

# THE HOOD SCOOP

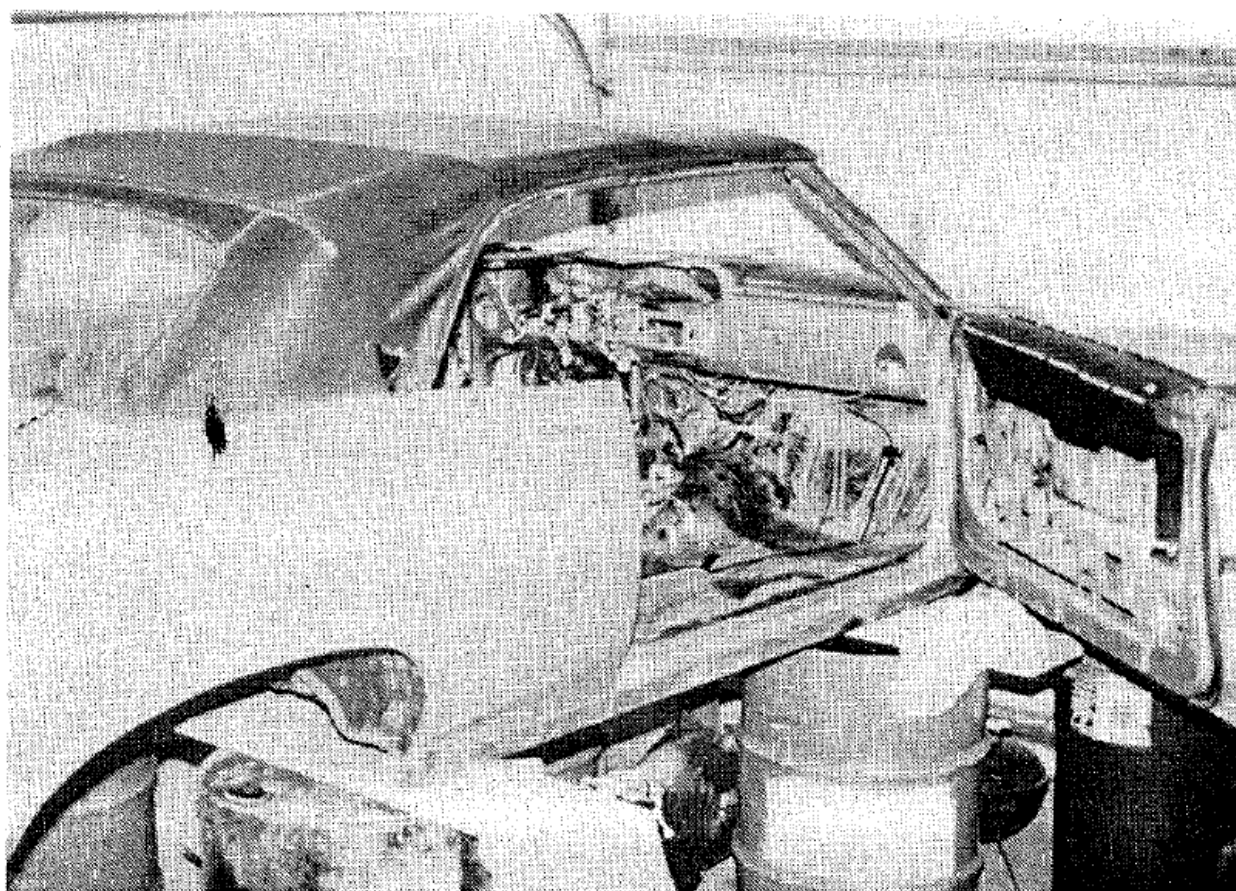
APRIL 1993



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DAN SHABEL'S SIGNET GOLD 1967 GTO CONVERTIBLE

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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 officers. All ads should be submitted to Newsletter Editor Ron Fiebiger.

