

The GR-RRREAT ONE!

G A T E W A Y C H A P T E R S T O R A



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GTOAA 1989 NATIONAL MEET

WELL WEVE JUST RETURNED FROM WHAT WAS CALLED THE LARGEST GOAT GATHERING EVER TO DATE. I REALLY DON'T FIND THIS HARD TO BELIEVE WITH WELL OVER 400 GTO'S ON HAND. THE COLUMBUS CHAPTER IS A LARGE GROUP OF VERY DEDICATED GTO PEOPLE, AND THEY DESERVE YET ANOTHER PAT ON THE BACK FOR A JOB WELL DONE.

THE 89 GTOAA NATIONALS WAS HELD AT THE COLUMBUS NORTH MARRIOTT NORTH: THE NATIONALS STARTED ON WEDNESDAY WITH THE REGISTRATION AND THE SWAP MEET AREA TAKING SHAPE. MOST OF THE DAY WAS SPENT UNLOADING CARS AND PARTS. WITH THE WARM BUT NICE CLEAR WEATHER ON HAND, THERE WAS TIME TO RELAX AND SEE A LITTLE OF COLUMBUS.

BRIGHT AND EARLY THURSDAY MORNING THE DEALS WERE IN THE AIR. WITH THE AMOUNT OF VENDORS THAT WERE ON HAND, IT'S HARD TO BELIEVE THAT ANYONE WAS STILL LOOKING FOR PARTS. AS THE DAY WENT ON AND THE TEMPERATURE ROSE HIGHER, SO DID THE NUMBER OF GTO'S ARRIVING. ALL AND ALL IT WAS A GOOD DAY FOR SELLING PARTS AND A GREAT DAY FOR BUYING THEM.

WITH THE DAY AND THE DEALS COMING TO A END, A COOL DIP IN THE POOL BEFORE THE POOLSIDE COOKOUT, WAS A NICE WAY TO COOL DOWN AND ENJOY THE EVENING FOR MOST OF US, EXCEPT FOR SHIRLEY BEZZOLE, SHE WAS ANYTHING BUT COOL WITH THE HOT \$1000.00 SHE WALKED OFF WITH AT THE BINGO GAMES. HOW DOES SHE DO IT? IT'S THE QUESTION EVERYONE IS ASKING THEMSELVES.

WITH THE BEGINNING OF FRIDAY AND ALL THE GTO'S COMING OUT FROM UNDER THE COVERS, THE DAY WAS OFF TO A GREAT START, WITH THE BEST AND MOST BEAUTIFUL GTO'S POISED AND WAITING TO BE VIEWED AND JUDGED. AS IN THE PAST, THE WEATHER WAS ON IT'S BEST BEHAVIOR, IT WAS A GREAT DAY TO SEE SOME EXCELLENT GTO'S AND OF COURSE TO STROLL THROUGH THE SWAP MEET AREA FOR A FEW MORE GREST DEALS.

AS THE JUDGING WAS COMPLETED, AND THE ROAD RALLY PARTICIPANTS WERE ON ON THEIR WAY TO TEST THEIR DRIVING SKILLS, EVERYONE STARTED TO PREPARE FOR THE ALL GTO DRAG NIGHT, YES DRAG NIGHT, THIS WAS A NEW TWIST RACING UNDER THE LIGHT'S.

LITTLE DID WE KNOW HOW MANY STOP LIGHTS WE WOULD HAVE TO SIT THROUGH IN RUSH HOUR TRAFFIC TO REACH OUR DESTINATION. NEEDLESS TO SAY, IT WAS HOT BY THIS TIME AND THE HEAVY BREATHING GOATS WERE FEELING IT. WE NOTICED A FEW HOODS UP ON GTO'S ON THE WAY, BUT THANKS TO EARL AND SANDY CHAPMAN THE DRIVERS OF THESE CARS GOT TO SEE THE ACTION AT THE TRACK...AS WE ARRIVED AT THE STRIP SO DID THE STORM CLOUDS. ALL THE GATEWAY RACERS GOT AT LEAST ONE TRIAL RUN IN BEFORE THE RAIN CAME, BUT THIS NORMAL FOR GTO DRAG'S, IT SEEMS TO HAPPEN EVERY YEAR. AFTER ALL THESE YEARS OF RAIN SOMEBODY FINALLY POINTED THE FINGER AT GTOAA PRESIDENT LAR'S GRIMSRUD AND BROUGHT TO LIGHT THAT HIS MIDDLE NAME IS NOAH, FINALLY SOMEONE TO BLAME.

SOON AFTER THE RAIN STOPPED THE TRACK OFFICIALS STARTED TO TRY AND DRY THE TRACK WITH A LITTLE HELP WE WRE RACING AGAIN. THE ST. LOUIS RACERS TONY BEZZOLE, EARL CHAPMAN AND SCOTT BROHAMMER WERE ALL READY FOR SOME COMPETITION. EARL WITH HIS 65 GTO, AND TONY WITH HIS 70 GTO WERE BOTH SHUT OUT ON THE FIRST ROUND, WITH SCOTT AND HIS 68 CONVERTIBLE MAKING IT AS FAR AS THE SECOND ROUND. ALL AND ALL WITH THE TRACK CONDITIONS AND EVERYTHING ELSE, THESE GUYS REALLY DID SOME SUPER TIMES. ANOTHER GREAT JOB FROM THE FAST MOVERS OF ST. LOUIS.

