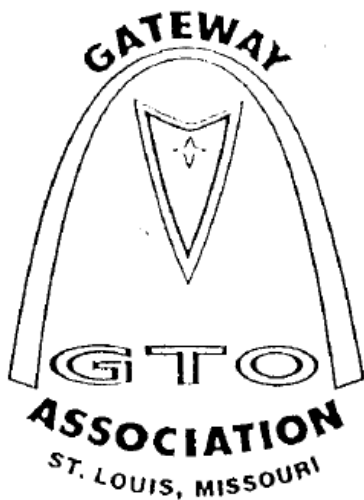


# THE HOOD SCOOP

FEBRUARY 1993



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W.C. "AXLE" WEISS' REEF TURQUOISE 1965 GTO HARDTOP

# GATEWAY GTO ASSOCIATION OFFICERS

## President

Darrell Carnal  
1458 Arapahoe Way  
St. Charles, MO 63303  
(314)928-8030

## Secretary

Cathey Pacelli  
2082 Shoreham Drive  
Florissant, MO 63033  
(314)839-4882

## Vice President, MO

Dave Weeks  
3838 Louisiana  
St. Louis, MO 63118  
(314)772-6326

## GTOAA Chapter Rep.

Dave Kries  
443 Parkside Drive  
Troy, IL 62294  
(618)667-4234

## Vice President, IL

Brad Piper  
19 Wilshire Drive  
Fairview Heights, IL 62208  
(618)398-4855

## Newsletter Editor

Ron Fiebiger  
4711 Langtree Drive  
St. Louis, MO 63128  
(314)892-4712

## Treasurer

Will Bowers  
24 Sierra Drive  
Glen Carbon, IL 62034  
(618)288-4187

## Photo Album Editor

Michelle Risinger  
443 Parkside Drive  
Troy, IL 62294  
(618)667-4234

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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.

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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, put your name, the date and name of the event and a short description on the back and send them to Michelle Risinger.

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

## SCOOP FROM THE PREZ

Greetings fellow members,

I'm sure that right now, most of you are anxiously awaiting the coming of Spring. It's difficult to imagine that it's not that far away, with all of the white stuff laying around, but I assure you, it will be here before you know it. It seems like forever since I had my Goat out, but I did, however, manage a short (quick) cruise the other day between snow falls. It was enough to get my blood pumping at an elevated level again (not that hard to do though when you're old, right Will?) I can't say from experience, but I'm assuming the rush that one gets from driving a GTO (especially after a period of time) is similar to the way a drug addict feels after getting his fix! Anyway, there should be enough fun and excitement for everyone with all the activities we've got planned for this year. I hope you all come out and support the club at our events - especially those planned at our sponsor, Moore Cadillac/Pontiac.

We've already been talking to potential new members and we want to try to make this year our best yet! We've got some very energetic people in our club. Some of those very new members. With everyone's ideas and cooperation our success can be unlimited.

Some Hollywood News:

That World's fastest 1965 GTO "streetcar" was featured in an article in Car Craft Magazine with a picture. Congratulations Potter/Weiss Racing team.

The Gateway GTO Association car display held at Moore Pontiac last September was featured in the April 1993 issue of High Performance Pontiac in their Club Focus column.

Still waiting to see John Seabolt's pristine machine in High Performance Pontiac.

Flash - The debut of the swimsuit edition of High Performance Pontiac has been postponed - Boo Hoo! No news on when it will hit the streets, but I'm personally keeping on top of this one!

See you all at the March meeting!

Good Goating,  
Darrell

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## FROM THE EDITOR'S BACK SEAT

We have instituted a temporary mailing list and have drafted a welcome letter that will be mailed to potential new members. If you know of someone who might be interested in our club, give me their address and I will put them on the temporary mailing list.

