

THE HOOD SCOOP

JULY/AUGUST 1992



SPONSORED BY



Moore Pontiac



BRAD & TABBY PIPER'S RED 1966 GTO HARDTOP

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THE HOOD SCOOP is published monthly as an informative news bulletin to keep our members up to date on past, present and future events. **CLASSIFIED ADS** up to 50 words are free to members. Classified Ads up to 50 words for non-members are \$5 per issue. Advertising rates per issue are: full page \$25, 1/2 page \$13, 1/4 page \$7. Payment is due upon submission, discount of 10% for one year prepaid, 5% for six months prepaid. Acceptance is at sole discretion of editor and staff. All ads should be submitted to Ron Fiebiger by the 15th of each month, camera ready.

GATEWAY GTO ASSOCIATION MEETINGS are held monthly. Dates, times and locations are listed in the **UPCOMING EVENTS** section of the newsletter.

GATEWAY GTO ASSOCIATION PHOTO ALBUM: Tabby Piper is the photo album editor. She organizes it in chronological order and labels and captions events in the album. If you have photos of past events or if you take pictures of future events that you think would be good for the photo album, put your name, the date and name of the event and maybe a short description on the back and send them to Tabby.

SCOOP FROM THE PREZ

Fellow Goat fans:

Well, the planning, the preparation and the excitement of the Nationals has come and gone. For those of us that went, it was another chance to view GTOs in every direction you look, in all styles, and everything that's a part of them (even one GPO!). For those that didn't go, there's another opportunity next year, at Indy - still in very close range. I don't think there's anybody that didn't enjoy themselves, some more than others, RIGHT John Seabolt? Congratulations to John for taking a first in his class, and that wasn't enough, he also won the High Performance Pontiac Editor's Choice Award, and was taken out for a photo session. I hope to see that "Red" 64 grace HPP's pages in the near future! Congrats also to Tony Bezzole and Steve Hedrick, they got 1st place and 2nd place trophies respectively.

I want to sincerely thank each of you that came out to Moore Pontiac for our sponsor's Pontiac/GTO Display in June. I know that weekends are pretty much sacred for most of us and we're pulled in many directions with work, vacations, jobs around the house, etc., however, I was disappointed, to say the least, that our club could only produce nine members at one of our most important events. Half of them, being from the Illinois side, probably spent an hour on the road. I think most of you would agree that we can deliver better than that. Please try and mark your calendars for the September 12th show at Moore and let's show them what we can do.

See you soon (hopefully in a GOAT!)

Darrell

FROM THE EDITOR'S BACK SEAT

I heard that Darrell's GTO was back on the road for a couple of days last week but then broke a push rod on the way home one evening. When I talked to him Sunday, August 2nd, he told me that it was fixed and ready to roll. It's about time! Now that both he and I have our GTOs finished, I guess our plan to start our own local Grand Prix club is dead.

In this issue are reprints of two articles on the possibility of a new GTO. One says it is a definite go and the other says it is on hold. Who knows what PMD has planned? I certainly don't, but it doesn't matter because the only way I could afford one with my present financial condition (almost broke after finishing my 67 Convertible) is if I win the lottery.

GGTOA rosters are constantly updated and are always available to GGTOA members. If you want a copy, contact me and I will get one to you. As always, I am in need of cars to feature for Goat of the Month and volunteers to write articles for the newsletter. I really appreciate the great articles that were submitted for this month's issue. Having other members write articles really makes my job as editor a lot easier.

See you soon with my top down,

Ron Fiebiger

MINUTES OF JUNE MEETING

Recorded by Cathey Pacelli

Darrell Carnal called the meeting to order at 7:20 PM.

Darrell asked if there were any new members or guests present. We welcomed new member Brian Ecker. He was the only person to bring a GTO to the meeting. It is a silver 1964 GTO Convertible.

Carl Briggs, who represents the Museum of Transport committee in charge of raising funds for the preservation of the car collection, addressed the group. We have been invited to send a representative to the committee meetings and attend their two upcoming fund raisers, a dinner dance at Queeny Park on August 22nd and their 4th Annual Fun Tour on October 18th. There will be more information on these in the Upcoming Events section of The Hood Scoop.

Carl is also promoting the Bonne Terre Cruise n Park and issued an invitation to the club to sponsor a cruise night. The club would need at least ten people to arrive early to direct parking and sell 50/50 tickets. These members would pay half price and the club would receive half of 50/50 sales. The club may advertise at no cost in the BT Cruise monthly paper and also submit articles of club interest, etc. No decision was made on this matter.

Will Bowers announced that the Treasury Report was current as of the May/June issue of The Hood Scoop.

Brad Piper is organizing the group of us that are going to the GTOAA International Meet in Lincolnshire, IL on Sunday June 28th. We will be meeting at the 76 Truck Stop at 55 North and Hwy 270 in Troy, IL with an 8:00 AM departure time. Brad has maps available showing the best route for all of you who are going.

This promises to be a wonderful trip for all of us "GTO lovers". Anyone who is still on the fence about going, let this secretary urge you to fall off on the YES side! There are quite a few of us going and there may even be a room or two available for sharing.

Brad also announced that Sue Elliot has left High Performance Pontiac magazine.

Tabby Piper has done a great job on the club photo album as we all got to see. She still needs some photos and descriptions, though. Please keep those cameras clicking at all future events too.

The July meeting may be held at Chuck-A-Burger on July 12th. Darrell will look into this and a notice will be sent to all members.

Brad Piper has a binder full of flyers on upcoming events if you're looking for somewhere to go. Registration forms are available now for the Indy GTO Association's A Day At The Track on August 22nd. The number at the Speedway Motel, where we will be staying, is (317)241-2500.

MINUTES OF JUNE MEETING (CONTINUED)

We are having a Goat of the Month crisis. We need to have your baby in pictures with an article for the ensuing months. Anyone willing to write articles for the events that they attend should contact Ron Fiebiger. He is also printing membership numbers on the mailing labels now. If you are a member of the GTO Association of America and your membership number is not on your mailing label, you need to let Ron know what it is. If you are not a GTOAA member, please consider joining. There are many benefits and our club receives a rebate from the GTOAA for each member.

Ron Fiebiger announced that Missouri and Illinois are in the process of destroying some of their old title records, so if you intend to research your cars title history, don't put it off any longer.

Will Bowers will be contacting aftermarket companies about discounts available to our members. This will be published in a future issue of The Hood Scoop.

The trophies that were given to GGTOA members from Muscle From The Past have all been donated to the club for use at future events beginning with the Moore Pontiac/GTO Display on June 13th.

Ron Fiebiger has information on classic car insurance from Prudential that is very reasonable and Brad Piper has the name of a good appraiser.

Darrell showed a plaque that the club received for participation in the Cervantes Convention Center car show last January.

Ron Fiebiger won \$15 in the 50/50 drawing and the meeting was adjourned at 8:45 PM.