WITH 130 CARS ON HAND TO RACE, THERE WAS SOME GREAT COMPETITION IN ALL THE BRACKETS. WITH A GOOD NIGHT OF RACING UNDER OUR BELT THERE WAS ONE RACE LEFT TO RUN. BILL BLAIR IN HIS 63 TEMPEST UP AGAINST ANDY SYRKIN IN HIS 67 GTO (THE LEGEND). THERE SHOULD NOT BE ANY DOUBT AS TO WHO WON THAT, WITH THE BEST TIME OF THE NIGHT AT 10.45 THE POWERFUL (LEGEND) WAS A SHOE IN.

SATURDAY STARTED OUT AS A LEARNING EXPERIENCE WITH A TRI- POWER SEMINAR, FOLLOWED BY A PONTIAC ENGINE SEMINAR, ALOT OF GOOD USEFUL INFORMATION WAS AVAILABE TO ALL GTO OWNERS. THE SATURDAY EVENING AWARDS PRESENTATION BEGAN WITH SOME DOOR PRIZES AND A GREAT PRESENTATION OF SOME NEVER SEEN PONTIAC FOOTAGE FROM 1971 AND 1970 WHICH EVERYONE

ENJOYED. NOW CAME THE MOMENT EVERYONE HAD WORKED SO HARD FOR, THE AWARD PRESENTATIONS. TWO GATEWAY MEMBERS WORK DEFINATELY PAID OFF, WITH TONY BEZZOLE TAKING SECOND PLACE IN THE 68 -70 MODIFIED CLASS, AND THE BEST OF SHOW GOING TO DAVE KRIES OF TROY, ILL. IN HIS 68 CONVERTIBLE. WE ALL WOULD LIKE TO WELCOME DAVE TO THE GATEWAY GTO CLUB, AND CONGRATULATE HIM ON A SUPERB JOB ON HIS SHOW WINNING 68.....

WITH THE AWARDS OVER, IT WAS TIME TO HAVE A LITTLE FUN ON THE PARKING LOT, WITH THE OLDIES MUSIC, ROCK& ROLL, GOOD FRIENDS AND SOME GREAT GTO'S ALL OVER THE PLACE. IT WAS LIKE BEING IN GTO HEAVEN.

IT WAS GOOD TO SEE SO MANY PEOPLE FROM THE CLUB ON HAND. I HOPE NEXT YEAR MORE MEMBERS CAN MAKE IT TO SEE THE GATHERING OF THE GOATS. IT WAS A GREAT TIME, AND WELL SEE YOU IN BLOOMINGTON, MINNESOTA IN 1990.

STEVE HEDRICK

DRAG RACE SEPTEMBER 10,1989 AT MAR. GTO'S AGAINST CORVETTE CLUB. THERE MAY ALSO BE A CAR SHOW AT MAR. MORE INFORMATION WILL BE GIVEN AT PICNIC, AND NEXT NEWS LETTER.

FROM: Craig Weiss, Vice-President GATEWAY GTO ASSOCIATION

SUBJECT: SUNDAY, SEPTEMBER 10 DRAG SHOOT-OUT

Sunday, September 10th, Gateway GTO Association vs. Boone Trail Corvette Club in heads up racing at the Mid-America Raceway in Wentzville. The event will feature a car show at the foot of the tower and drag race events:

Low ET: Vette and GTO

Low Eliminator: Vette and GTO

Overall Top Eliminator

Trophies will be awarded in all events! Two lanes provided by the track.

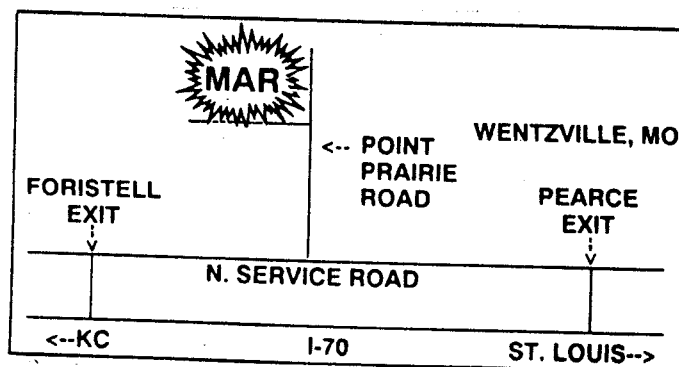
A picnic area will be set aside in a shaded area for families and friends.

Come one, Come all! We are billing this event as the "First Annual Gateway GTO Association vs. Boone Trail Corvette Club Shoot-Out".

Come early; Gates open at 8:00AM Time Trials: 9:00AM-1:00PM * Show Events: 1:00PM

All drag cars will go through specs at the track; enter club name on Tech Card at check-in.