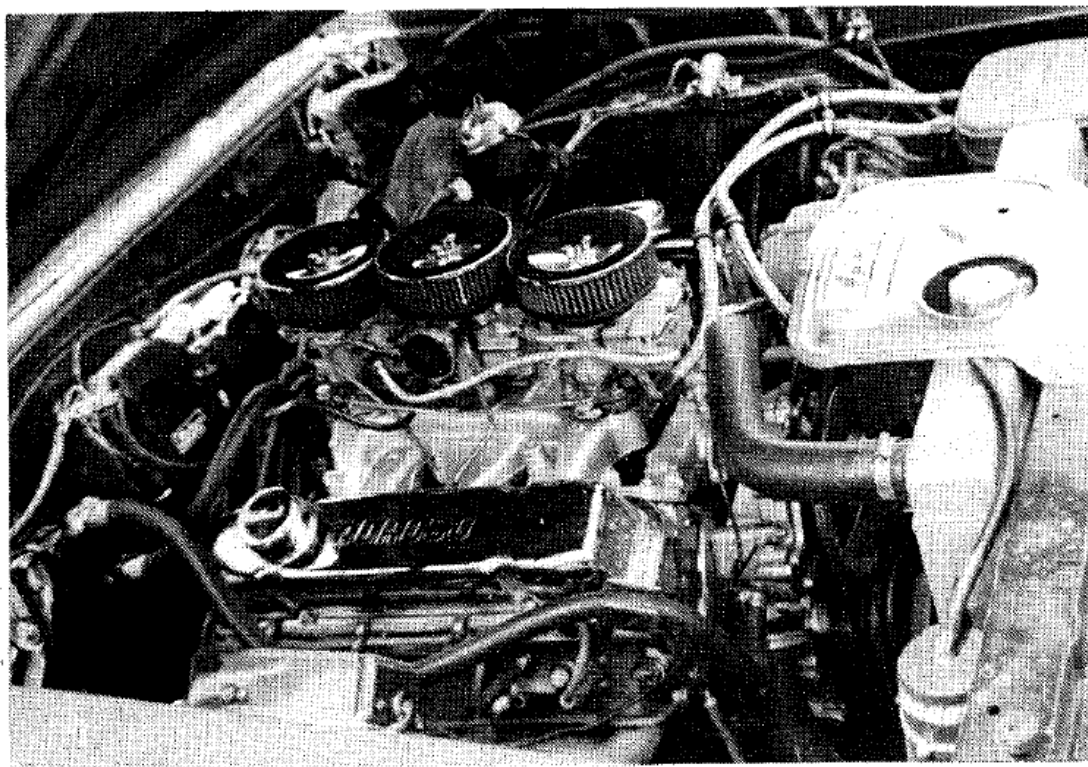
Ron Fiebiger

## FEBRUARY 1993 GOAT OF THE MONTH

By W.C. "Axle" Welss

The story begins in Quincy, Illinois on August 16, 1985 when I first saw "3-DUCES". I was making sales calls in this picturesque town when I came across the 1965 GTO I had been waiting for – the "Holy Grail" of classic muscle cars. The car had been a daily driver for a college student who had to put it up for sale to raise cash for medical school. The Goat had a complete interior in good condition, Rally gauges, and a Reverb radio. What a find! Then when the hood was opened to reveal a classic tripower set up, I was finally sold. The rest is history. I have worked to restore and modify the car for five years, always keeping in mind the stock nature of the Pontiac and the tripower set up. All the engine work was handled by Matt Johnson's Performance Center, while all carb rebuilding and restoration was done by Darrell Carnal.

Some of the many items the Pontiac 400 sports are: resurfaced pocket ported/port matched heads, Competition Cams valves, TRW lifters, Crane aluminum 1.5 ratio roller rocker arms on 7/16 studs, Crane hardened pushrods, Cam Motion camshaft, Cloyes True Roller chain, TRW flat top forged pistons, Speed Pro plasma moly rings, 455 SD rods, Mellings Hi-Volume oil pump, Moroso 8.5" deep 7 quart oil pan, Hooker Super Competition headers with HPC coating and Flowmaster mufflers. The power is put to the pavement through a Fairbanks competition gate style shifter, Turbo 350 transmission with Fairbanks Stage II shift kit and hi-flow filter, Transmission Specialties 10" 4500 stall converter and 12 bolt posi rear end with heavy duty clutches and springs, 4.10 Richmond Gears, Strange axles and C-clip eliminators. Lakewood Slapper traction bars, Airlift airbags and Competition Engineering race shocks help the L60-15 McCrearys to hook up instead of hop. The car also features an Auto Meter Sport-Comp Monster Tach, a \$2000 all Alpine "Kick Ass" stereo system and a factory wood steering wheel.