MINUTES OF JULY MEETING

Recorded by Cathey Pacelli

Darrell Carnal called the meeting to order at 6:15 PM.

The meeting was held on Sunday, July 19th at Chuck-A-Burger. There were 33 people in attendance including 21 members who brought their cars.

Darrell welcomed members David & Diane Russo and their children. They joined around the end of last year but this was the first function that they had attended.

Will Bowers reported that we have a positive balance of about \$1200 in the bank.

There was a quick run down of the events at the GTOAA International Meet. Our club was approached about hosting the meet in the future. A committee was formed of Dave Kries, Donna Bowers, Dave Weeks and Cathey Pacelli to begin investigating the details

MINUTES OF JULY MEETING (CONTINUED)

involved in and the feasibility of shooting for 1994 or 1995. This is a truly exciting event for our club to work toward. We are blessed with a great location and many wonderful attractions for our out of town guests. We welcome any input from all members.

Darrell announced that GTO Enthusiast magazine will be back as Pontiac Enthusiast.

Dan Shabel is representing our club at the POCI meetings concerning the Show-Me Regionals. Tony Bezzole and John Novelli are among a number of GGTOA members that are working with the Arch Chapter on the event. Our club may have a Hospitality Suite at the POCI Show-Me Regionals. Joyce Nettle is going to check on renting a two room suite for us to use as a base of operations.

Flyers for the Indy GTO Association's annual A Day At The Track on August 22nd were available. This is a truly amazing opportunity for club members to drive their GTOs around the Indianapolis Motor Speedway. I found out myself last year that there are no words to describe the feeling you get when you are doing two laps on the Old Brickyard in the car that is as close as you can get to an extension of your soul. Picture if you can, a herd of Goats stretched as far as you can see in both directions in the shadow of the grandstands where people have watched the Andretti's, the Allison's and countless others do their thing. All of us that went last year had a wonderful time. Don't miss it! Any GGTOA Officer can give you information on the event.

Darrell discussed the disappointing turn out at the Moore Pontiac/GTO Displays. Only nine members with cars showed up at the last display and half of them were from Illinois. There were fourteen cars all together. The next show is September 12th.

John Campbell from the Cruisin' Tigers sent a letter thanking us for our participation at the GTOAA International Meet.

Dave Kries is checking into having a club cruise at Bobby's Frozen Custard in Maryville, IL. There will be more information on this later.

The meeting was adjourned at 7:20 PM.

1992 GTOAA CHAPTER REP MEETING SUMMARY **By Dave Kries**

The following is a short summary of the items covered during the Chapter Rep meeting at the GTOAA International Meet:

The Legend is mailed between the 16th and 20th of every month. Gary Butcher, Legend Editor, is always looking for articles and contributions. Grammar is not important, it can be cleared up before publication. Thirty to forty percent of The Legend is classified ads.

1992 GTOAA CHAPTER REP MEETING (CONTINUED)

They want to have more articles in the future. Of the \$33 GTOAA membership fee, \$25 to \$30 goes to print and mail The Legend. The 17th of every month is the deadline for the receipt of classified ads for the next month's issue. They are looking for chapter histories and profiles to publish in the Legend.

When chapter newsletters are sent to the GTOAA, important items and events being held by the chapters should be highlighted so they can be published in The Legend.

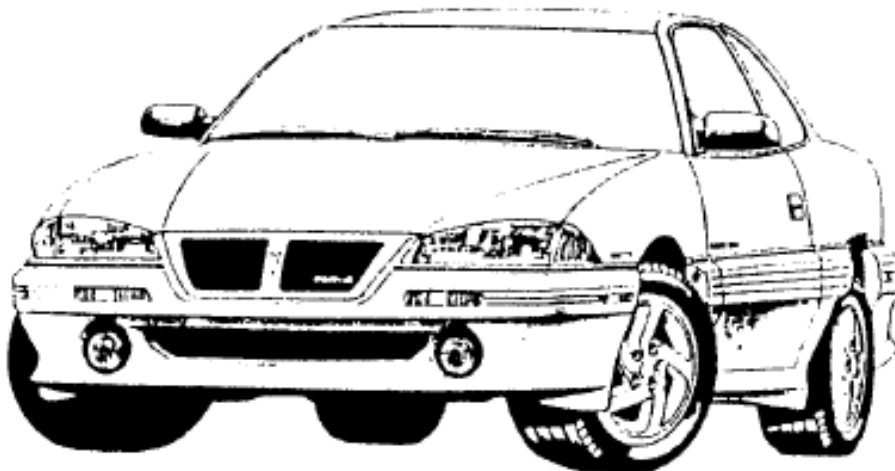
Chapters were encouraged to use the GTOAA insurance for their events, it is free. The GTOAA must be notified before an event is held.

The GTOAA is looking for chapters to host the 1994 and 1995 International Meet.

The GTOAA is also looking for input on the Association, The Legend, etc. They want to know member's opinions (good and bad), likes, dislikes and so on. Comments should be addressed to the Legend Editor, Gary Butcher, or GTOAA President, Eric White.

As of the meeting date, there were 2,331 members on the GTOAA mailing list.

A GTOAA Board of Directors meeting regarding proposed changes was held after the Chapter Rep Meeting. Members will be kept up to date in The Legend.



Moore CADILLAC • PONTIAC • PRE-OWNED VETTES

Manchester at Clarkson In Ellisville

TREASURER'S REPORT

By Will Bowers

Beginning Checkbook Balance 5/31/92.....	\$1,339.26
Income:	
Dues.....	\$ 88.00
Jackets & Shirts.....	\$ 28.00
50/50 Drawing.....	<u>\$ 14.00</u>
Total After Income.....	\$1,469.26
Disbursements:	
Returned Check Charge.....	\$ 3.00
GGTOA Business Cards (Darrell Carnal).....	\$ 28.88
May/June Newsletter & Postage.....	\$ 93.00
Photo Album (Tabby Piper).....	\$ 10.47
Postcards for July Meeting.....	\$ 19.00
Soda for Meetings (Joyce Nettle).....	<u>\$ 6.00</u>
Ending Checkbook Balance 7/31/92.....	\$1,308.91
Petty Cash.....	<u>\$ 64.85</u>
Total Cash on Hand.....	\$1,373.76

The GGTOA welcomes new members Mark & Larry Burkhalter (1967 Tempest), Michael Fulk (1965 LeMans), Wayne West & Ruth Marcus (1967 & 1972 Convertibles) and Rich Betz & Donna Webb (1968 Hardtop). Total membership as of 08/01/92 is 91.

There are still a couple of extra GGTOA jackets for sale. T-shirts, Polo shirts and can wraps are a great way to show club spirit and promote the GGTOA. GGTOA wearables and stuff are available at the monthly meetings. Get yours while the selection is good.