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

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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 the photo album, please put your name, the date and name of the event and a short description on the back of the photos and send them to Photo Album Editor Michelle Kries.

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The Gateway GTO Association is an official chapter of the **GTO Association of America**

## SCOOP FROM THE PREZ

Greetings once again fellow members,

At this writing I'm beginning to wonder if we're ever going to get any fair weather this season. Mother Nature is sure letting us know who's boss. But anyway, it's this stuff that makes us appreciate the nice warm fair days. Also, it brings us those May flowers.

Our April meeting, for those of you that didn't brave the sleet/snow or whatever, was pretty sparse, as I had imagined, but it was a good one none the less. I really like the idea of a meeting room in a restaurant. It would be nice if someone could find a single place where we could go each month. Maybe we should elect to make Willikers in St. Charles a permanent place, Ha! (They have great food and they don't charge any extras!)

The new club jackets are in and they are sharp! I'm sure those of you that didn't get them on this go-round will certainly want to be in on the next order. We need ten or twelve to place an order. The cost is \$43 per jacket (add \$2.50 to have your name embroidered on the front). If you supply your own jacket, the cost to embroider the logo on it is \$15.

Brad Piper has put together a rough draft of our much needed and long overdue club Constitution and By-Laws. This is something our club definitely needs and my hat goes off to Brad for his dedication and work. We will be talking about them and preparing to vote on them at our next few meetings, so please try to attend and be a part of this. These are the guide lines from which our club operates.

Speaking of meetings, our May meeting, which was scheduled for the 15th at the Burger King Super Cruise, has to be changed since the date of the cruise was changed. Unfortunately, the cruise was moved up to the 8th which is the date of this year's first Moore Pontiac Car Display so we'll have our meeting there. Let's all show up in force and show our sponsor we can support them!

Good Goating,  
Darrell

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## FROM THE EDITOR'S BACK SEAT

With show season now in gear, I know a lot of you will have your cameras out and clicking. Please remember to keep our club photo album up to date. See the photo album information on the inside cover of The Hood Scoop and send those photos in!

You will notice that this issue's Goat of the Month is a little different again. I want to thank Dan Shabel for submitting his GTO for Goat of the Month even though it isn't finished yet. In January and March I featured some "special" cars in an effort to wake some folks up and get them interested in having their cars featured. It doesn't seem to have worked to well as Craig Weiss was the only one to respond. Please contact me if you are interested!

Ron Fiebiger

## MINUTES OF APRIL 1, 1993 MEETING

### Recorded by Cathey Pacelli

The meeting was held at Denny's Restaurant in Collinsville, Il. Darrell Carnal called the meeting to order at 7:15 PM.

The club's first fund raiser will be a car wash on Saturday, April 24th at the Super Value in Troy, Illinois. The price will be \$4 per car and \$7 per van or truck. Part of the proceeds will be donated to the Children's Miracle Network. Jack Menke will make signs for the event. Joyce Nettle will bring tables to set up a bake sale. We're hoping car wash customers will be interested in partaking of baked goods while their cars are being washed. A request was made for members to help out at the car wash or donate goods for the bake sale.

A second car wash is planned for Saturday, May 29th at the Telegraph Amoco at Telegraph and Forder Roads. The set up will be the same as the April car wash. As many members as possible are needed to help out. We will also need buckets, hoses, sponges, towels, step stools, etc. For more info contact Jack Menke (314) 846-9335.

The GGTOA space at the Meramec Swap Meet was discussed. Parts donations can be brought to the car wash on April 24th. Questions should be directed to Dave Weeks.

Dave Weeks is working with the Mopar club to set up a race day this Fall at Gateway International Raceway.

Mark Feldman (Event Chairman) discussed Muscle From The Past. The event is being advertised nationally on CNN Headline News with 30 second spots featuring Potter/Weiss Racing's 1965 GTO. The club will provide food and soda for members on Sunday.

It was decided that the club display at Moore Pontiac on May 8th will be a display only show. All Pontiacs (in any condition) will be welcome.

