

THE HOOD SCOOP

JUNE / JULY 1993



SPONSORED BY



Moore Pontiac



VIC NETTLE'S 1963 LEMANS "GTO"

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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.

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, 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.

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

SCOOP FROM THE PREZ

Fellow members,

Hello again. It's hard to believe we're as far into the season as we are with the 1993 GTOAA International Meet already gone by. Those of you that attended know that it sure makes a true fan out of you.

I hope those of you that attended our June meeting got an opportunity to check out the Stouffer Concourse Hotel. Next year's International Meet has got to be a huge success! And it will be here before we know it.

For those of you (probably not to many) who might get the opportunity to check out the Schnucks store in Harvester (St. Charles area), they have a super looking Sunfire Red 1964 GTO gracing their wall in the Fox Photo area. It's all blown up (the picture) and framed and sure adds to the deco. Betcha can't guess whose car it is!

Just a reminder: As brought up in recent meetings, no one is allowed to make decisions concerning the club or to commit the club to anything without first bringing it up at a regular meeting for discussion and a vote. We are all a part of the club and we all need to be in on our club's business. Thanks for your cooperation.

Good Goating,
Darrell

FROM THE EDITOR'S BACK SEAT

I must apologize for the tardiness of this, the June/July issue of The Hood Scoop. I hope everyone was kept up to date the flyer I sent out before I left for the International Meet in Indianapolis.

Excitement and anticipation of the 1994 International Meet is already very high nationally. The people who saw our display in Indianapolis seemed to be impressed with our efforts so far and anxious to visit St. Louis. Cathey Pacelli's first Convention Corner '94 has already appeared in The Legend. I have also seen two or three newsletters that other clubs have published since the meet and there were several mentions of the 1994 International Meet in St. Louis. After seeing all the hard work done by the members of the Indy GTO Club and the great job they did, I know we really have a busy year ahead!

Here goes my usual plea for cars to feature as Goat of the Month. I am very thankful to Vic & Joyce Nettle for coming up with a story on another car from their past. But this is the Gateway GTO Association and I want to get back to featuring real GTOs. I have a car to feature next month but no more after that. Several of you have expressed interest in having your car featured and I hope you will do so soon.

Ron Fiebiger

MINUTES OF JULY 8, 1993 MEETING

Recorded by Ron Fiebiger

The meeting was held at Gingham's Home Style Restaurant in South County. Darrell Carnal called the meeting to order at 7:10 PM and welcomed new members Joe and Wendee Wirthlin to the club.

Darrell Carnal reviewed some highlights of the 1993 GTOAA International Meet. There was a huge turn out with more trailered cars than ever. Thirty Gateway GTOA members attended the meet! We won the chapter display award which will be sent after it is engraved. It was the first time that the host of the following year's meet had a display at the International Meet. Darrell thanked everyone that was involved.

Dave Kries announced the Gateway GTOA members that won awards at the meet and congratulated them all. The list will be published in The Hood Scoop.

Treasurer Will Bowers said that we have received the sponsorship check from Moore Pontiac. He also gave a special thanks to Vic & Joyce Nettle for all their hard work on promotional items and fund raising for the club.

Dave Kries gave a report on the Chapter Rep meeting that was held at the International Meet in Indianapolis. Highlights were: Articles for The Legend are always welcome and should be submitted to Editor Gary Butcher. Beth Butcher said old issues of The Legend are available. There are thirty-three chartered chapters in the GTOAA. Membership in the GTOAA is over 2,600 with about 200 outside the United States. The Gateway GTOA was one of the clubs that received a Certificate of Good Standing from the GTOAA.

Brad Piper brought up the subject of Incorporation and Non Profit Status for the Gateway GTOA. After a review and discussion of the information that Will Bowers received from the State of Missouri, a motion was made, seconded and passed not to pursue Non Profit Status and to table Incorporation for the time being.

Brad Piper talked about progress on updating the Gateway GTOA Constitution and By Laws. The rough draft drawn up by Brad has been reviewed by our officers and some minor changes have been made. A decision needed to be made on one major issue: Should the club continue to have Vice-Presidents from both Missouri and Illinois? After some discussion the majority voted to retain both Vice-Presidents. A final draft will be published in The Hood Scoop for members to review and, as per the existing Constitution and By Laws, voting on the amendments will be held at an upcoming regular meeting.