PONTIAC PARTS UPDATE

By Tony Bezzole

GTO parts are still available from your GM Dealer. Contact Bruce at Feld Chevrolet, (314)291-2213, and tell him you are with the GGTOA. Prices are at a discount. Some items that are still available are:

- Door hinge bushing, 64-72, part #9721917
- Door hinge pins, upper 67 only, part #20046147
- Door hinge pins, upper 68-72, part #9712804
- Door handle, inside, 65-67, part #4468414
- Door handle, inside, 68-72 RH, part #7743520
- Door handle, inside, 68-72 LH, part #7743521
- Horn assembly, 64-72 RH, low note, part #1892163
- Horn assembly, 64-72 LH, high note, part #1892164
- Wheel lug nuts, cone type, part #358501
- Center caps, Rally II wheels, 67-72, part #480301

JULY/AUGUST 1992 GOAT OF THE MONTH

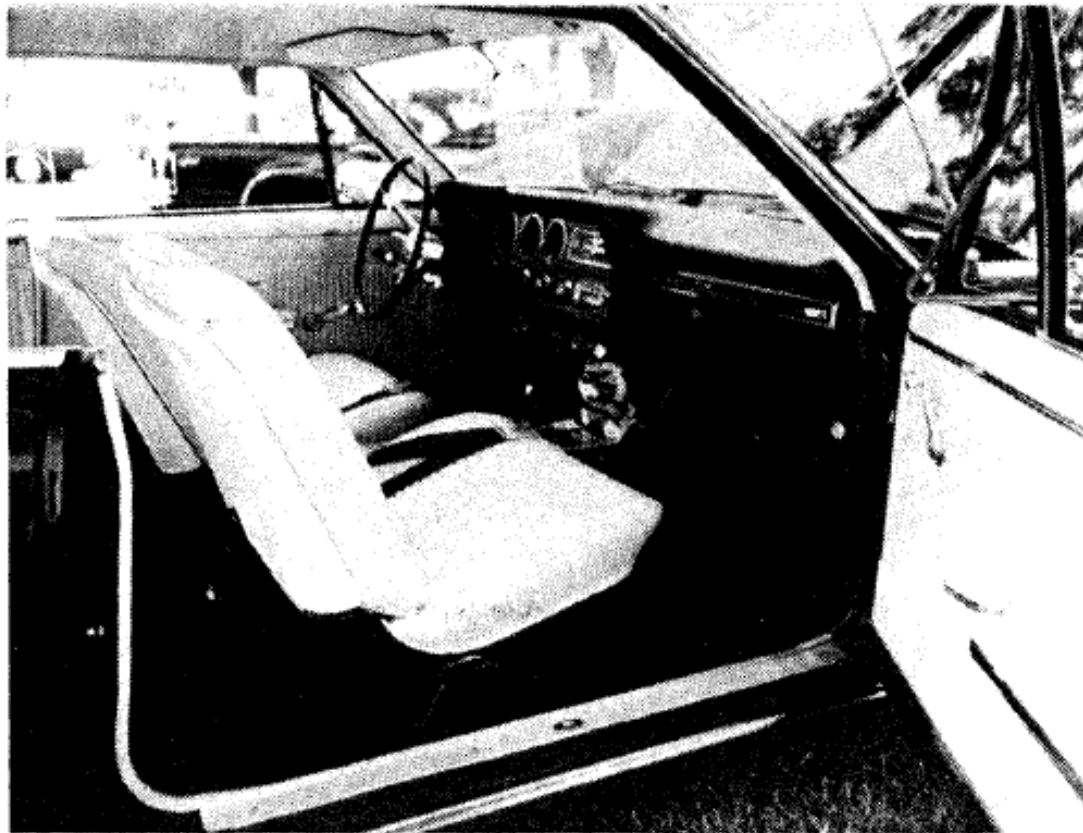
By Brad Piper

In 1975 Gerald R. Ford was running the country, average income was almost \$15,000, three bedroom houses cost \$33,000 and a new car, about \$4200. Leisure suits, mood rings and pet rocks were the fads. Disposable razors, video games and computerized supermarket checkouts were the newest things. JAWS was the box office smash, Bruce Springsteen became a superstar with his "Born To Run" album and the Reds, Steelers and Muhammad Ali were all world champions. GUNSMOKE was in its final season and, for the first year in over a decade, Pontiac Motor Division would not build a GTO.

1975, February to be exact, I was a wild-eyed 15 year old anxiously awaiting April 14, the day I would be able to legally drive! I had to have my own car but I didn't have a lot of money. I had been raised in a 'High Performance' family (speed boat racing, tractor pulling, drag racing, etc.) and I wasn't going to settle for just any old junker or Grandma car.

I found my dream car sitting in the back of a body shop, covered with dust, bird droppings and boxes. It had been wrecked three years before and the front clip replaced with that of a Tempest. She was a Signet Gold with black vinyl top, 335hp 400, TH400 automatic with His/Hers Hurst shifter, '67 GTO! It was another case of love at first sight!

Since the original owners couldn't pay for the repairs, the shop owner had taken over the title. He said I could have the car for what he had invested in it. Six hundred dollars later, I owned my first car, a GTO, and still had enough money left to buy a Craig 8-track player. On April 14, 1975, I hit the streets with class!





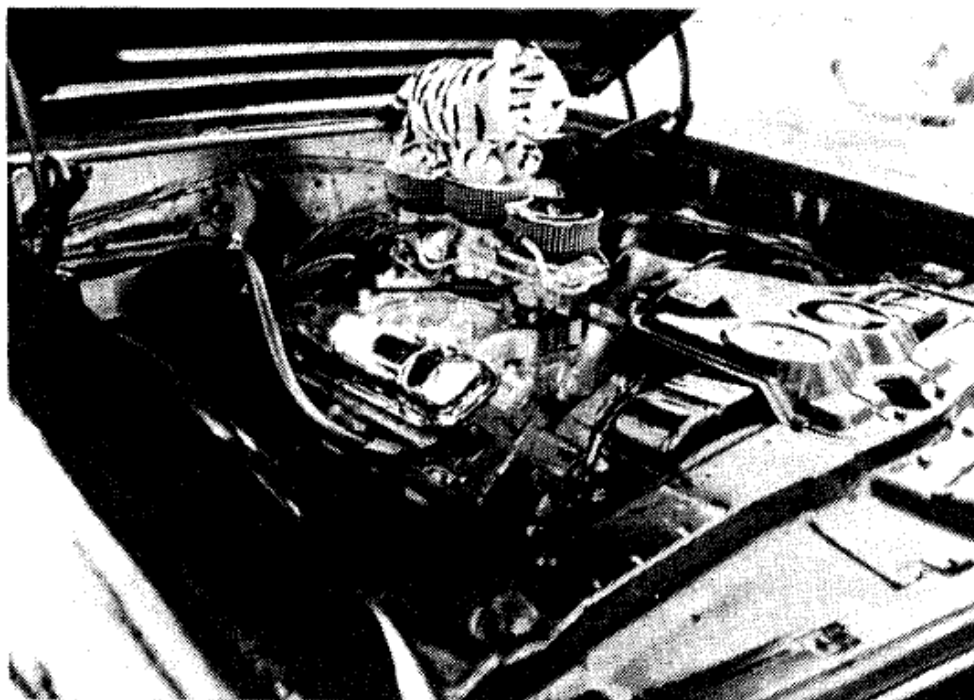
During the next year, the "Gold Goat" became well known, seeing lots of action. Then on April 14, 1976, exactly one year later, I experienced a major set-back to my "Goating" days. While skipping school to do some partying for my 17th birthday, I broke my neck when I dove into a lake. My final trip in my dream car was at top speed as my friends drove me to the hospital. My first GTO had helped save my life, but unfortunately, it had to be sold to cover some medical expenses. It was too late though, a severe case of GTO fever had already set in! I knew someday, somehow, I'd have another...