During the Winter of 1992, "3-DUCES" underwent a freshening up at Matt Johnson's Performance Center. The work consisted of new rings, bearings, valve springs and a fresh tripower from Darrell Carnal. The first day at the track (Gateway International) was 50 degrees and the car, through the mufflers, yielded a surprising 12.85 ET. This was a good indicator of a strong year. At Mid America Raceway on April 12th with the car opened up, it posted a best time of 12.68 at 105 mph. The "Old Goat" was ready for the racing season.

1992 was a good year for "3-DUCES". The car performed well in all events. At Union Grove the car ran right on the 12.89 dial in three times only to lose in the Semi Finals with a .005 Red light. The fastest ET in 1992 was 12.60 at Gateway International and the best win was Class Champion at the Nostalgia Drags at Mid America Raceway. Now capable of 12.60 ETs on race day with DOT street legal tires, it's a real classic super stock from the great past of Pontiac!

I take GTOs and drag racing seriously! As a member of the GTO Association of America, Gateway GTO Association, NHRA, IHRA and IPMA (International Pontiac Musclecar Association), I support the sport of drag racing every Sunday and travel the Midwest in search of nostalgic race weekends. I am also Vice President of Terra Travel Company, sponsor of the Potter/Weiss Racing Team's "World's Fastest 65 GTO" which won the title of World's Fastest Street Car at the GM Nationals held at Gateway International Raceway on September 27, 1992. "3-DUCES" has been featured in IPMA's Injun Territory, Musclecars and Muscle Monthly. From time to time I hear my wife grumbling that I'm driving her fur coat and that my time and money would best be placed in other areas of interest, but for now "3-DUCES" rules!

# MINUTES OF JANUARY 17, 1993 MEETING

## Recorded by Cathey Pacelli

This was our annual Pizza Meeting. It was held at Talayna's Restaurant.

Darrell called the meeting to order at 3:30 PM. Fifty-one people attended the meeting.

A welcome was extended to new member Marty Howard. He is from New York and is relocating to St. Louis. Good luck to Marty and his fiancée, we are glad to have them aboard. We also welcomed Tray Sylvara from Lake St. Louis. He joined us as a guest after talking to us at the World of Wheels show at Cervantes Convention Center. We look forward to having Tray join our ranks soon.

Will Bowers said that the Treasurer's Report was up to date as of the January newsletter.

Ron Fiebiger, our newsletter editor, stated that he needs Goats of the Month. All you need to do is send a few pictures accompanied by an article on your car.

Darrell Carnal passed around a sample of the embroidered logos that will be on our new club jackets. John Stewart has helped us find a new source through which we will be able to order nice satin jackets in any color with the club logo embroidered on the back and a smaller 6.5 Liter emblem on the front. A sign up sheet was passed around and orders for 40 jackets were taken. The cost is \$40 each and members must pay in full when the order is placed. When everyone has their money in and the order is placed, we can expect them to be done in a couple of weeks.

Motions were made to invite Keith Potter and Arnie Beswick to remain honorary members for 1993. The motions were passed. A motion to continue Len Greco's honorary membership for 1993 was not passed.

Cathey Pacelli gave a report on the progress of our chapter's efforts to become the host of the 1994 GTOAA International Meet. GTOAA President Eric White will be in town January 23rd & 24th to tour the proposed sites for the meet.