Brad Piper reread the Smoke Signals article about petitioning Pontiac for sponsorship of Arnie Beswick. (This was discussed at our June meeting.) Brad then read the letter he drafted and all members present signed the petition that will be attached.

John Seabolt said he is arranging a match race for the 1994 GTOAA International Meet between his son Garrett and Arnie Beswick. It will be a handicapped (in Garrett's favor of course) exhibition run.

MINUTES OF JULY 8, 1993 MEETING (CONTINUED)

The next items discussed were the Fall Cruise and Fall Auto Show to be held on October 2nd and 3rd. Brad Piper has the flyers designed and copies will be made and we will start distributing them at upcoming events. Gateway GTOA volunteers are needed to help with both events. Sponsors are also needed for the show car classes at the Auto Show. The fee will be \$50 per class. Gateway GTO members were asked to recruit sponsors but to be sure to contact Brad Piper before making any commitments to or taking any money from possible sponsors. The entry fee at the Auto Show will be \$10 per car. There will be 20 classes with 3 trophies each and there will be a 50/50 drawing at the show. Dash plaques will be made for both events, 50 for the cruise and 100 for the show. Door prizes are needed for both events. Dave Kries and Steve Hedrick will check on portable lighting for the Cruise. We will not be selling food at the Cruise this year. The City of Maryville has a concession stand which will be used at the Auto Show.

Our club has been volunteered to judge a car show at Cliff's Auto Body in Jerseyville, Illinois. Cliff will make a donation to our club in return for our help. This came about without being brought up at a meeting. Darrell Carnal reminded everyone that no individual member can make a decision about the club or on the club's behalf. Items concerning the club need to be brought up at meetings so they can be discussed and voted on.

The Living In The Past Lanes Drag Racer's Reunion which was to be held on July 18th has been postponed again because I-55 Raceway in Pevely is under water again. It has been rescheduled for September 19th if the track is dry by then.

Dave Weeks attended a recent meeting of the Fords Unlimited club. He drove his Rancho but the Ford members couldn't help noticing his "My other car is a GTO" bumper sticker. Dave's purpose was to discuss our annual drag races with the Ford club. They will be held on October 10th at Mid America Raceway in Wentzville, Missouri. Arrangements to update the traveling plaque will be made between the clubs.

Dave Weeks also has been in contact with the Mopar club about a drag day. He gave them some possible dates but has not received a response from them yet. The drags against the Mopar club would be held at Gateway International Raceway. Dave Weeks has contacted Gateway and they were very receptive to the idea and would consider some financial arrangements such as discounted entry fees or club reimbursement depending on the number of cars that turn out.

Details on the drags with the Boone Trail Corvette Club have not been worked out yet.

While on the subject of drag racing, Dave Weeks said that there was no drag day T-shirt available in Indianapolis this year. We would like to have a drag T-shirt for 1994. All profits would go to the Gateway GTOA. Dave said he knows of an artist who does nice work and wants our ideas for the shirt. We will most likely use only a 64 GTO because of the 30th anniversary. Several ideas were discussed. All designs and suggestions should be given to Dave Weeks as soon as possible.

MINUTES OF JULY 8, 1993 MEETING (CONTINUED)

Dave Weeks announced that the first 1994 International Meet committee meeting would be held at the Stouffer Concourse Hotel on July 14th. There was some discussion about rearranging our regular meeting schedules and a suggestion was made to hold all of our regular meetings and the Stouffer Concourse Hotel. This will be looked into.

Dave Weeks said that hotel reservations for the 1994 International Meet started coming in to the Stouffer Concourse Hotel on Thursday and Friday, July 1st and 2nd. This is pretty impressive because we were still in Indianapolis handing out information at our display.

John Seabolt suggested sending a letter to the Indy GTO Association thanking them for hosting the 1993 International Meet, letting us observe the judging and getting us the room for our display. A letter will be drafted and sent.