It's 17 years later and Tabby and I now have three Pontiacs: a White '66 Tempest Custom (her daily driver), a Tyrol Blue '67 GTO (my project?) and the Red '66 GTO you see here. This one is our "Baby"! It was originally painted Cameo Ivory over Montero Red with a 335hp 389cid 4bbl, but supposedly the original motor was gone within the first year. I haven't been able to locate the first owner, but the second owners told me they bought the car in 1967 from Jung Pontiac in Collinsville, IL (now out of business - anybody know of this dealership?). They said the car did not have a 389 in it when they bought it, but either a 400 or 421. They kept the GTO for seven years, living only a few houses down from where we now live.

The third owner swapped engines again and gave it a 2bbl (he told me it had too much power for him!). He also repainted it Red over Red and added some aftermarket wheels. The fourth owner kept the car for only a year before selling it to us in 1990. Originally employed as a daily driver, by late November we decided it was too nice a car to be subjected to our brutal midwestern winters. So in the garage it went and it's occupied that space ever since.

Original equipment that the car has retained includes the 2-speed automatic, 3.23:1 Safe-T-Track rear end, power steering, parchment interior with buckets, seat belts, console and AM push button radio. Definitely a low optioned car, huh? We've done a lot of "amateur" restoration work, first of which was to add hand controls so I could drive it. Then came trunk details, shocks, heater core and a concealed stereo. Over the winter, I decided to try my hand at some under the hood work. I rebuilt the alternator and power steering pump, added a new fuel pump, starter, hoses, belts, some wiring and fresh engine paint. I restored the clutch fan, had the valve covers rechromed and something else... oh yeah, built the Tripower set-up that now resides atop it all. In the last month, it has received new springs, wheel bearings, brakes and a freshly restored set of Rally Is with new Tiger Paw Redlines. To date, the odometer reads 129K.

It would be a great mistake for me not to mention that without the help of Tabby, our daughter Jayna and my folks, all of the above could not have been accomplished. They are always there to help me. I also must thank several fellow GGTOA members. Without their knowledge and helpful support, I would have been lost.



Future plans for our '66 include another engine swap with fresh heads, a few Hi-Po parts and to top it off with the same Tripower. The all original interior (except carpet), is due for a few touch-ups and power brakes are a must. You can bet that right about now, Tabby is bringing to my attention the '67 GTO "project" car!

Oh well, in the meantime, we'll enjoy driving the '66 just like it is and go to as many car events as we can! It's a lot of fun for Tabby and Jayna when we're out cruising and we get so much attention. For me, it's a chance to relive time with a musclecar that I didn't get to fully experience the first time around. Seventeen years of GTO fever and counting!

GTO REVIVAL

AUTO WEEK, JUNE 22, 1992

Remember the Grand Am GT styling study Pontiac unveiled this year at the Chicago show (AW, Feb.17)? As expected, Pontiac will add an "O" to the nameplate and launch a Grand Am based GTO coupe as a 1994 model.

The GTO will be powered by GM's 3.4-liter Twin Dual Cam V6, producing 210 hp. It will be the first application of the General's high-output V6 in one of its N-bodies, thus upholding Pontiac's tradition of using the GTO name on a vehicle linking a lightweight platform with its more powerful engines.

IS THERE A GOAT IN THE HOUSE?

HIGH PERFORMANCE PONTIAC, AUGUST, 1992

The question on every Pontiac fan's mind these days seems to be, "Are they gonna make a GTO outta the Grand Am or what?" If you had asked that question last year, the answer would have been a resounding "probably." Now, with the fortunes of General Motors souring somewhat, future GTO development has been put on hold.

The real question, however, remains: Is the Grand Am a good place to start building the proposed GTO? In a word, yes. The Grand Am is well-styled, well-built and well-liked - as was the '64 A-body. The only thing lacking in the Grand Am is performance. With our quarter-mile times corrected for altitude, the most robust GA (the Quad 4 HO) could muster only a 16-flat. No GTO here.

There are several other engines in the GM arsenal that would make the Grand Am quite the terror, though, including an experimental 3.4-liter pushrod V6 that you may have read about in the October '91 issue (Tribal News). Editor Sue Elliott drove a Sunbird equipped with this engine and found its performance to be of very high caliber. Other acceptable mills would include the blown 3800 from the SSEi and the Twin Dual Cam V6 from the Grand Prix. These engines produce in excess of 200 hp, with more available.

Another area where options exist is in the driveline. Front-, rear- and all-wheel-drive are do-able on the N-body platform with existing GM parts. As you can imagine, front-drive is very undesirable from the consumer's standpoint. For a real performance car, front-drive is for the birds. Rear-drive tops the list in terms of popularity, and all-wheel-drive is hot on its heels. While the GM AWD system has had some teething problems, it would seem they have been worked out. A Goat with grip certainly would be a new sensation for us fanciers of the original supercar.

With a good chassis (the N-body), substantial horsepower (at least 225), smart looks (look at the pictures) and those three little letters (GTO), Pontiac could catch the rest of the performance car world flat-footed, just as it did back in '64. If you want my opinion, I say do it.

IS THERE A GOAT IN THE HOUSE? (CONTINUED)

For those of you hardliners out there, remember: When the '64 came out, most of you were driving full-size musclecars and had no qualms about turning up your nose at the "little" GTO. I hate to be the one to break it to you, but we already lived every day of 1964 that we were allowed. With the 1993 cars not too far off and work on the '94s well underway, perhaps what this country needs is a new GTO. You can say whatever you want, but if a new GTO appeared on the streets tomorrow, you can bet a lot of your old Goats would have some new, fast company. - Bart R. Orlans

**DON'T FORGET TO ATTEND THE VERY IMPORTANT
PONTIAC/GTO DISPLAY ON SEPTEMBER 12TH AT
MOORE CADILLAC/PONTIAC/, OUR CLUB SPONSOR.**



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Manchester at Clarkson In Ellisville

WHAT'S NEW FOR GTOS

By Will Bowers

Year One recently published their catalog supplement which lists the new products which have been added. For more information on any of the items listed below their address and phone number are: PO Box 129, Tucker, GA 30085, (800)950-9503.

Seat support springs are now available for 64-65 (\$15.00) and 66-67 (\$25.00 per set). These can be used to replace broken ones or to return your seats to their original height and contour.

