

THE HOOD SCOOP

JANUARY 1993



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CHRIS SIMMONS' BURGUNDY 1967 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

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: 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.

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

SCOOP FROM THE PREZ

Greetings fellow members,

Happy New Year to all! I hope all of you had a super holiday season. Thanks to Vic & Joyce for opening their house to us again for a very enjoyable Christmas Party. It was obvious that a lot of time and preparation went into it and we're all very grateful to you. Thanks to all the others involved who helped make the party the success it was!

The 1993 season is just around the corner. We've already initiated our activity planning for the year and will be putting it up to the membership at our Annual Pizza Meeting this Sunday, the 17th. I encourage you all to attend as we've got some exciting things to present, not to mention some outstanding pizza, courtesy of your club. There is a slight change in policy this year. Since this is 1993 and GGTOA memberships are due to be renewed in January, we feel it is appropriate for only those who have paid-up memberships to enjoy the benefits of the meeting. So please plan on coming out to Talayna's and if you haven't renewed your membership yet, please do so at the meeting.

I would also encourage you to join the GTO Association of America (GTOAA) if you are not currently a member. I know some of us were getting frustrated a couple of years ago with what was happening within the Association, but I can assure you, it couldn't be better now. Remember, we are an official chapter of the GTOAA. With the possibility of the International Meet being held here in 1994, it would be to our advantage to have as many GTOAA members as possible. You must be a member to enter the International Meet and, if that's not enough, The Legend, with its articles and classified section, is well worth the small charge to join.

See you at the meeting. Be sure to bring your ideas and your appetites (and your check-books).

Good Goating,
Darrell

FROM THE EDITOR'S BACK SEAT

There are two GGTOA position changes to announce. Dave Weeks has been elected Vice President, Missouri and Michelle Risinger has volunteered to be the new Photo Album Editor. If you haven't seen the GGTOA photo album lately, check it out as soon as possible. Brad Piper did a great job organizing and laying out the events of 1992.

Since no GTOs were submitted to be featured this month, I decided to give some recognition to two GTOs whose lives on the streets ended prematurely. I don't have Goat of the Month for the next newsletter, so if you are interested in having your car featured, please contact me as soon as possible.

Ron Fiebiger

JANUARY 1993 GOATS OF THE MONTH

By Chris Simmons

It was 1976 and I was 18 years old. I wasn't necessarily looking for a GTO but one day I was driving by Florissant Dodge on North Lindbergh and noticed a blue 1967 GTO Hardtop on the used car lot. I decided to stop and take a look. The salesman said that the motor had antifreeze in the oil but still ran good. I took the car for a test drive and it ran great. For the price of \$400 I had my first GTO. I contacted the previous owner who told me he had raced the car and had broken the timing chain. I found that the chain had chipped the inside of the front cover creating a hole in the water pump chamber. A trip to the junk yard and \$10 produced a replacement cover which solved the problem.

The car was blue when I bought it but the original color was silver. It had a 400 with a Holley 850 double pumper, fully modified TH 400, small stall converter, 4.11 12 bolt posi and aluminum slot wheels. I started getting into street racing with it, hitting Halls Ferry - White Castles, Steak & Shake, and other North County hang outs - looking for races. I drove the GTO every day, running it hard for about a year. The antifreeze in the oil had done some damage. The engine started knocking and when I pulled it out I found spun rod and main bearings.

This motor was replaced with another 400. I also installed a Crane Blazer cam & kit, 1965 tripower, electric fuel pump and Cyclone four tube headers which resulted in a drastic improvement in power and gas mileage (12 mpg). This combination, with open headers and street tires, yielded a best quarter mile time of 13.91 at 109.99 mph. This motor ran great but, like many others that followed it, eventually blew up.





One day, while on the highway helping a friend whose Chevelle had run out of gas, I really got into it and tore it up. The motor cracked five pistons and threw two rods but the only damage done to the block was a chipped cylinder.

On the way to work one morning in 1979 or 1980 I slid the GTO around a corner in the rain and hit a parked Dodge Dart, knocking it onto the lawn. The GTO's front clip was wasted. I found a complete replacement front clip (fenders, hood, bumper, radiator, radiator support, grills, lights and chrome) for \$75, installed it and kept driving the car. (Wow, parts sure were cheap back then!)

In March of 1982 a friend told me about a burgundy 1967 GTO Hardtop in Florissant. The owner had run into the back of a friend's Road Runner that was trying to loose the GTO. The Road Runner sat up high and the damage on the GTO was to the tops of the fenders, grills and hood. He drove it like that until the hood blew open breaking the windshield and denting the roof. He put it up for sale and when I went to look at it, two other people were there and both wanted to part it out. The owner knew me and had ridden in my blue GTO, so he said since I wanted to fix it up he would hold it for me until I could get the \$500 to buy it.