Ken Edwards mentioned that Cruisin Classics are having an all-car inside show in Alton the same weekend as Muscle From The Past.

Dave Weeks is planning a photography shoot to use in a club display in Indy. The date is Sunday, May 16th and the sites will be the Anheuser-Busch Brewery, the Riverfront area, Old Town St. Charles and the Stouffer Concourse Hotel. The schedule will be announced soon. Please try to show up at as many of the sites as possible. Dave is also looking for pictures of club cars racing at Gateway International Raceway.

Darrell Carnal discussed event liability insurance that is available to GTOAA members through the GTOAA at a cost of \$4.82 per person per year. The GTOAA pays for four officers and our club will pay for two more so all of our six officers will be covered. If you have any questions or would like to be covered by this insurance, contact Ron Fiebiger.

There was a discussion about incorporating our club. It is being looked into.

## MINUTES OF APRIL 1, 1993 MEETING (CONTINUED)

Darrell Carnal congratulated Ron Fiebiger on the quality of the March newsletter.

Ron Fiebiger mentioned that Vic & Joyce Nettle have no more GTOs (past or present) to feature as Goat of the Month. He needs members cars to feature plus any other articles that you think would be of interest to club members. Ron has made up a new GGTOA application with a welcome letter and pictures of club member's cars. Extra copies are available for members to pass out to people that might be interested in joining our club.

Dave Weeks mentioned that the "BT News" is featuring articles about the origins of some of the first automobiles. He said it is some very interesting reading.

Cathey Paceilli gave an update on progress on the 1994 International Meet. The co-chairmen will be Brad Piper and Dave Weeks. They will be meeting to work on forming the various committees that will be needed.

The June 3rd GGTOA meeting will be at the Stouffer Concourse Hotel at 7:00 PM. The July 8th GGTOA meeting will be at Gingham's Home Style Restaurant, 7333 South Lindbergh at Lindbergh and Lemay Ferry, 6:00 PM for dinner and 7:00 PM meeting.

The meeting was adjourned at 9:05 PM.

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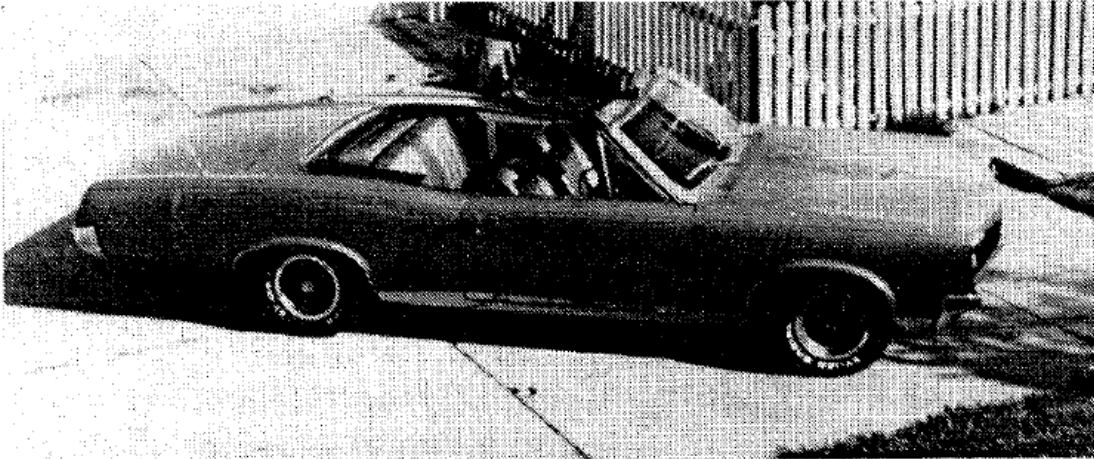
### TREASURER'S REPORT By Will Bowers