Darrell Carnal announced that the Boone Trail Corvette Club will not be participating in the August 28th car display at Moore Pontiac. As always, all Pontiacs, in any condition, will be welcome at the display. The meeting was then adjourned.

TREASURER'S REPORT

By Will Bowers

Beginning Checkbook Balance 05/25/93.....	\$1,029.65
Income:	
Dues.....	\$ 79.00
Shirts.....	\$ 20.00
Car Wash Proceeds.....	\$ 132.00
Bake Sale Proceeds.....	\$ 43.00
Swap Meet Proceeds.....	\$ 50.00
50/50 June Meeting.....	\$ 18.00
Advertising.....	<u>\$ 5.00</u>
Total After Income.....	\$1,376.65
Disbursements:	
May Newsletter & Postage.....	\$ 68.00
O'Fallon Car Show Food.....	<u>\$ 10.34</u>
Ending Checkbook Balance 06/16/93.....	\$1,298.31
Petty Cash.....	<u>\$ 14.85</u>
Total Cash on Hand.....	\$1,313.16

Total GGTOA membership as of 07/29/93 is 94 of which 38 (40%) are GTOAA members. Welcome to new members James & Nancy Brannon of St. Louis, MO (66 LeMans Convertible), Gary Taffinger of Imperial, MO (67 Hardtop), Andre' Rayman of Hobe Sound, FL (66 Hardtop, 66 Hardtop, 66 LeMans Hardtop), Joe & Wendee Wirthlin of St. Louis, MO (71 LeMans Sport Convertible) and Dave & Bill Utterback of Fenton, MO (68 Convertible, 69 LeMans Convertible). Welcome back to member Bill Craft of Foristell, MO.

MOORE PONTIAC

1993 MINI VAN SALE SPRING EDITION TRANSPORT



#3342

- CUSTOM TWO TONE PAINT
- SPORT TOURING WHEELS & TIRES
- ANTILOCK BRAKES • V6
- POWER WINDOWS & LOCKS
- AIR CONDIT. • TILT

\$16,499*

AND MUCH MORE

1993 GRAND PRIX COUPE **24 Valve**

- 3.4 V6 DUAL OVERHEAD CAM
- AERO PERFORMANCE AND HANDLING
- AM/FM/CD WITH SIX SPEAKERS
- 4 SPD. AUTOMATIC
- TILT • POWER WINDOWS & LOCKS
- CRUISE
- CUSTOM INTERIOR
- FLOOR MATS
- REAR DEFOGGER
- 4 WHEEL ANTILOCK DISC. BRAKES
- BUCKET SEATS • 16 INCH WHEELS

\$18,666



#33087

1993 BONNEVILLE SE



#33195

- V6 • AUTOMATIC
- DRIVER'S SIDE AIR BAG
- 4 WHEEL ANTILOCK BRAKES
- POWER WINDOWS
- 16" ALUMINUM WHEELS
- POWER LOCKS
- POWER MIRRORS
- GAUGES

\$18,666*

1993 GRAND AM SEDAN



#33051

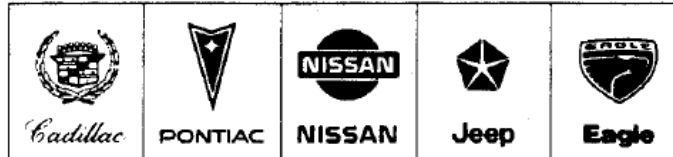
- V6
- POWER WINDOWS/MIRRORS
- REAR DEFROSTER
- 16" WHEELS
- GAUGES
- AM/FM/CASS
- 4 WHEEL ANTILOCK BRAKES
- REMOTE TRUNK RELEASE
- CRUISE
- AIR CONDITIONING
- TILT • CUSTOM WHEEL COVERS

\$14,799*

1993 FIREBIRDS IN STOCK.



Moore



A U T O P L E X

Manchester at Clarkson • Ellisville

394-0300

*Includes all rebates & incentives.