Seat bottom trim for 68-72 includes four plastic pieces to trim the lower sides and front of the bucket seats. They are black with chrome trim and are priced at \$89.00 per set.

Limited supply of new GM RH arm rest pads for 68-72. They come in black only but may be dyed for other applications.

64-65 tri-power brass floats have been reproduced and are available for \$36.00 per set of three. They offer a much better service life than the plastic floats.

Reproduction header panels (above the grills) are now available in steel rather than fiberglass for the 66 (\$135.00) and 67 (\$115.00).

MOORE PONTIAC/GTO DISPLAY

By John Seabolt

The second of three displays was held on Saturday, June 13th. A very loyal group of GGTOA members enjoyed beautiful weather, hot "HOT DOGS" and cold soda at the Moore dealership.

A couple members lined up to park their cars atop the display platform. Darrell Carnal was first. Unfortunately the beautiful Grand Prix couldn't muster up enough testosterone to make the grade. Next, Dave Kries' beautiful 68 backed off after it was decided he didn't have enough clearance. The third try was a charm as Dave Weeks launched Cathey Pacelli's red 67 to the top. Even more spectacular was the steamy water show that followed, heating up the festivities.

Dealership personnel put their heads together and decided that Will and Donna Bowers Mariner Turquoise 1967 GTO was the winner of the prestigious, "Dealer's Choice" trophy. It was rumored that Will and Donna had been pricing new cars inside the dealership all morning. Congratulations Will and Donna. In a very close race, John Seabolt took the "People's Choice" trophy with his 64 GTO. Rumor has it that John brought ten long lost family members to the show. Dash plaques were handed out to all participants that displayed their Pontiacs and/or GTOs.

A bigger turnout would have made this event even more enjoyable. Most people in attendance felt that MOORE support is needed in the future for our sponsor.

MOORE PONTIAC/GTO DISPLAY

By Brad Piper

June 13th, a nice sunny day, free hot dogs & sodas, a couple of trophies to be awarded - what more could you ask for? Maybe some GTOs? Where was everyone? Only 12 GGTOA members showed up for this year's second display at our sponsor, Moore Pontiac in Ellisville. A couple of potential members had their GTOs/Tempests/LeMans' there too. Hopefully they'll decide to join the club.

For the awards, the GGTOA provided two trophies - one for Popular Vote and one for Dealers Choice. The popular vote award went to John Seabolt and his super nice Sunfire Red 64 Hardtop Coupe. The Dealers choice award went to Donna & Will Bowers and their great looking Mariner Turquoise 67 Hardtop. Congratulations John, Donna & Will! And thanks to everyone else that showed up to support the event.

This was a pretty poor showing on our part. The good people at Moore Pontiac are making a lot of things possible for us this year. If you want their support next year, you better give up a few hours on Saturday, September 12 and come out to Ellisville! Everyone is welcome and bring your Pontiac if you can, no matter what condition it is in.

GM JAMBOREE SHOW AND SWAP MEET

By Brad Piper

The Riverport Executive Center was the site for the first annual GM Jamboree on Sunday, June 14th. The Gateway City Late Great Chevy Club sponsored the event and did a fantastic job all day from registration to judging to awards presentation. This was a very organized show with 55 classes, refreshments, swap meet and very nice facilities! Unfortunately, GTO's were poorly represented - only one out of 125 cars! But, Brad & Tabby Piper did get third with their 66 GTO Hardtop in the semi-modified, Chevelle, Cutlass, GTO, etc. class. This would make a great club event next year.

STREET MACHINE NATIONALS

By Brad Piper

The weekend of June 19th-21st couldn't have been any nicer in DuQuoin for the 16th Annual Street Machine Nationals and the attendance showed it. Close to 4000 participants and over 100,000 spectators made it to the 3-day spectacle. Traffic flow and parking was a big improvement over past years (it only took us 15-20 minutes to get in and out) and there were plenty of "new" cars on hand too. Like a beautiful Pro Street 72 GTO for one. Look for this purple beast in some upcoming magazine articles. It's even Pontiac Powered with an injected 455 topped with a pair of big Holley Dominators!

Lots of other Goats were at the show too. We saw at least one of every year (except '73) with 66's being the most popular. Ever see the white 66 convertible on the cover of "The Big Little GTO Book"? It was there turning lots of heads. And speaking of head turners, a certain '72 Grand Prix Convertible got a lot of attention too. GGTOA members Vic and Joyce Nettle, Dave Kries, Shawn Thomason and Brad and Tabby Piper were some of the people that made it to the Nationals this year.

The Hood Scoop would not be possible without the gracious help and computer, copier and paper donations from the good people of:

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A GATHERING OF GOATS

1992 GTOAA INTERNATIONAL MEET

By Dave Weeks

The date: June 28th, the time: 8:00 AM, the place: a truck stop outside Troy, IL. A strange occurrence was beginning that had the normal bystander standing agape. A small herd of Goats started to gather on the parking lot. First to appear was a Mariner Turquoise 67 herded in by Will and Donna Bowers. Next to arrive, a 64 led in by John Seabolt, a 67 with Cathey Pacelli and Dave Weeks and a "GPO" (otherwise known as a "Grand Prix Omologato") driven by the head herder, Darrell Carnal. Next in was a Goat with a definite attitude, Dave Kries and Michelle with Dave's 68 Convertible. Then Steve and Tammy Hedrick arrived with their 69. Steve brought along his family and father to witness this strange happening. Last but not least were Brad and Tabby Piper in their "tri-horn power" 66 and, a Goat fresh out of the barn, Ron Fiebiger in his freshly done 67 Convertible. The herd milled around a little with the head herder mumbling something about food. With the rumble of deep exhaust tones, the herd headed North towards Lincolnshire and an even bigger field to gather with their own kind.

The first part of the trip, prior to stopping for a late breakfast in Springfield, was only slowed by a clogged fuel filter, not bad since this was the first time Ron had his Goat on the road after four years in the making. Getting all of us seated at the restaurant was an undertaking, but after everyone settled up, we were back on the road headed for the most challenging part of the trip (the infamous toll gates). This made for quite a challenge, but with Brad leading the way and John Seabolt literally bringing up the rear "with tail flying high," we managed to stay together.

Arrival at the Resort was slowed by the theater playing. We were directed to registration and the host club, The Cruisin' Tigers, made it a snap to get our registration packets. If only registration at the Resort was as well handled, they could take some notes from the Tigers, but we all got checked in and settled down after a long day.

John Novelli had arrived with his 70 Judge on Saturday to set up for the swap meet. (I didn't know it was possible for one person to have all those parts in his possession.) Tony Bezzole also arrived early and had already checked out the drag strip. Vic and Joyce Nettle also had arrived with their black 70. Cathey commented to me as we pulled around the lot that she felt like she had died and gone to GTO Heaven. At most car shows and swap meets, we are definitely in the minority, but at this event GTOs were everywhere you looked and some of the nicest examples that you will ever see were there. No need to hunt for those hard (sometimes impossible) to find parts. They were there, anything you wanted, depending only on the thickness of your wallet.