I drove the burgundy GTO home and went to work on it. My blue GTO had a blown 455 in it so I decided to part it out. I used the good parts from the blue GTO and parts I had from several Tempests and LeMans to get the burgundy GTO road worthy.

The car had black interior, a black vinyl top and a nice list of options: 400 HO motor, TH 400 Automatic, His & Hers shifter, 12 bolt posi, air conditioning, four piston caliper power

front disc brakes, power steering, remote driver's mirror, AM/FM radio, power antenna, rear speaker, interior map lights and tinted windows. The original block in this car had been replaced with a Jasper short block but the original heads, HO exhaust manifolds and all other original engine parts had been kept. The motor had a lot of rod noise but would still do a wild burnout.

Two changes worth noting were made to this car. I replaced the original HO exhaust manifolds with three tube headers which resulted in a great loss in throttle response and low end power without significant gain in top end. Also, the cost of refurbishing the original four piston caliper brake system would have been very expensive so I replaced it with a freshly redone single piston system from a 1972 Grand Prix, only to find that the worn out four piston system had a lot more stopping power than the new single piston system.

Because of the rod noise in the motor that came with the car, it was pulled and replaced with a Jim Moran, S-K Engineering built, 68 GTO 400 with lightweight forged pistons and rods, Ram Air crank, Ram Air valve train, 670 heads and a modified Quadrajet. This engine ran great and got into a couple of street races. Coming home from work around midnight one night, I saw an Orange car ahead and accelerated to catch up to it. I looked at the driver, he looked at me and a race was on! "The Judge" just didn't have enough as I dusted him off!

One day in November 1982 I took a late lunch from work and was driving on Page Avenue. The GTO had about 500 miles on the fresh engine and was running great. Then a 1982 Buick coming the opposite way ran off the road, turned back on and hit a car which sent it across the road like a slingshot. I couldn't do anything and hit the Buick broadside at about 40 miles per hour. It ended up being a four car accident but luckily no one was killed. I was taken to the hospital, treated and released. I had a broken nose, bruised rib cage and bruised lungs, but the GTO didn't fare as well. It was totaled! Damage to the car was severe. The frame was bent so bad that the lower control arms on the rear end were bent and the transmission cross member was knocked out. The engine was smashed against the firewall, the radiator and fan were wrapped around the front of the motor and the pulleys were flat against the crank. The front wheels were touching the back of the inner fender wells and the door posts were bent. The seat brackets were torn out of the floor. My left knee busted up the plastic dash and bent the metal behind it. The steering wheel was bent over and the column was collapsed. (The "new for 1967" Energy Absorbing steering column saved my life!) The new windshield that I had just installed was one of the few items to survive intact.

I had the car towed over to a friend's garage so we could salvage what was left. Once it was there, I pulled the front clip and all the garbage off the motor so I could check it out. It seemed to have survived so I turned the key, fired it up, did a burnout and shut it down. We had to cut a large hole in the firewall to free up the engine and then pulled the motor, transmission, rear end, disc brakes and all other salvageable parts and sent the rest to "GTO Heaven". I still have some parts from the car. Others have been sold and are living on as part of other GTOs. The engine sat in storage from 1982 to 1987 (the Goatless years), but is now running strong in my 1964 GTO.

TREASURER'S REPORT

By Will Bowers

Beginning Checkbook Balance 12/02/92..... \$ 453.74

Income:

Dues..... \$ 342.00

Hood Scoop Advertisements..... \$ 39.90

Total After Income..... \$ 835.64

Disbursements:

Trophy Plates & Gift Certificates for Christmas Party..... \$ 210.92

Food & Soda for Christmas Party..... \$ 163.00

1994 GTOAA International Meet Proposal Expenses..... \$ 137.51

December Newsletter..... \$ 30.00

Postage..... \$ 58.00

Ending Checkbook Balance 1/11/93..... \$ 236.21

Petty Cash..... \$ 64.85

Total Cash on Hand..... \$ 301.06

Total membership as of 01/11/93 is 23. This is not a very good start for renewals compared to previous years. Please renew as soon as possible. Remember, we don't want to loose any members and the deadline is the end of February!