JUNE 1993 GOAT OF THE MONTH

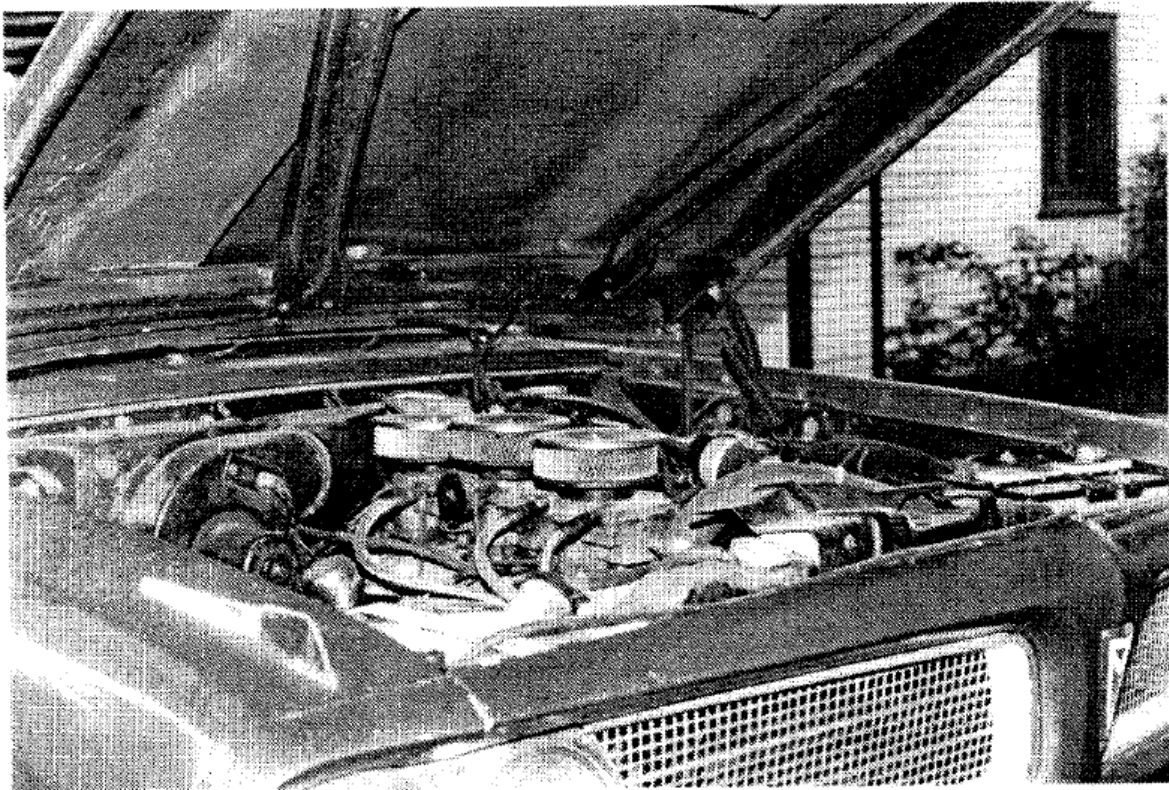
MY 1963 "GTO"

By Vic Nettle

In 1979 I was a regular customer of Thoms Pontiac. A successful Pontiac racer from the 1960s named Fred Henze worked at Thoms. One day while I was there, Fred asked me if I would like to buy his 1963 LeMans. I asked what kind of condition it was in. He pointed to a new Grand Prix and said, "about like that." I asked what he wanted for the car and he said \$1500. Fred had built the car about nine years earlier using all new 428 cid engine parts from Thoms (so said the parts man). He drove it a few hundred miles and put it into storage in an uncle's barn. Eventually Fred trailered the car back to his home in Sugar Creek. I went to take a look. It was really neat!

The car had a 428 in place of the original 326. Instead of the original flexible drive shaft and transaxle, which Fred had removed, it had a variable stall speed turbo hydramatic 400 transmission and a third member type heavy duty 3.90:1 ratio Oldsmobile rear differential. Fred had fabricated the rear suspension. He had to modify the floor to accommodate the transmission. He added a 1967 GTO His and Hers shifter. He put Ram Air II heads, Ram Air IV camshaft, headers with muffler blanks, an Edelbrock intake manifold, an 850 cfm Holley carburetor with no progressive throttle action, and a 1967 capacitive discharge ignition system on the engine. He grafted a 1967 Corvette hood scoop onto the LeMans hood to supply air to the big carburetor.