Monday morning's first order of business was to check out the parts at the indoor swap meet. I found everything I was looking for and then some. A tech session on automobile appraisals was held by Mike Grippo from M&M Enterprises. Then Bill Stuart of Meguiar's Products gave a demonstration on washing, prepping and waxing your car. Monday evening Broadway Bob, owner of Great Lakes Dragaway, gave those of us that may be racing for the first time some tips and techniques for turning the best times the next day.

1992 GTOAA INTERNATIONAL MEET (CONTINUED)

The rest of the day, after spending most of our available funds at the swap meet, was spent cleaning and prepping our cars for the Concours Show and judging on Tuesday. Breakfast and lunch were served outside the Resort under tents and 60s music was played by the DJ who was standing behind the front section of a red 67 GTO. During a conversation, he told me that he owned two 67s excluding the 1/4 one that was there. We have videos that both Steve Hedrick and I took and, with any luck, we can get together and make a really nice tape of the event.

By the end of the event, we had a total of 14 vehicles and 23 members present and everyone was quite aware that the Gateway GTOs were there. In the Concourse show, John Seabolt's 64 took first place in the 64 Restored Hardtop class and, if that wasn't enough, the editor of High Performance Pontiac chose John's Goat as the Editor's Choice. Quite an honor and we will all be looking forward to the feature in High Performance Pontiac. Tony Bezzole took first place in the 68-70 Modified Class with his red 70.

In the mean time, Paul Middendorf arrived after leaving very early Tuesday. It was nice to see his 66 Convertible in the People's Choice area. That evening, a seafood delight was enjoyed by several of us at Bob Chin's Crab House. Good food and lots of it! Three of us then attended a cruise at Bumpers Drive Inn but we must have been late because we were the only cars there. They did play Little GTO as we were leaving though.

Wednesday morning started out to be the most exciting day for most of us. The longest line of GTOs that I had ever seen started at the Resort, and with police escort, headed towards the raceway, about a 30 mile trek. Now can you imagine not knowing what was going on and sitting at a stop light that a police officer had just closed and watching a never ending parade of GTOs going by? Why they even announced which intersections would be closed on the local radio stations. For a true GTO lover this would have to be like a dream. A little while after this group left, a Road Rally started from the Resort and ended at the drag strip for the 13th Annual GTO Drags. Our club wasn't left out of this either, the Gateway GTO Association was well represented with Steve & Lee Hedrick taking a second place.

After a Parade of Muscle down the dragway, the strip was opened for time runs and one of many firsts occurred. Dave Kries took his blown 68 Convertible down the strip for what he told me were the only two times he has ever run it in the quarter mile. For those of you that know Dave's Goat, you definitely missed out. But don't fear, we have it on tape. Feature cars included Arnie "The Farmer" Beswick with both of his Tigers, Classical Gas, Glory Days and the Potter/Weiss 65 which was a late arrival due to prior engine problems. It is now sporting a blower system. A match race was set up between Jim Wangers in a tripower Catalina and "The Farmer" concluding with Wangers cutting the better light but loosing to too much horsepower. It was really something to see the big guns pulling the front wheels. Once again the Gateway GTOs were there. Our own Will Bowers lasted three rounds driving Donna's 67. (She must really trust you Will!) Tony Bezzole went three rounds and Axle Weiss went five rounds. The Potter/Weiss team was running strong until a cracked blower manifold put them out of competition.

1992 GTOAA INTERNATIONAL MEET (CONTINUED)

Back at the Resort, we started our own parking lot party since the Resort was never able to start one. This later moved to the Hospitality Room which was set up by the hosts of next year's meet. To the joy of everyone, it happens to be the Indy GTO Association. Believe me, start planning this one early, there is no doubt that this will be a great meet.

Some of us regretfully left Thursday and caravanned back to St. Louis. For us this was the worst part of the whole event. We hit 80 mph winds and a sand storm, hail and torrential rain. Delayed by accidents and weather, it took us almost 12 hours to finish the trek. Were we ever glad to get back to the safety of our garages.

For those that stayed Thursday, there was a full schedule. Arnie "The Farmer" Beswick hosted a Tech Session in which he reviewed his racing career and fielded audience questions. There was an autograph session in the afternoon with Arnie Beswick, Jim Wangers and others and Dan Whitmore, one of the leaders in Pontiac engine building, held a Tech Session in which he told how to get more horsepower from your Indian. After the Awards Ceremony, Jim Wangers gave his presentation "Three Deuces and a Four Speed" to end the evening. Again, we would like to congratulate John Seabolt, Tony Bezzole and Steve Hedrick. The GGTOA was well represented.

The rest of the GGTOA herd headed home on Friday which was a very nice day for a long drive. With the weather on Thursday, we were very happy to find out that everyone made it home safely.

Remember, next year the International Meet is at Indy. Start making your plans now, it promises to be even bigger and better. Anyone that's been thinking of going to Indy this year for their Day At The Track can check out the area and the track. Looking forward to next year when, once again, our herd will be transported to "GTO Heaven".....



John Seabolt receiving the High Performance Pontiac Editor's Choice Trophy

THE OLD GOAT RACERS

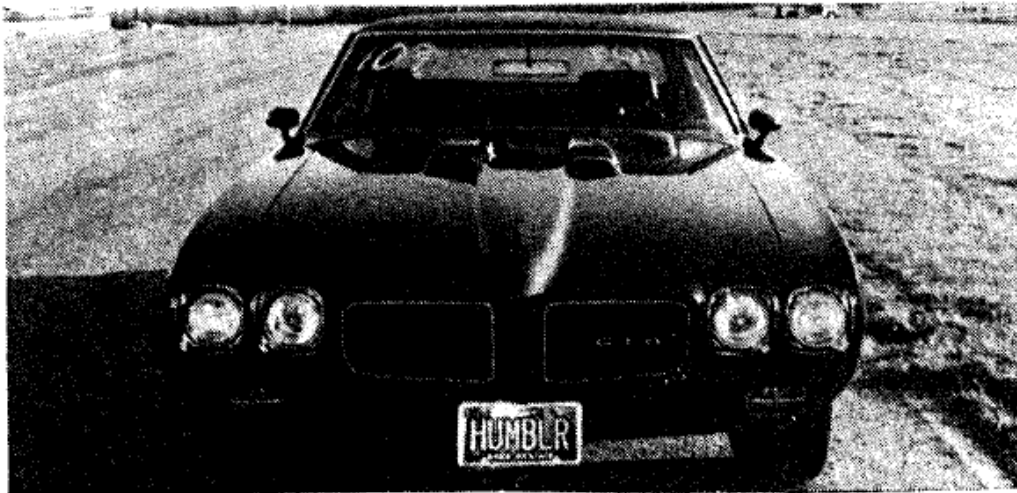
By Pete Fahle and Tony Bezzole

The father & son team, Ron & Ronnie Beach, has been experiencing teething problems with their new 1969 GTO race car. During the Wednesday Night Grudge Races, a spider gear in the rear end let go. The rear end was quickly replaced with a standby 12 bolt unit. The next Saturday night the 455 cracked a cylinder wall and had to be removed. This engine was replaced with another 455 and was back at the track on the next Friday. While the old engine ran a best of 11.77, the new engine has yet to be tested.