Darrell Carnal went over the schedule of events for 1993. There will be no February meeting. The March meeting will be at Shoney's, 12222 Dorsett Road, just East of Highway 270. Several people volunteered to be chairmen for events this Summer. Their names will be listed in the newsletter under Upcoming Events.

A motion was made and passed for the club to be a sponsor of the April 18th Living in the Past Lanes Reunion at I-55 Raceway. Our logo will be on the event T-Shirt for a cost of \$50. This will be a club event. It is being organized by Tony Valenti. Several members that are going to attend have volunteered to help Tony in some capacity.

Our club needs volunteers to help the Indy GTO Association with manpower for the 1993 GTOAA International Meet. If you are planning on attending, please contact an officer and let them know how you can help. It will be great practice for 1994.

## MINUTES OF JANUARY MEETING (CONTINUED)

Darrell Carnal had a copy of the Indy GTO Association's newsletter, Redline. Dave Kries' 1968 Convertible was on the cover as Best of Show at the Muscle From The Past show held in Indianapolis in December.

Darrell Carnal said that his 1967 Hardtop might be featured in the upcoming swimsuit issue of High Performance Pontiac.

Dave Weeks talked about the importance of participation in club events, especially the possible 1994 GTOAA International Meet in St. Louis.

Ron Fiebiger announced that he has received a video tape of the 1992 GTOAA International Meet. It also shows some of the 1991 Meet and the 1991 Dennis Kirban Buick/GTO Reunion. He said that this tape can be borrowed by GGTOA members for home viewing.

Terri Clatto won \$20 in the 50/50 drawing. The meeting was adjourned at 5:00 PM.

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### TREASURER'S REPORT By Will Bowers

Beginning Checkbook Balance 01/11/93.....	\$ 236.21
Income:	
Dues.....	<u>\$ 391.00</u>
Total After Income.....	\$ 627.21
Disbursements:	
Postage.....	\$ 29.00
"Living in the Past Lanes" Reunion Sponsorship.....	\$ 50.00
GGTOA Pizza Meeting.....	\$ 286.75
January Newsletter.....	\$ 15.00
Stationary and Business Cards.....	<u>\$ 35.41</u>
Ending Checkbook Balance 02/23/93.....	\$ 211.05
Petty Cash.....	<u>\$ 64.85</u>
Total Cash on Hand.....	\$ 275.90

Total membership as of 02/27/93 is 55. This is just over 50% of last year's total.

The jacket order has been placed. It is anticipated that they will be received during the latter part of March. The checks will be deposited March 11th.

An inventory has been taken of the GGTOA items still available. These items will be available at club meetings. This is a good opportunity to improve your Spring wardrobe.

Polos: Blue 2XL, 5L, 1M; Black 1XL, 2M; White 3M; Red 1M   Sweatshirts: Red 2M

Adult T-Shirts: Blue 2XL, 2L, 1M   Child T-Shirts: Blue 3 (6-8), 4 (10-12), 3 (14-16)

Jacket: Blue 1XL, Old Style, special price \$20

# **GTOAA CHAPTER REP REPORT – 2/8/93**

## **By Dave Kries**

Hello! I would like to take a few minutes of your time to fill you in on the latest developments in the GTO Association of America.

Rick Hannah will be sending out forms requesting chapter information to fulfill the GTOAA insurance requirements and to update their records.

The Gateway GTO Association is now considered "Region 3, South Central" due to a restructuring of the regions. The restructuring was created to correct the uneven membership distribution and geographical size of the old regions and to provide a better path of communications between chapters and the GTOAA.

Some new amendments to the GTOAA By Laws have been approved. These include:

- A. GT-37s are now recognized by the GTOAA as a legitimate part of our hobby. Hopefully we will see more of these rare cars at National and Regional shows.
- B. To be considered for a seat on the GTOAA Board of Directors, you must first serve a minimum of two years in a corporate office or staff position.
- C. Creation of an Executive Vice President. (Dennis Parus has been appointed to this position.)
- D. Finally, Article 5 Section 5 (Affiliate chapters). This states that chapter By Laws must not conflict with Corporate By Laws. All chapters are required to mandate in their By Laws a leadership structure of three officers who are in good standing with the Corporation. All chartered chapters of the Corporation must have a Chapter Representative. Written approval from the GTOAA Board of Directors is required for chapters to use certain titles (Nationals, Regionals, etc.)