When Fred put the car into storage, he ran the engine and poured motor oil through the carburetor until the engine stalled. He then drained the coolant and removed the radiator. Nine years later he could not find the radiator, so I had Al's Auto radiator make one up.





Prior to starting the car, Fred poured transmission fluid down the carburetor to lubricate the cylinders. He cranked it a bit with the coil wire out. To my complete amazement the engine fired on the first crank after reinstallation of the coil wire. The big Holley's floats were stuck though and two geysers of gas were erupting from the float vents. After un-sticking the floats, my friend Roger Pikul and his son drove the car to his home.

On the way, we raced it against my red 70 GTO convertible on Interstate 270. The LeMans just leaped away from the red GTO when Roger hit the gas. At 60 mph the LeMans broke both rear tires loose from the pavement. There was another little problem. The accelerator stuck to the floor. Roger reached down to pull the gas pedal back up (it was rods, not cables so pulling up worked) and his shoulder bumped the shifter into reverse. I saw the rear tires lock up and the car start sliding sideways. In my mind's eye I saw both Roger and the car flip over sideways. But Roger had assessed the situation, pulled the shift lever back into neutral, got the car straightened out, started the engine, put it back into drive and continued home without even slowing down below 60 mph.

If there had been a 1963 GTO this is what it should have been like: a little car with a 112 inch wheel base, lots of interior and trunk room and blinding performance. We put tri-power on it for a while, then two four barrels, but the 5 mpg Holley was the best performing carburetion set-up for this car. Fred said the car was a mid 12 second quarter mile car. I suspect he was close to being accurate because the car never got over 5 miles per gallon. After a while it seemed that whenever I drove the car the police were following me! I wonder why?

I had a friend who really wanted the car badly, so I sold it to him. He left town with it but he left his wife behind (her name was/is Joyce, as in Joyce Nettle). What a deal!

O'FALLON BOOSTERS MAY FEST/AUTO FEST

By Brad Piper

May 23, 1993. The 12th Annual O'Fallon May Fest closed out it's final day with a spectacular turnout as some 400 show cars packed the city park. Several thousand spectators and participants enjoyed the refreshments, rides, music, weather and cars, cars, cars! The swap meet area was busy all day too, but Pontiac parts were scarce. There were some interesting vehicles on display, including one of Joe Amato's retired Top Fuel Dragsters, the P.T.'s Showclub Dragster and a full-sized custom party bus.

Gateway GTOA event chairman Dave Kries did his usual excellent job by supplying cold soft drinks and cooking Bar-B-Q hot dogs and hamburgers on the grill. As always, all club members and their guests were welcome to enjoy the refreshments. Dave even provided a relaxing place to eat - in his nice new enclosed trailer. In the car show area, there were two GTO classes, stock and modified, with a total of nine Goats entered. Gateway GTOA trophy winners were, in stock, Mark & Terri Clatto - 2nd place with their 71 hardtop and in modified, Greg Tombridge - 2nd place with his 65 hardtop and Dave & Michelle Kries - 1st place with their 68 convertible. In addition to being class winners, Dave & Michelle also took Best of Show - Modified honors! Other Gateway GTOA members showing their cars were Paul Middendorf - 66 convertible, Brad Piper - 66 hardtop, Bob Swiecicki - 72 LeMans UFO, Bob Timmerberg - 64 LeMans convertible and Ken Edwards with a couple of non Pontiacs (57 Chevys)! Congratulations to the winners and thanks to everyone for a great showing for the club.

IF IT DOESN'T MAKE IT GO FASTER, CHROME IT!

