damage was not bad. The wear had not made it past the harness covering yet.



There is no really good way to re-route this harness to get it way from the structure, so the only way to address the issue is to add some protection to the harness. There are two good ways to do this. The first and most elegant solution would be to add caterpillar grommet to the structure. This is a U shaped grommet strip that would snap onto the structure and cover up the sharp edge. Unfortunately, this kind of grommet is a bit hard to come by in reasonable quantities, so it is probably not a good option unless you happen to have some sitting around.

In my case, without any caterpillar grommet on hand, the second method was used. This method uses a short section of hose that is split so that it can be placed over the harness. Once the hose is worked into place, which actually takes some doing as this harness is stiff and was riding the structure hard; a few tie straps are used to hold it in place.



With the harness now protected, all that is left is to replace the glove box. Installation is pretty much reverse of removal. Just slide the glove box left pivot point into position and then press the right had side of the glove box forward to snap the right pivot point back into position. After that work the two stops back into place and the job is done.

There is some disagreement in the late model GTO community as to whether this problem exists across model years. As mentioned above, it was still present in my 2004, which was built at the very end of the 2004 model year run. I would think that the engine change for the 2005 model year would not have driven a significant change to BCM wiring behind the dash, so if I owned a 2005 or 2006, I would check it just to be sure. The process for checking the harness takes less than 5 minutes, so it will be time well spent if it saves shorting out the BCM.



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>

Potluck Luau



Date: June 6, 2015

Time: 2PM - 7PM

Place: Terry & Gail Schott's
18903 St. Albans Rd.
Glencoe, MO 63038

Bring a dish to share (see sign-up sheet to follow) and a lawn chair.

Hawaiian attire encouraged!

Games, Prizes & Costume Contest - Tacky Tourist, Most Authentic, Best Use of Coconuts, Enhanced Tropics

Questions? Call:

Sandra Melrose
314-968-3106

Gail Schott
636-273-6313



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

June

- 4 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 12 - Federal Mogul Motorsports Tech Academy Car and Bike Show. See website for more information
- 13 - Gateway GTO Carshow at Gateway Buick-GMC - Details to follow (CLUB SPONSORED)

July

- 2 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 7-11 - GTOAA Convention in Columbus IN (CLUB SPONSORED)

August

- 6 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 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)
- 13 - Wheels in Motion Charity Car Show at Westport Plaza (CLUB SPONSORED)

Gateway GTO Classifieds

For Sale

1967 Pontiac 400 engine (complete less carb)

Casting date H167 Block code YA

6X Heads. Engine runs great and includes turbo 350 trans.

\$400 negotiable.

Contact Rich at 636-734-9340

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**



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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 Thursday of the month at Sports Café 3579 Pennridge Dr, Bridgeton, MO 63044

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



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**

44 Marcus Drive
St. Peters, MO 63376