A new Judging Committee has been formed. John Johnson is in charge and other members of the committee are Scott Tiemann, John Wacholtz, Jim Racela, and Jerry Hamilton. This committee is responsible for reviewing all facets of GTOAA concourse judging standards. If there is something you do or don't like concerning the guidelines of past judging, now is the time to speak up. You may direct your comments, complaints or opinions to John Johnson, 620 N Jefferson, Mexico, MO 65265, USA, or you may speak with your Chapter Rep and your thoughts will be relayed to the Judging Committee.

A committee has been formed to oversee the planning of National and Regional shows. The brains behind this committee are Barry Troup, Stan Reden, Louise Allen and Mike Harding. Their purpose is to put together a guide book for chapters to let them know what is required to host a Regional or National event. Once again, you can direct questions or comments to your chapter rep, and they will be forwarded to the committee.

That about does it for now. But please don't forget, our club is only as good as we make it. The more people who get involved, the stronger we become. So take time to volunteer for something, whether it be a newsletter contribution, a club event chairperson, or whatever. Because you do make a difference! Support your GTOAA.



# IS SLICKER QUICKER?

By Brad Piper

Ever wonder if changing lubricants could really improve the performance of your Goat? With all of today's high technology and computerized analysis systems, you would think some major adjustments would be required on your car to create a noticeable performance increase, right? Well that may only be partly correct. Today's high tech has supplied us with something called synthetic oils and lubricants. We've all heard about these products and some of you may already be using them. Their longevity claims have been widely advertised and test proven. When regular motor oil gets overheated and over-used, it turns to sludge, where synthetics maintain their viscosity and engine protecting capabilities. But what about the bottom lime for the weekend racer - will using these products cut your times at the track?

Many tests have been conducted to prove the durability of synthetics, but recently, a test at the track was performed by the staff of Muscle Car Review. Although they didn't use a GTO (it was some kind of Mopar thing), I think you'll find the results quite interesting. After several passes down the 1320 using regular lubricants, they were unable to break into the 12s and settled for a base line time of 13.097 @ 110.02 mph (air temp of 58 degrees F). Next, they drained the crankcase, transmission and rear end of the regular stuff and replaced them with Mobil 1 15W-50, Red Line MLT and Red Line 75W-90 respectively (all synthetics). That was it. No timing adjustments, carb swaps or jetting, tire pressure changes or new spark plugs. They even used the same gasoline. Back to the track they went and with the air temp at 77 degrees F, they blasted out a 12.777 @ 111.17 mph on the first run. With that pass and two additional runs, they managed a combined average of 12.885 @ 111.14 mph (78.667 Degrees F). The times definitely speak for themselves, but if you're thinking of running out and stocking up on these products, take your checkbook because this stuff is not cheap.

If you're serious about improving your Goat's performance, this could be an easy way to knock off a few tenths and increase your mph. What was not reported was that some oils/lubricants can damage seals/gaskets, causing them to weaken, deteriorate and eventually leak and require replacement. So, as always, ask around and check out the products before you spend the extra cash, but at least in this test, slicker meant quicker!