By Dave Weeks

Are your bumpers dull, rusty, lifeless? Well one of our new members may be able to help you out. Larry Cooper, owner of Fabulous Firebirds, contacted a plater in California that has agreed to give us a volume discount. The price is \$110 to \$130 for GTO size units. Larry will personally take the bumpers out to the plater and bring them back. With travel time, turnaround should be two weeks. There will be no additional charge for transportation; Larry is doing this for the club. Now for the time frame. The exact date hasn't been set but will be in August. Larry needs to know how many and what type of bumpers there will be so he can notify the plant in California. The bumpers will have to be paid for when they are dropped off. You can contact Larry direct at (314) 783-5702 for more information or call me, Dave Weeks, at (314) 772-6326 if you want to get on the list.

By the way, Larry has a very large back yard. One hundred acres or more and there are rows and rows of Pontiacs of all types plus several buildings full of parts. On a recent visit, Cathey and I spent about five hours getting the grand tour and came back with a truck load of parts. If you need it, give Larry a call, he just might have it.

GATEWAY GTO ASSOCIATION ADS

CARS AND PARTS FOR SALE:

1967 GTO Hard top, frame off restoration with new quarter panels, medium blue exterior, new Parchment interior, non-original rebuilt 400 engine, rebuilt 400 Turbo transmission, His & Hers shifter, p/s, p/b, wood wheel, new aftermarket stereo system, side marker lights, Dan Maloney (314) 946-1004 (August)

1969 GTO, second owner, all numbers match, Protecto Plate, window sticker, restored in 1985, engine is strong, Hideaway headlights, Air, p/s, p/b, Rally wheels, new carpet, Softseal rubber floor whole car still in box, new rear quarter just put on car, \$4,200 firm, call Jed Perkins (618) 797-2513 evenings (Paid ad, June)

Pontiacs for sale: 1965 GTO Convertible \$12,500; 1966 GTO, 4 speed, good driver \$4,650; 1966 GTO, 4 speed, all correct \$14,000; 1969 GTO Judge look alike \$4,900; call Jim Weaver (913) 872-3445 (June)

1969 Mercedes Benz 280SB sedan, gas; 1969 Mercedes Benz 250S sedan, gas; for parts cars only; Brad Piper (618) 398-4855 (August)

1948 Chevy Pick Up, basket case, sub-framing started, no motor, free for the taking, Brad Piper (618) 398-4855 (August)

CARS AND PARTS WANTED:

1966-67 Convertible RH quarter window, tinted, Brad Piper (618) 398-4855 (August)

1965 Air Conditioning parts for LeMans/Tempest/GTO, especially need dash vent balls and bezels for same; also looking for duct work and underhood brackets, lines, etc.; Pontiac 350 Turbo trans; 3.23 posi for 1965 GTO; call Ron Fiebiger (314) 892-4712 (Aug)

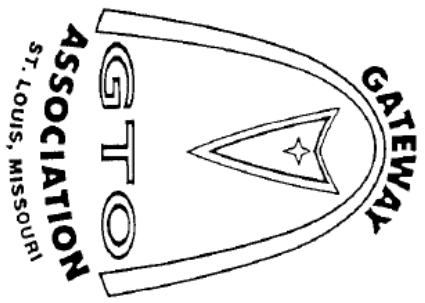
Set of 1964-66 plain steel wheels; Set of 1966 Tempest Deluxe hubcaps; John Stewart (314) 487-6037 (August)

1970-72 GTO front clip, Tony Bezzole (314) 878-6892 (August)

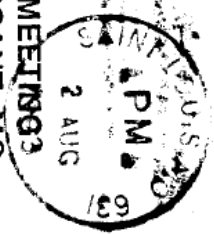
1967 GTO 4BBL Intake manifold, prefer May or June date but late April OK, have November 1966 dated manifold to trade, Dennis Parus (708) 377-1009 (August)

1973-1977 Grand Prix or other Pontiac in need of a motor, will consider any condition, Ron Fiebiger (314) 892-4712 (August)

GATEWAY GTO ASSOCIATION
4711 LANGTREE DRIVE
ST. LOUIS, MO 63128-2726



GATEWAY GTO ASSOCIATION MEETING
DAMON'S RESTAURANT, FLORISSANT, MO
THURSDAY, AUGUST 5TH, BE THERE!



Moore Cadillac / Pontiac

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