GGTOA 1992 CLUB PARTICIPATION AWARD WINNERS

The winners of the Club Participation Awards were announced at the annual Christmas Party. The top ten members all received \$20 gift certificates and catalogs from Ames Performance Engineering and the top three members received trophies. The top ten in order by points were:

510 - Darrell Carnal
425 - Brad Piper
410 - Ron Fiebiger
395 - Cathey Pacelli
350 - Vic & Joyce Nettle
345 - Will & Donna Bowers
255 - Dave Kries
250 - Tony Bezzole
210 - Paul & Karen Middendorf
210 - Dave Weeks

MUSCLE FROM THE PAST CAR SHOW

By Dave Kries

December 19-20, 1992. Len Greco did it again, this time at the Indiana State Fairgrounds. And what a show it was, with a little something for everyone. Kickboxing, arm wrestling, beauty contest, swap meet and automotive related vendors in the main building and a huge flea market and gun & knife show in an adjoining building. And the cars!

If it was race cars you wanted, there were plenty. Keith Potter's blown, injected 65 GTO (World's Fastest Street Car), Arnie "Farmer" Beswick's Tameless Tiger, Rick Johnson's "No Sponsor" Catalina and Joe Zajac's "Rompin Redskin" rounded out the Pontiac Power for off road use. Also in attendance were the Chicago Outlaws, a hard runnin' bunch of Chevy guys who are well known for their crowd pleasing, wheel standing, eight second quarter mile passes.

Other cars were in attendance also. I think they were Fords or Mopars or something insignificant like that. But for now we are focusing on Pontiac Power.

Of course Len had a GTO class and it was swept by the Indy GTO Association. First Place went to Mike Harding's 70 RALLI Judge with a respectable second going to Dave Fitzpatrick's Iris Mist 65. While not in the GTO Class but looking just as sharp were a pair of LeMans Convertibles and a very nice black 78 Trans Am.

Over all, it was an excellent show with over 125 cars in attendance and I believe it will be held again next year. I, for one, plan on attending and hope that you will consider it too because Hot Rods and Hoosier Hospitality are a combination that is hard to beat.

(Editor's note: Dave Kries's beautiful, blown, red 68 Convertible won Best of Show, Modified and it was his birthday so when he went to accept his trophy, the whole crowd sang Happy Birthday to him.)

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CHRISTMAS PARTY 92

By Joyce Nettle



Was the night before the big event,
and all through the abode
not a creature was stirring,
not even a Goat.

The decorating was done,
the plans were complete.
Vic and I settled down
for a good night's sleep.

Morning arrived
and we were pleasantly surprised.

For once in his life,
the weather man was right.

The temperature was great,
no snow to anticipate.

The day moved along fast
as my excitement grew
and pleasurable expectations
for the big "TO DO".

Approximately 48 members and friends
came out this day,
not counting Vic or myself,
to party and play.

Expressions on the faces
of those watching video races.

People sitting, lying, and standing
all in one room, cramming.

Was by the way,
more than any picture can say.

There was fun to be had,
plenty of food,
door prizes were given.
What a festive mood.

All thanks go out
for canned foods collected,
for those less fortunate.
The needy won't be neglected.

Hope you all had fun.
I know I had a ton.

Now we prepare for a new year,
the end of 92 is here.

Vic and I wish you a happy one
and many more to come.

WORLD OF WHEELS CUSTOM AUTO SHOW

By Brad Piper

The 32nd Annual World of Wheels Custom Auto Show was held at Cervantes Convention Center on January 2nd & 3rd. For those who had vehicles in the show, it started two days earlier though. Setup was Thursday, December 31st and it was like any other Mid West Winter day - 6:30 AM, 32 degrees with freezing rain and windy! By noon, it was about 22 degrees and some of the cars that came in were so covered with ice and salt that you couldn't tell their color. Only those in the cozy confines of their enclosed trailers didn't require major cleaning upon arrival. But by close up time, everyone's pride & joy was in place and shining bright. It was tough leaving Thursday night knowing that we wouldn't be able to see our cars until Saturday (Friday was a holiday and nobody was allowed in the building).

When the doors opened at noon on Saturday, everyone was ready for the crowd. The GGTOA was very well represented, even though we had fewer cars there than in years past. Of the eight GTOs in the show, seven belonged to club members. A total of 208 cars, trucks, boats & bikes were on display, along with dozens of vendors, activities for the kids and shows and presentations of all types. Some of the more popular displays were the two Batmobiles (one from the original TV series and one from the latest movies) and a 35 foot long stretched Limo adorned with all the options. There were 409 Chevys, 426 Hemis, Corvettes, Shelbys, and Street Rods galore. There was definitely something for everyone.