Beginning Checkbook Balance 02/23/93.....	\$1,950.55
Income:	
Dues.....	\$ 146.00
Jackets.....	\$ 58.00
February Meeting 50/50.....	\$ 39.00
Deposit from petty cash.....	<u>\$ 50.00</u>
Total After Income.....	\$2,243.55
Disbursements:	
Jackets.....	\$1,828.79
March Newsletter & Postage.....	<u>\$ 192.37</u>
Ending Checkbook Balance 04/19/93.....	\$ 222.39
Petty Cash.....	<u>\$ 14.85</u>
Total Cash on Hand.....	\$ 237.24

Total GGTOA membership as of 05/01/93 is 84 of which 34 (40.5%) are GTOAA members. Welcome to new members Marty Howard (69 Convertible), Chris Bonomo (67 Coupe), Michael & Susan Reed (67 Hardtop), Rick & Marilyn Warren (68 Convertible), Larry Cooper (71 455 SD Firebird), Bill & Rosemary Milligan (66 Convertible), Scott Whaley (68 Convertible), Pat Huppert (65 Hardtop) and Jim Weaver (65 Coupe).

## APRIL 1993 GOAT OF THE MONTH

By Dan Shabel



I have been a Pontiac fan for as long as I can remember. The first car I ever rode in was a Pontiac. I guess what really got me hooked was my two brothers. Back in 1960, my father bought a new Pontiac station wagon for my mother. It's most memorable feature was it's 389 Tripower engine. My brothers drove this car in high school. In fact they went as far as buying a set of chrome wheels and tires for it. They would spend all day Saturday washing and waxing the wagon, then they would head over to their friend's house where they stored the wheels. (Mom & Dad just wouldn't understand.) After switching the wheels, they would hit the streets of Iowa City. They used to surprise quite a few people at the stop light drags. I always remembered how they described the sound of the three deuces trying to suck the hood in and the endless smoke from the rear tire.

When the first GTO hit Iowa City, my brother managed to talk the owner into giving him a ride. It was a white 1964 hardtop with Tripower and a four speed. I guess it must have been quite a ride as he still talks about it to this day. That GTO was totaled about two weeks later. The owner let a friend take it for a test spin. The "friend" then tried to run the GTO through a guard rail. These stories plus the fact that my brothers played their 45 "Little GTO" about a million times in those early years, planted that GTO seed in me.

In 1967, we were now living in Minneapolis and the old station wagon had seen better days. It was sold for \$75. (Yes, \$75, complete with Tripower!) During 1967 I brought a model airplane to school for show & tell. A kid named Tom Chatfield brought in a green 1967 GTO hardtop complete with GEE TEE OH Tiger decals all over it. I thought it was the neatest thing I had ever seen. By the end of the day he had a model airplane & I had my first GTO! The looks of that 67 GTO never left my mind.

The year was now 1977 and I was looking to replace my 1950 Chevy. By then my brother Tom was married and living in Kirkwood. He invited me down to find a car since Missouri cars have a lot less rust than Minnesota cars. I had my heart set on a 1967 GTO Convertible. I found a nice one for \$800, but my brother talked me out of it. He mentioned things like high insurance rates and poor gas mileage. Unfortunately I listened to him. I ended up buying a 1966 Tempest Custom Convertible for \$500. I had many fun nights with that ragtop, cruising the lakes of Minneapolis.

Moving to 1984, I was still driving the Tempest, but it was very tired. I decided to buy a new econo-box and restore the Tempest. Somehow the restoration never got started because deep down I still wanted a Goat. In about 1987, I started looking for a 1967 GTO ragtop. After about a year I located one in South County (after missing a deal on two 67 GTO Convertibles for \$3,000). After parting with my money, I became the third owner of a gold on gold 1967 GTO Convertible sporting it's original paint. The original owner had the car until 1986. This guy was the most particular car owner I have ever seen. The car was serviced at Carson Pontiac on a very regular basis and he saved the receipts on everything. The car came with the original bill of sale and Protect-O-Plate and paperwork on every bit of maintenance that was ever performed.