On the 12th of June, Pete & Tony were racing at the I-55 Raceway in Pevely. Tony went all the way to the final round and took the win for first place and the big money. Pete made it to the third round and finished in fourth place.

The 28th of June found Tony and Ron Beach at the Great Lakes Dragaway in the company of Broadway Bob who owns the strip at Union Grove Wisconsin. Both racers placed in the money out of 48 cars. They went three rounds before making an exit. Ron finished sixth and Tony seventh.

The GTOAA International Meet Drag Day was held Wednesday, July 1 at Union Grove's Great Lakes Dragaway. The GGTOA was represented by four racers: Ron Beach, Tony Bezzole, Will Bowers and Craig Weiss. Three racers were out by the end of the second round with Craig advancing to a fourth place finish on a string of near perfect lights.



This 1970 GTO belongs to Tony Bezzole. It was purchased in August of 1982 in basket case condition. It took over a year to assemble and restore to original condition. The car was shown for many years before it was turned into a drag car. It started out running in the 15 second bracket and has slowly progressed down to the high 12s at 104MPH. The car is powered by a Bezzole built 455 bored .030 over, forged pistons and reconditioned rods. The block has been decked and is running a Ram Air IV cam. It sports 096 heads with 1.65 rockers. The intake manifold is a 1972 HO with a 650 Holley double pumper on top. The engine feeds a 2800 rpm stall converter hooked to a Turbo 400 transmission. The rear end is a 12 bolt containing 3.73 ring and pinion gears. Under the hood is an original Ram Air induction system to the carb and 1 3/4" Hedmen headers feed into a 2 1/2" exhaust system which has Flowmaster mufflers for that muscle car rumble.

A DAY AT THE TRACK UPDATE

By Brad Piper

Still haven't decided if you're going to Indy this year? Well, this is the last update before the show and the day will be here before you know it! In the last Hood Scoop, we only had a tentative schedule of events. Since then, we've received flyers from the Indy Club with all the registration info on it. Call Ron, (314)892-4712, or Brad, (618)398-4855, or come to the August GGTOA meeting if you need one.

You'll have to set your alarm clocks pretty early for the trip because we're leaving at 4:00 AM! That's right, 4 in the morning from the same place we met for the Nationals, the 76 Truck Stop in Troy, IL on Saturday, August 22nd. We'll stop somewhere around Terre Haute for breakfast (let's try for a Cracker Barrel this time DARRELL) then it's on to Indy.

Here's what you'll get for your \$18.00 pre-entry fee (\$25.00 the day of the show): admission to the Indianapolis Motor Speedway starting at 9:00AM, all day show and shine, laps around the track from 2:00 - 3:30 PM (probably 2 separate groups of GTOs) and a photograph taken of your car in pit lane (an 8x10 B/W glossy will be mailed to you approximately 6 weeks later - additional photos are available at extra cost). There will be dash plaques and T-Shirts free to early entrants, door prizes and participant choice awards from 4:00 to 4:30 PM. Concessions will be available at the track all day, as will additional souvenirs, products and tickets to the "500" museum. After the awards, we'll head for the motel to check in, freshen up and have some dinner. Following dinner, the Indy Club will conclude with guest speaker Donald Davidson's presentation on Indy 500 trivia from 6:30-8:00PM (at the Speedway Motel).

After the presentation, we're planning our own cruise to "Bill's Fabulous 50s" Drive-In for a late night snack and rootbeer float. Many of us went there last year and had a great time. It's not every day you find a drive-in with car hops, especially ones on roller skates. Their food and drinks are pretty good too! That should just about round out a full day for everyone. We'll just play Sunday by ear - some people may want to get an early start home. Others may want to visit the museum or check out the facilities for next year's GTOAA International Meet.

Now, a bit about your registration packet. It takes a couple of weeks to get it back so don't wait too long if you intend to preregister. In your packet, you'll receive a letter with instructions about the day, a schedule of events and times, a consent & liability release (a MUST if you want to take laps around the oval) various tickets and coupons for early entrants, participant choice ballot, mailing label for your photo(s) and, most importantly, a participant card to be displayed in your window. Be sure you have this on your dash BEFORE you enter the Speedway to avoid delays or being misdirected. Don't leave home without your packet!

If you want to make reservations at the Speedway Motel, you should call (317)241-2500 and confirm a room. Be sure to identify yourself as a participant in the GTO Show to get the discounted rate of \$55.00. Some GGTOA members have reserved a block of rooms and there may be one or two extra in this block. If you are interested in getting a room in

A DAY AT THE TRACK UPDATE (CONTINUED)

this block, contact Brad Piper ASAP or indicate to the hotel when you make your reservation that you're with the St. Louis Gateway GTO Association group.

This is one fun, inexpensive weekend and you're assured of having a great time. If you've never been to the Indianapolis Motor Speedway, you don't know what you're missing - it's a very impressive place! To take your GTO on the oval is truly an honor. Most people never get the opportunity to set foot on that track! So come on and head to Indy for "A Day At The Track."

POCI SHOW-ME REGIONALS UPDATE By Dan Shabel

On Sunday, June 7th, I went to a POCI Committee Meeting for the Arch Chapter's Show-Me Regionals. They are expecting 150-200 cars for the show. They would appreciate preregistration by the people that are planning on going. This will help greatly with their planning and cash flow. For those that preregister, packets should be sent back in one to two weeks.

For those of you that want a room for the show, contact the Holiday Inn at Lindbergh and Hwy 70. Tell them you are with the POCI. This will get you a room rate of \$56.00 a night. You can get a room for up to four people for that price.

There is still plenty of room for volunteers to help with the show. They are especially in need of car show judges. You need not have any experience as a judge to do this! The POCI people will train you for the show.

If anyone would like to sponsor a show class or knows someone who might be interested, ten spots are still available.

Now for the part that would give good exposure to the GGTOA. There will be a club participation award given out. So, shine up those Goats and let's have a nice GGTOA display.

On Saturday afternoon there will be a chapter volleyball tournament. I would like to enter a team from our club. Please contact me if you are interested in playing.

Remember, you have to be a POCI (International club) member to participate in the show. Of our current 91 members, only 17 are POCI members. The POCI puts out a great magazine every month full of GTO cars and parts plus all those other great Pontiacs. You can join the POCI when you check in at the show.

If you have any questions, feel free to contact me: Dan Shabel, 1576 Wooden Bridge Trail, Ballwin, MO 63021, (314)225-1100

UPCOMING EVENTS

This is only a partial listing of the many events going on this Summer. Brad Piper has a binder stuffed full of show and cruise flyers. He brings it to GGTOA meetings for those who want to look through it to see what else is going on this Summer.