Thousands of spectators attended the show with Sunday being the busiest day. Many people stopped by to ask questions about our club, our cars, their cars, where to find parts or just to tell their own GTO stories. We handed out several copies of the Hood Scoop and membership application forms, so hopefully we'll be adding a few new names to the roster.

By late afternoon on Sunday, the crowds thinned out and everyone started packing up. At 6:00 PM everyone started to congregate around the main stage in anticipation of the awards ceremony. The GGTOA members displaying their cars and their class finishes were: Mark Clatto, 71 Judge - 2nd; Will Bowers, 67 Hardtop - 3rd; Wayne Brewer, 65 Hardtop - 3rd; Cathey Pacelli, 67 Hardtop - 6th; Brad Piper, 66 Hardtop - 6th; Keith Potter, 65 Coupe - 2nd. Other club members receiving awards were Vic & Joyce Nettle, 60 Cadillac and Ken Edwards, 57 Chevy Convertible. Bob Timmerberg, 64 LeMans Convertible, and Dave Kries (and the future Mrs. Kries), 68 Convertible, were entered non-comp, display only. And finally, newly elected Missouri Vice President Dave Weeks performed his first official duty by accepting a plaque presented to the Gateway GTO Association for outstanding club display.

In a little less than two hours and about 200 plaques and trophies later, most everybody was rolling towards the exits. It was a long weekend, but everyone who attended had a terrific time!

UPCOMING EVENTS

JANUARY 17TH, GATEWAY GTO ASSOCIATION ANNUAL PIZZA MEETING: 2:00 PM, Tulayna's Italian Restaurant, 276 N. Skinker, we will be planning 1993 activities and discussing many other items, for info call Brad (618)398-4855 or Ron (314)892-4712

FEBRUARY 28TH, 3RD INDOOR AUTOMOBILIA SWAP MEET: Incarnate Word Academy, Bel-Nor, Missouri, 9:00 AM to 3:00 PM, For more info, Tony Valenti (314)921-1655

MARCH 4TH, GATEWAY GTO ASSOCIATION MEETING: Location to be announced

GATEWAY GTO ASSOCIATION ADS

CARS AND PARTS FOR SALE:

Carter AFB, chrome louvered air cleaner lld and base for 66 GTO \$150; exhaust manifolds - one pair each of 67, 69 & 71 \$25 pair; 66-7 instrument cluster \$30; 66-7 heater controls with face plate \$15; set of 15X7 Rally lls \$50; harmonic balancer w/ pulley \$15; 66-7 headlight bezel \$10; 65 2bbl intake \$15; 74 4bbl intake \$20; car jack \$5; Best offer or trades on all parts; Brad Piper (618)398-4855 (January)

1970 GTO Endura bumper \$175 obo; 70-72 trunk lids & rear bumpers; 71 floor & trunk pan in very good condition; 68 LeMans rear bumper; 67 GTO LH taillight \$50; pair 68 GTO taillights \$125; 67 C4 3 speed manual trans \$50, 69 GTO dual snorkel air cleaner \$125; 68 3.23 ring & pinion \$100; 66 GTO IN.HG manifold vacuum gauge; 67, 68, 69, 70, 71, 72 gas tanks; 9 pairs of bucket seats: 67 - 2 black pairs & 2 blue pairs, 68 black pair, 69 white pair, 72 - white pair & black pair; many miscellaneous knick knacks; obo on all parts listed; Tim Moll (314)547-1951 (January)

1970 400 YD engine, 290 HP, 2 bbl, complete motor but needs rebuilding, best offer; Heads for sale: one 94 (L180), one 143 (D207), one 6X (E076), one 4X (E033), one 4X (L082), one 4X (K302), two 7J2 (H181); Tim Moll (314)547-1951 (January)

1967 GTO Hdtp passenger door and trunk lid, Chris Simmons (314)278-8710 (January)

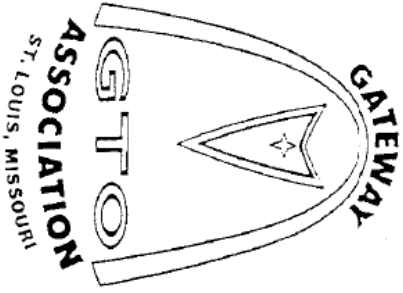
Convertible tops, vinyl tops & headliners installed at your location, Chris Simmons (314)278-8710 (January)

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)

1968-72 hood tach working or not, 69 rear window defroster, 69 rear bumper, 66 LeMans or Tempest convertible rear clip from front seats back or complete shell, Tim Moll (314)547-1951 (January)

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



Moore Cadillac / Pontiac



15950 Manchester Road

— Ellisville, Missouri 63011 2148

— 314/394 0300