The GTO was originally purchased at Carson Pontiac on June 14, 1967 by William J. Vinson for \$4,373.33 cash minus a \$893.35 trade in (a 1961 Ford Falcon two door). It is rather well optioned with His & Hers shifter, power antenna, push button AM radio, visor vanity mirror, outside remote mirror, luggage lamp, underhood lamp, ignition switch lamp, front and rear custom seat belts, safeguard speedometer, low fuel warning light, deluxe wheel discs, electric clock, power steering, power brakes, tilt steering wheel, Soft Ray glass, power windows, air conditioning and dealer installed undercoat. But it's rarest option is it's low compression 2 BBL engine. (Not exactly the first option I would have checked off on the order sheet!) I have a letter from Pontiac stating that this is one of 350 1967 convertibles delivered with this engine. (Don't worry though, when the car hits the streets again it will be sporting higher compression 670 heads and a 1966 Tripower.)

After buying this car, I drove it on weekends for about two years. Finally I decided it was time to get serious. I started pulling the car apart to "fix it up." But every time I removed a part I would say to myself, "Hey, if I pull off that next component and clean it up, it will look that much nicer." Before I knew it, I had more parts in my basement than in my garage! Now all that separated me from a frame-off restoration was fourteen body mount bolts. One day I was out in the garage and said, "to hell with it" and off came the body. I am now in the process of bolting it back together. Deb & I are looking forward to driving this car again. Then maybe Deb will get me out of the garage and get me to do something around the house. But then again, I wouldn't mind "fixing up" a 65 . . .





# MEMORIES AND FRIENDS

By John Seabolt

If you are anything like me, you probably didn't keep the first cars you owned when you were young and drove the most stylish and unique cars ever made on this planet. Aside from the 1964 GTO I didn't keep there was also a 1956 Chevy Bel Air 2 door hardtop 265 cid Power Pack, a 1958 Chevy Impala 2 door hardtop 348 cid Power Pack and a 1968 Road Runner just to name a few. Our hindsight is 20/20, twenty cars and twenty years too late.

The other night an old, dear friend called. We go back to 1958 together, when I was 13 and getting ready to go into high school and he was 18 and a graduate of the Class of 1957. Five years is a big age difference when you are in your teens. Larry, A.K.A. Doc, was my hero, big brother, mentor and most of all my friend. Larry kicked my butt and stung me with just the right words when I acted my age and not his. The first thing I wanted was his approval and the last thing I wanted was his scorn.

Larry recalled that he noticed me for the first time that Summer when as a, "wide eyed kid," I stood out in the crowd. The crowd being all the young boys that hung out at the A & W on Pennsylvania Avenue in Hagerstown, Maryland. The older boys with their shoe box Chevys were the objects of our admiration, envy and respect. The A & W is where the races were set up. Once a challenge was offered and accepted, the cars moved out as would a military convoy. Single file, fastest cars (highest rank) first. Larry was always first in his not so stock green 1957 Chevy. He was The Man, Numero Uno, accompanied by his #1 man riding shotgun. This position was one of honor and commanded respect from all other spectators. Non-combatants would pile five or six or even more into a car to go watch the proceedings.

At thirteen you never talked to the older boys unless spoken to first. We just watched and kept our mouths closed. We all knew our day would come when we turned sixteen. One night shortly after I started going to the A & W, a snow white 1957 Chevy with a Continental kit, cruiser skirts and Dodge Lancer spinners tooled into the parking lot. Everyone's eyes were fixed on the challenger, he passed in front of us and the fuel injection emblems hushed the crowd. It was so quiet you could hear a flea break wind in Pennsylvania. All attention now turned to Larry as he stood, leaning against his left front fender. The white 57 stopped in front of Larry's car and they began to exchange words. Not all were polite. The race was set - out past the bowling alley on the Marsh Pike. As Larry turned to his car to get in, he looked around, eyes searching the crowd of onlookers some 15 feet away. There was a warm, brotherly look in his eyes as they locked on mine. I burst with pride and a feeling of acceptance as he slowly said, "Johnny...get in." My buds would later say the only reason he picked me was because I was still small and light weight. But I knew better, it was the start of a friendship that has lasted for thirty-five years.