Further information on this event at the Picnic August 27th. This is a MUST EVENT, let's show our colors and beat those nasty Corvette people.



Spectators only \$7.00
Children under 12 FREE
Cross over to race area FREE
Race Car Area Entry \$10.00
Racing FREE

QUADRAJET CARBURETOR IDENTIFICATION

by Glenn R. Zibart

The Rochester Quadrajet carburetor was first used by GM on 1965 Chevrolets, replacing the Carter AFB's and the Rochester 4GC's on the higher output engines such as the new 396's. It flows up to 750 CFM, compared to around 625 for the carbs it replaced. There were even 800 CFM models used on the Pontiac 455HO and SD engines from 71-74 and on a few Buicks. Using the air valve principle of operation on the huge secondaries and small primaries with triple venturies, the Quadrajet provides good low end torque and good top end air flow capacity and can meter fuel for economy and power for a wide range of engine sizes.

The Quadrajet made its appearance on Pontiacs in 1967, coincident with the discontinuance of Tri-power. It was standard on GTO's, Grand Prix's, and the Firebird 400. Other Pontiacs with four barrels used the 4GC in 1967. By 1968 the only four barrel used by Pontiac was the Quadrajet. (The legendary 1969 Ram Air V used a big Holley, but that's a story for another day). Most Pontiac performance enthusiasts recommend keeping your Quadrajet and spending your precious dollars on other performance goodies.

As many of our GTO's (and other fine Pontiacs) are found with missing or substituted engines, carburetors, and other parts by the time we are ready to restore them, I have developed the following charts to assist in locating a suitable or even the exact correct carburetor for your car. Rochester Carburetor Division of GM had a system of numbering to identify their carburetors. As with any system, some exceptions exist, or some information may be in error, but generally it is as follows:

QUADRAJET NOMENCLATURE

Early Carb Number

7 0 2 7 2 6 2

⑦⑥⑤④③②①

Late Carb Number

1 7 0 8 7 2 1 2

⑧⑦⑥⑤④③②①

<----- Digits ----->

- ① Digit Number One (last digit in carb number)
Even number is for automatic transmission
Odd number is for manual transmission
- ② Digit Number Two (reading right to left)
Zero, One, or Two are for engines manufactured by Chevy
Three is for engines manufactured by Cadillac
Four is for engines manufactured by Buick
Five is for engines manufactured by Oldsmobile
Six and Seven are for engines manufactured by Pontiac
Eight and Nine are miscellaneous use, usually Chevy
- ③ Digit Number Three (reading right to left)
Two is for most normal (Federal emissions) carbs
Five is for California or high altitude emissions

- ④ Digit Number Four (reading right to left)
Last digit of the model year (7 = 1967, 1977, or 1987)
- ⑤ Digit Number Five (reading right to left)
Two is for normal Federal emissions 1965 to 1969
Three is for California emissions 1965 to 1969
Four is for all Q-Jets 1970 to 1975
Five is for all Q-Jets 1976 to 1979
Eight is for all Q-Jets 1980 to present
- ⑥ Digit Number Six (reading right to left)
Always Zero
- ⑦ Digit Number Seven (reading right to left)
Always Seven
- ⑧ Digit Number Eight (reading right to left)
No Number on carbs manufactured 1965 to 1975
One on carburetors manufactured 1976 to present

The above information will allow you to identify most any Quadrajet as to year, emissions, type of transmission and GM Division. The following table further breaks down Quadrajets for Pontiac applications:

TYPICAL PONTIAC QUADRAJET NUMBER 70ABCYZ

A = 2 for 67-69 except California emissions
 = 3 for 67-69 California emissions
 = 4 for 70-75 cars
 = 5 for 76-79 cars
 = 8 for 80 and later cars

B = last digit of year (8 = 1968 or 1978)

C = 2 except 70 and later California cars
 = 5 for 70 and later California cars

YZ = 60 through 77 depending on application - commonly used codes are as follows:

60 = Automatic 455
 61 = Unknown
 62 = Automatic 400/428, 400HO, Ram Air I
 63 = Manual 400/428, 400HO, Ram Air I
 64 = Automatic 400HO Firebird
 65 = Manual 400
 66 = Automatic 400
 67 = Manual 400HO, 68 GTO
 68 = Automatic 400HO, 68 GTO and 428
 69 = Unknown
 70 = Automatic Ram Air III & IV, 455HO, 455SD
 71 = Manual 400HO Firebird
 72 = Automatic 455 high altitude
 73 = Manual Ram Air III & IV, 455HO, 455SD
 74 = Automatic Ram Air I & II 68 GTO
 75 = Manual Ram Air I & II 68 GTO
 76 = Automatic Ram Air I & II 68 Firebird
 77 = Manual Ram Air I & II 68 Firebird

There are many more uses of each listed code for later years.

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GATEWAY CHAPTER EST. 1988

GATEWAY GTO ANNUAL PICNIC
AUG. 27th 1989 TIME 10:00 - ?

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out where you can park
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ALLOWED INTO THE PARK.