AUGUST 6TH, GATEWAY GTO ASSOCIATION MEETING: 7:00 PM, Museum of Transport. We will discuss upcoming events and many other items. The museum is at 3015 Barrett Station Rd., West of I-270 between Big Bend Blvd. and Dougherty Ferry Rd. All members are encouraged to attend and bring their cars to show before the meeting.

AUGUST 9TH, KUSTOM KRUISERS CAR SHOW: Mt. Vernon City Park, Mt. Vernon, Illinois, we will attend as a club if there is enough interest, GGTOA chairman is Brad Piper (618)398-4855. Call him if you are interested in going.

AUGUST 22ND, INDY GTO ASSOCIATION'S A DAY AT THE TRACK: All GTO show at Indianapolis Motor Speedway. We will attend as a club again this year, more information is elsewhere in this newsletter. GGTOA chairman is Brad Piper (618)398-4855.

AUGUST 29TH, ALTON DRAGWAY BLAST FROM THE PAST REUNION: 10:00 AM to 4:00 PM rain or shine, 3100 Fosterberg Rd., one mile North of Illinois Rt. 140, car show, swap meet, attendance prizes, car show to line up along old return road, registration fee of \$10 includes event T-shirt & 3"X4" dash plaque, show & shine open to 72 & older show & race cars, limited space, check payable to Motor Sport, 917 N. Hwy. 67, Suite 106, Florissant, MO 63031, for information call Tony Valenti (314)921-1655 or Jean Watters (618)465-7526

SEPTEMBER 5TH - 7TH, POCI SHOW-ME REGIONALS: By the Arch Chapter of the POCI, Labor Day weekend at the Holiday Inn at I-70 and Lindbergh. You must be a POCI member to participate. GGTOA chairman is Dan Shabel (314)225-1100.

SEPTEMBER 12TH, MOORE PONTIAC/GTO DISPLAY: All Pontiacs (in any condition) are welcome. GGTOA members are encouraged to support our sponsor by attending with or without your car. **We need a big turnout to show our sponsor what we can do!**

SEPTEMBER 19TH, BOONE TRAIL CORVETTE CLUB'S OLDIES PARTY: O'Fallon Civic Center. GGTOA chairman is Darrell Carnal (314)928-8030.

SEPTEMBER 20TH, GGTOA PICNIC: Maryland Heights Park, GGTOA co-chairmen are Tony Bezzole (314)878-6892 and Paul Middendorf (618)539-5954.

SEPTEMBER 26TH - 27TH, GM NATIONALS: Gateway International, \$15 to show both days, show car time trials Saturday 9:00 AM to 12:00 Noon, cars parked by class, details are being finalized now, more info soon, GGTOA chairman is Dave Weeks (314)772-6326.

SEPTEMBER ??, GGTOA VS FORD CLUB DRAGS: Mid America Raceway, details not yet finalized, GGTOA Chairman is Darrell Carnal (314)928-8030

UPCOMING EVENTS (CONTINUED)

OCTOBER 3RD, FALL CRUISE '92: Presented by Bobby's Frozen Custard and the Gateway GTO Association, 5:00 to 10:00 PM, Rt. 159 in Maryville, IL, Cruise Night Specials, 50s-60s-70s Music, Dash Plaques to first 50, Attendance prizes, One Bobby's Staff Choice Trophy and One GGTOA Club Choice Trophy, Rain date Sunday, October 4, 2:00 to 5:00 PM, Flyers with map and more info at the Aug. 6 GGTOA meeting, Contacts are Dave Kries (618)667-4234, Brad Piper (618)398-4855 and Ron Fiebiger (314)892-4712

OCTOBER ??, ANNUAL FALL COLOR/WINE RUN: A date has not been set yet. If you have any suggestions for this event contact Darrell Carnal (314)928-8030.

DECEMBER ??, GGTOA CHRISTMAS PARTY: GGTOA co-chairmen are Vic & Joyce Nettle (314)892-3639.

GATEWAY GTO ASSOCIATION ADS

CARS AND PARTS FOR SALE:

1968 GTO Convertible; Green w/white top & interior; original paint, interior & top; 71,000 miles; motor recently pulled and freshened up; Rally IIs; Hurst Dual Gate; all documentation & manuals; garaged since 1974; \$8,500; Ed Woods (314)441-5095 (September)

1969 Grand Prix, 428 - 4 bolt XF 370 hp, TH400, 3.23 posi, lots of options, some rust, 176K miles, runs fair, looks fair, good title \$800, John Johnson (314)581-8013 (July)

OHC6 4 barrel motor parts: intake/exhaust manifold \$150, complete 10.5 compression ratio head \$150, bare block \$75, air cleaner assembly \$75, bell housing and flywheel for manual trans \$100, Leo Ortiguero (816)531-2860, Kansas City, MO (July)

65-67 chrome louvered air cleaner lid \$45; pair of 71 O-port exhaust manifolds \$25; 66-7 instrument cluster \$30; 66-7 Rally clock \$15; 8 arrowhead center caps \$2 each; 66-7 heater controls/face plate \$15; 67 A/C face plate w/vent, no controls \$15; 66 fuel pump, works \$10; 67-? chrome valve covers, rough \$10; 65 LeMans 2bbl intake \$15; 74 big car 4bbl intake \$20; 64-7 repro hood insulation w/clips, new \$20; Set (4) 15X7 Rally IIs; Best offer on anything; \$225 for all or trade for ???; Brad Piper (618)398-4855 (September)

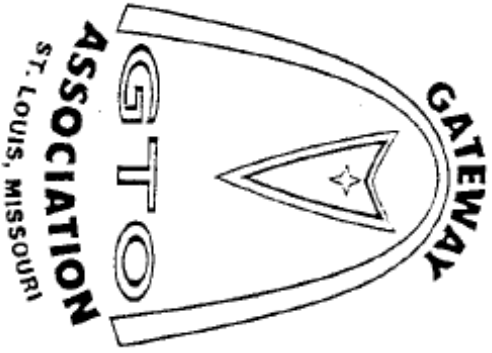
Carburetor Restorations: Tripowers and Quadrajets rebuilt, recolored and replated. Show quality. Repro parts available. Special discounts for GGTOA members. Buying tri-powers complete or parts. 64-5-6 tripowers for sale, various conditions, price depends on condition and completeness; Darrell Carnal (314)928-8030 (September)

One set of 6X heads, \$60, Tony Bezzole (314)878-6892 (September)

CARS AND PARTS WANTED:

1966 GTO Red bucket seat back or whole seat, Will Bowers (618)288-4187 (July)

Gateway GTO Association
c/o Ron Flebiger
4711 Langtree Dr.
St. Louis, MO 63128



Moore Cadillac / Pontiac / Sterling

15950 Manchester Road — Ellendale, Missouri 63011-2148 — 314/898-0800