The two 57s lined up. We were on the right, that meant that I wouldn't have to give the count. One! I was nervous and excited, my adrenalin was pumping out of control.



Two! I was going to be cool no matter what. Three! Holy Cow! Both cars were fish tailing, tires were screaming. Be cool, be cool, I kept telling myself. Larry looked like a prize fighter delivering a fight ending upper cut as he hit second gear on his column shifter. We got a little side ways but jumped to a car length lead. Man, this was fun! Larry finished off the F.I. 57 with a pile driving third. He was good, the best. I remained cool.

The victory lap through the A & W almost blew my cool. All eyes were on us, I was now in another zone. We got out and I stood beside Larry as he reflected on the race to some of the older boys. I listened for a while but soon realized it was a little after 10:00. I had to start walking home if I was to make my 10:30 curfew. I turned to walk away and took a few steps. I stopped when Larry called my name. "Where are you going?" he asked. I told him I had to get started if I was going to get home on time. He told me to sit tight, that he would drive me home. He did that night, and many more nights over the next few years until I was the pilot of my own shoe box, that 56 I was telling you about earlier.

Maybe we didn't keep the cars, but what's most important is that we kept the memories and the friends.

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## STICKY SUBJECT – HEATN' 'EM UP

By Brad Piper

Okay, so now you've got those nice new sticky tires on your Goat, you've passed tech inspection and you're waiting in the staging lanes to make your first run. The car in front of you is about to launch and you're headed for the bleach box to heat those babies up. STOP! Ever think there could be a right and wrong way to do that burnout? Surprise!

According to a recent magazine article, some manufacturers have specific procedures they recommend following based on their tire's compounds and construction. For example, Mickey Thompson Tire Company reportedly says to drive around the water puddle altogether! Dry burnouts are best for their tires, especially the first few, because "it sets the tone for the rest of the tire's lives." If you do use water, they suggest backing into the front edge of the bleach box only, because water will stay in the treads even after the burnout. Then when you pull to the line, the water drains down the tires and may actually cause loss of traction. They also say to avoid dry-hops because it ruins the conditioning you just did to the tires during the burnout.

Just the opposite recommendation was reportedly made by M & H Tire Co. For heating their tires, always use water! Spinning the wheels until a fair amount of smoke appears should be sufficient to properly heat 'em up. There's no harm done with a few dry-hops either, they say. Another manufacturer may have yet a different "proper" procedure for doing a burnout, so you may want to ask when you buy!

## **GATEWAY GTO ASSOCIATION CAR WASHES**

**By Ron Fiebiger**

Our first fundraiser car wash and bake sale was a success. It was held at the Super Value store in Troy, Illinois on April 24th. Thanks to those who took time to help out. They were Vic & Joyce Nettle, Dave Weeks, Will & Brett Bowers, Darrell Carnal, Ron Fiebiger, Brad Piper, Dave & Michelle Kries, Paul Middendorf, Jack Menke and Mike Kirk. Cathey Pacelli couldn't attend but donated blueberry muffins for the bake sale. \$218 was raised from the car wash and \$70 was raised from the bake sale making a total of \$288. About 1/3 of the total (\$100) will be donated to the Children's Miracle Network.

We have another car wash scheduled for May 29th at the Telegraph Amoco station at Telegraph and Forder Roads in South County. We will need many more members to help out because if the weather is nicer than it was in April we will be overwhelmed. Please bring hoses, buckets, sponges and towels. The parking lot next to the station will be available as a place to park our GTOs for a mini car show. For more information contact GGTOA Event Chairman Jack Menke (314) 846-9335

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## **MERAMEC SWAP MEET RESULTS**

**By Dave Weeks**

Last month we asked our members to help out "our" club by donating old parts to be sold at the Meramec Model-T Club Swap Meet on April 25th. Well, as of the 23rd of April I had only a few parts and began to figure that the whole idea was a waste of time. But our club's backbone once again came through. At our car wash on April 24th parts started coming in and kept coming even up to Sunday morning.