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# GATEWAY GTO ASSOCIATION ADS

## CARS AND PARTS FOR SALE:

**1966 GTO Hardtop**, rough, no interior, good parts car, good title, all or parts; also have 1967 & 71 floor and trunk pans in good condition (bodies are off frames but you have to cut them out); 1966 GTO IN.HG console mounted manifold vacuum gauge; 1965 GTO Heads part #9778777 date G274, Tim Moll (314)547-1951 (March)

**1972 Grand Prix**, mechanically a new car, runs great/strong, drive anywhere, must sell \$3000, Darrell Carnal (314)928-8030 (March)

**1979 Trans Am**, T-tops, good body and interior, 350 Chevy, auto, needs engine work, Tim Moll (314)547-1951 (March)

**1966 GTO parts**, Rally I wheels with nice centers \$450/set; tilt column, floor shift (also fits 64 & 65) \$250; Rally cluster with tach, nice, \$225; 2 speed Auto trans out of running car \$60; Auto console, nice, \$50; grills, very nice, \$150/pair; header panel (nose piece) \$60; taillights \$20-25 each; 1966 Tripower, fully restored with all coloring, plating, ready to bolt on, complete less air cleaners \$875; 1964 Tripower unrestored \$325; 1965 Tripower, fully restored with all coloring, plating, ready to bolt on, complete less air cleaners \$875; 1967 parts: rocker molding, drivers side, slight crease, workable \$40; vinyl top trim \$25; rear quarter rocker extensions, various \$; LeMans header panel, straight, \$20; 1968 steering column, black, floor shift \$20; 3.23 posi rear end, needs spider gears \$75; 14X6 Rally II wheel \$8; Chevy 12 bolt rear end, 3.73 posi, gears & axles good, needs one pair spiders, pin & bearings, \$400/offer; Escort radar detector in box \$100/offer; Cobra Trapshooter detector \$20; New quarters & decklids for 1992 Bonneville or Oldsmobile 98, make offer; Darrell Carnal (314)928-8030 (March)

**1970 10 bolt open 3.23 rear end** \$50; pair of 6X heads \$40; Tony Bezzole (314)878-6892

**1965 tripower** \$350; 1964 wheel covers \$40; 1955 wheel covers \$60; 1967 parchment buckets \$40 each; 1967 GTO left & right doors \$50 each; 1967 passenger side front fender \$75; 1967 rear window stainless trim \$40; 1969? Firebird factory 8 track \$100; 1969 Firebird NOS center link \$95; Dan Shabel (314)225-1100 (March)

**1968-72 black carpet set**, used 2 months then removed \$45; Roll control system \$80; New 1968-72 left & right heavy duty dual exhaust pipes from Walker (will not fit RA manifolds) \$45; Dave Weeks (314)772-6326 (March)

**Convertible tops, vinyl tops & headliners** installed at your location, Chris Simmons (314)278-8710 (February)

**Sandblasting** of large parts and glass beading of small parts, call (314)544-3020 or (314)772-6326 and ask for Dave Weeks (March)

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 (March)

**Free GTO parts:** 1962 4bbl intake; 1967 GTO parchment rear seat; 1967 GTO parchment interior panels; If these parts are not gone in 30 days, the garbage man is going to get them! Dan Shabel (314)225-1100 (March)

### CARS AND PARTS WANTED:

1965 GTO/LeMans interior parts, gold preferred, also 1970 GTO wood wheel, AM/FM radio and tilt column, have lots to trade, John Novelli (314)653-1051 (February)

14X6 Rally II wheels, set of four for my 1969 GTO, David Russo (314)845-3750 (March)

Factory Assembly Manual (original or copy) for 1968 GTO, would also like any info on how to get this manual, Jeff Bond (618)462-0640

1967 or 68 Firebird parts: pair of fenders (any condition) or complete front clip or front clip parts, taillight panel and taillights, Dave Weeks (314)772-6326 or Cathey Pacelli (314)839-4882 (March)

1966 GTO Convertible back seat, good frame needed; 1967 clutch counter shaft Z bar (have 1964-66 Z bar to trade); Tim Moll (314)547-1951 (March)

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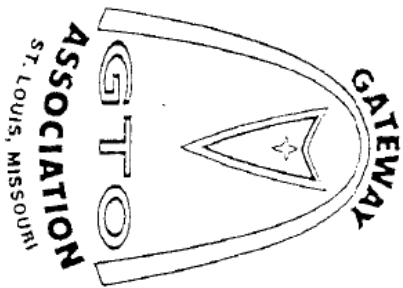


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