The swap meet turned out to be a good fund raiser. When we all enjoy the benefits of our club lets all thank those members that helped out once again. A very special thanks to Vic & Joyce Nettle, Dale McCurdy, Will & Donna Bowers, Cathey Pacelli, Dave Weeks, Ron Fiebiger, John Novelli, Brad Piper, Dan Shabel, Darrell Carnal and Mark Feldman. We raised \$328.50 by selling parts donated by these members. I hope I didn't forget anyone! Remember - the more you put into something, the more you get out of it. Thanks from your Missouri V.P.!

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## **MUSCLE FROM THE PAST UPDATE**

The show originally scheduled for May 1st and 2nd was rained out. It has been rescheduled as a one day event on Sunday, May 9th. The full drag racing program will be run. (The Potter/Weiss Racing Team will be defending their Worlds Fastest Street Car title.)

There will be a Show and Shine for show cars. There will be no competition or judging but all show cars and their drivers will be admitted to the event free. Move in will be from 8:00 AM to 1:00 PM.

# IS YOUR GTO CAMERA SHY?

By Dave Weeks

The 16th of May is almost here and I still need more Goats for our photo shoot for our display at this year's GTOAA International Meet. I need to know if you are going to be able to make it. If I get enough cars to show, I plan to get a professional photographer and copies of the photos taken will be available. If you plan on attending the photo shoot call (314) 772-6326 and leave a message.

The schedule for the photo shoot is as follows:

- 8:30 AM - Meet at the Anheuser-Busch Brewery in front of the Clydesdales, this is at the Arsenal exit off of I-55
- 8:45 AM - Set up for shoots, 3-4 cars per set, 2-4 sets
- 9:30 AM - leave for Laclede's Landing
- 9:45 AM - Arrive at Laclede's Landing, meet at river boats, set up
- 10:30 AM - leave for St. Charles
- 11:00 AM - Arrive at "Old Town" St. Charles, meet in lot East of the Goldenrod Showboat
- 12:00 AM - Leave for Stouffer Concourse Hotel
- 12:30 AM - Shoot "Concours" photos at hotel

The photos at the Stouffer Concourse Hotel will be the same shots we will use for the International Meet. The backdrop will be the fountain in front of the hotel. I need five Goats for this shoot. Anyone can get their picture taken in this setting, I will have prices before the shoot. Then we will take two group (if we have a group) shots, one from an upper terrace level and one aerial shot from the top of the hotel (this will be awesome!). Bring your club jackets to wear for the group shot. The Stouffer Hotel has been very cooperative with us, lets show them what to expect next year. Hope to see you there!

We are also putting together a GGTOA video tape of events, shows, drags, etc. The tape will be used in our display in Indy and will be played at club events and may be made available for members to borrow. If you have any video tapes of GTOs or would like to help edit the tape, contact Dave Weeks. If you have a tape to loan for this project, please list and/or describe the events it shows and put your name on it so it can be returned.

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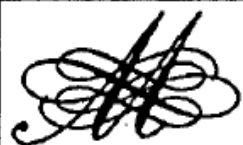
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**1974 Pontiac Ventura** hatchback, great condition, complete car \$250, Scott Brohammer (314) 894-6833 (May)

**1966 GTO parts:** 2 speed Auto trans out of running car \$50; Auto console, nice, \$50; grills, very nice, \$150/pair; nose piece \$60; taillights \$20-25 each; perfect black bucket seats \$175; dash pad \$75; 1967 GTO 14X6 Rally II wheel \$10; 1968 GTO steering column, black, floor shift \$20; Cobra Trapshooter radar detector \$20; 64, 65, 66 Tripowers show quality restored or do yours, call for pricing; Darrell Carnal (314) 928-8030 (May)

**Four Goodyear Eagle GT Tires** P235/60VR15 lots of miles left \$195; four 1955 Pontiac wheel covers \$60; four 1964 wheel covers \$40; 1967 parchment buckets \$40 each; 1967 passenger fender \$75; 1966-67 rear window stainless trim \$40; 1969? Firebird factory 8 track player \$95; 1969 Firebird NOS center link \$95; Dan Shabel (314) 225-1100 (May)

**1960s, 70s & 80s Cadillac parts,** used & NOS, about seven moving size boxes of parts, mostly NOS, sell all for \$375 obo, Dan Shabel (314) 225-1100 (May)

**Sell/Trade: used 389 service replacement block;** 1967 670 & 061 heads; 4X, 6X, 7M5 & other heads; 1965 4.11 posi rear end; 1969-70 3.55 posi; 1969 12 bolt 3.31 posi; I want Judge & round port stuff and 3.90 or 4.33 10 bolt posi for my 1969 Judge; John Johnson (314) 581-8013 (April)

**1968 GTO Endura bumper,** primed and ready to be painted \$125; 1968 fan shroud \$35; 400 flywheel/flexplate \$15; 1968 GTO 10 bolt 3.23 posi rear end, needs spider gears \$75; Rich Betz (314) 647-6955 (April)

**1964 & 65 Tripower Intakes** \$150 (with carbs \$350); Performer intake \$75; Torker intake \$90; 1965-70 stock intakes \$40 (blasted & painted \$55); pair of #16 heads \$150; pair of #670 heads \$175; set of 0.30 over 455 pistons \$75; 389 Armasteel crank \$100; blocks, cranks, rods & assorted engine parts; pair of 1967 GTO fenders \$100; 1969 10 bolt posi unit \$100 (with 3.23 gears \$150); new show quality 389 valve covers \$150; Crower cam HDP297 \$75; Rhodes lifters \$50; heads port matched (intake or exhaust) \$75; intakes port matched \$75; street/strip head porting; Rods side beams polished \$60; sandblasting of small parts to full frames; 1968-69 Endura bumper \$75; 1969 Judge parts car (call for details); Mike Kirk (618) 346-8424 after 6:00 PM (May)

## CARS AND PARTS FOR SALE:

Convertible tops, vinyl tops & headliners installed, Chris Simmons (314) 278-8710

Pontiac engine dollies, Heavy Duty, 1 1/2" thick wall tubing, 4" casters, for that complete motor that's waiting for your next project, great for transporting, \$70 each, Dave Weeks (314) 772-6326 (May)

## CARS AND PARTS WANTED:

1968-69 LH fender in good condition, Mike Kirk (618) 346-8424 after 6:00 PM (May)

1968 GTO fuel gage, Dave Kries (618) 667-4234 (May)

1966-67 Convertible RH quarter window (tinted glass) Brad Piper (618) 398-4855 (May)

Tunnel Ram Intake for 1965 & up Pontiac; very good hood for 1968-70 GTO; one 14X7 Rally II wheel; Dave Weeks (314) 772-6326 (May)

1967 GTO parts: black glove box door; black driver's seat (or pair of buckets - have excellent pair of 1966's to trade); chrome nosepiece moldings (around grilles); wiper blades; Darrell Carnal (314) 928-8030 (May)

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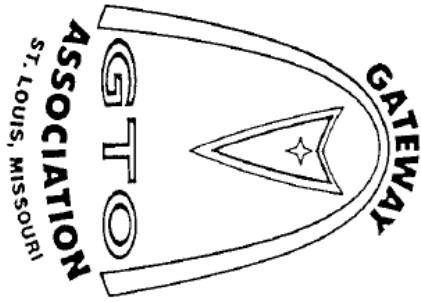
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