

THE HOOD SCOOP

MARCH 1993



SPONSORED BY



Moore Pontiac



VIC NETTLE'S 1964 FIRE GOAT CONVERTIBLE

GATEWAY GTO ASSOCIATION OFFICERS

President

Darrell Carnal
1458 Arapahoe Way
St. Charles, MO 63304-7310
(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 62208-1645
(618)398-4855

Newsletter Editor

Ron Fiebiger
4711 Langtree Drive
St. Louis, MO 63128-2726
(314)892-4712

Treasurer

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

Photo Album Editor

Michelle Kries
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 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, put your name, the date and name of the event and a short description on the back 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

Greetings fellow Goat Fans,

I can't believe March is already drawing to a close. It sure has made us aware that we're not out of winter yet! Just as quickly, Spring is on the horizon - and it's playtime once again! If you're all like me, you can hardly wait. I know it's coming - believe me - I saw my first Robin last weekend. (Stupid bird!)

For those GTOAA members we have in our chapter (welcome Dave W!), there was an opportunity to read a fascinating article in The Legend by Eric White, our head tiger. It was Part I of a series (I believe five) in which he interviewed a former line worker in the Pontiac plant. The first time I read it my eyes were glued to it until the end because the way the gentleman described it, you felt like you were there too. It gave terrific insight as to what went on and the parts that were used in building the cars that we're currently driving and enjoying to no end. It just goes to show you that the national membership is something you can really benefit from. It's another good reason to sign up.

Again, if anyone knows a place that would want to host our monthly meetings, please let us know. Our April meeting is set for Denny's restaurant in Collinsville, Illinois on the 1st, so please try to attend. We'll see you there!

Good Goating,
Darrell

FROM THE EDITOR'S BACK SEAT

Did you hear the wedding bells ringing recently? Congratulations to Dave and Michelle Kries who were married on March 12th. Following the ceremony, they spent of good part of their honeymoon driving to Florida through the great Blizzard of 1993.

The latest issue of GTO Enthusiast magazine has some very interesting articles about proposals for a 1994 GTO. Pontiac Motor Division is asking for comments on these proposals. Brad Piper has drafted a letter to send them and he will bring the letter to the April meeting so interested GGTOA members can read it and sign it if they agree with it. A reprint of an article that GTOE Editor George Ellis wrote for the February 1993 issue of The Legend is included in this issue of The Hood Scoop to give those of you who don't subscribe to GTO Enthusiast a chance to see a little of what you're missing. The magazine has some very knowledgeable GTO people writing for it and has great potential.

We would like to put together a GGTOA video tape of events, shows, drags, etc. The tape would be played at events and club displays and possibly 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 contribute to this project, please list and/or describe the events it shows and put your name on it so it can be returned to you.

Ron Fiebiger

MINUTES OF MARCH 4, 1993 MEETING

Recorded by Cathey Pacelli

The meeting was held at Shoney's on Dorsett Road. Many members took advantage of the location and arrived early to have dinner. Nineteen members attended the meeting.

Darrell Carnal called the meeting to order at 7:00 PM.

Darrell discussed a problem he ran into with the Best Western Hotel in Indy regarding deposits and the cancellation policy. Anyone who has questions about their reservations should call the hotel or the Meet Hotline.

Dave Kries presented a proposal for the GGTOA to hold a car show this Fall. A favorable vote of members present extended our Fall Cruise 93 at Bobby's Frozen Custard in Maryville, Illinois to an all weekend show October 2nd & 3rd. The cruise will be Saturday night and Sunday we will put on a car show across the street in front of the Police station. Part of the proceeds will be donated to the local ambulance drive or hospital construction. Details will follow.

Anyone interested in helping, in any capacity, at the GTOAA International Meet this Summer in Indy should contact Dave Kries or Brad Piper.

Dave Kries asked for input from members in regards to changing the GTOAA Judging Standards. He will be forwarding the input to the correct GTOAA people. Please let him know how you feel about this. There was some discussion about the need to break down the popular vote classes further and most members felt that semi to full modified should remain judged classes but be separate from competition or full race classes.

Dave Kries said that the GTOAA is looking into publishing a roster of members. He asked how members felt about this. Brad Piper suggested that anyone not wishing to be included could check off a box on their application or renewal form.

Dave Kries has set up our first club car wash at the Super Value on Route 162 in Troy, Illinois on April 24th from 9:00 till whenever. We may also try to have a bake sale during the car wash.

John Novelli mentioned that he heard about a car club that hires out as a limo service for corporate affairs. The cars might be used to pick up at a hotel and take the attendees to a corporate event for example. This might be something we would want to look into.

Cathey Pacelli gave a report on progress so far as to our chances for hosting the 1994 GTOAA International Meet. Ways of building up our club's treasury were discussed.

In lieu of a 50/50 drawing, John Seabolt passed around his hat and \$28 was collected. John also bought a hood from Vic & Joyce Nettle and that \$31 was added to the hat making a total of \$59.

MINUTES OF MARCH 4, 1993 MEETING (CONTINUED)

John Novelli suggested that the club rent a space at the Meramec Model T Club Swap Meet. GGTOA members would be asked to donate parts of any breed to the cause and all sales would go to the club treasury. \$20 of the previously collected money was given to John to secure the space. More about this will be in an article in The Hood Scoop.

Jack Menke is arranging for us to have our second car wash on May 29th at the Telegraph Amoco station at Telegraph and Forder Roads in South County.

The club roster will be divided up and area reps will be assigned members to call to try to increase participation at meetings and club events.

The meeting was adjourned at 9:50 PM

TREASURER'S REPORT By Will Bowers

Beginning Checkbook Balance 02/23/93.....	\$ 211.05
Income:	
Dues.....	\$ 300.00
Jackets.....	<u>\$1,517.50</u>
Total After Income.....	\$2,028.55
Disbursements:	
Postage.....	\$ 58.00
February Newsletter.....	<u>\$ 20.00</u>
Ending Checkbook Balance 03/19/93.....	\$1,950.55
Petty Cash.....	<u>\$ 64.85</u>
Total Cash on Hand.....	\$2,015.40

Total GGTOA membership as of 03/26/93 is 73. Of our 73 members, 31 (42%) are GTOAA members. 33 GGTOA members from 1992 have not renewed for 1993.

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

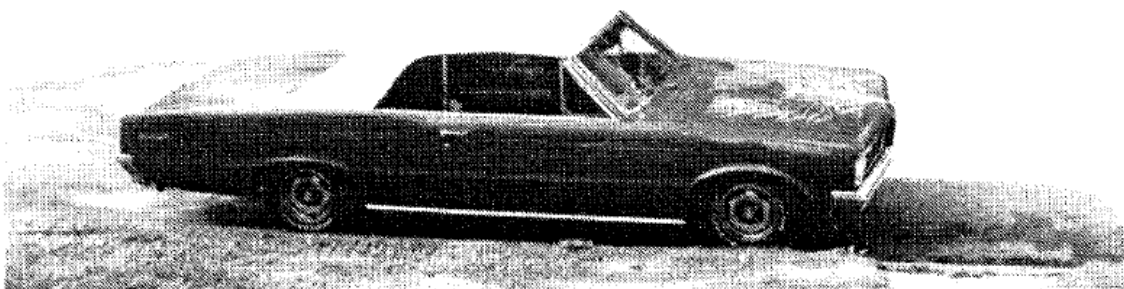
Adult T-Shirts: Blue 2XL, 2L, 1M

Child T-Shirts: Blue 3 (6-8), 4 (10-12), 3 (14-16)

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

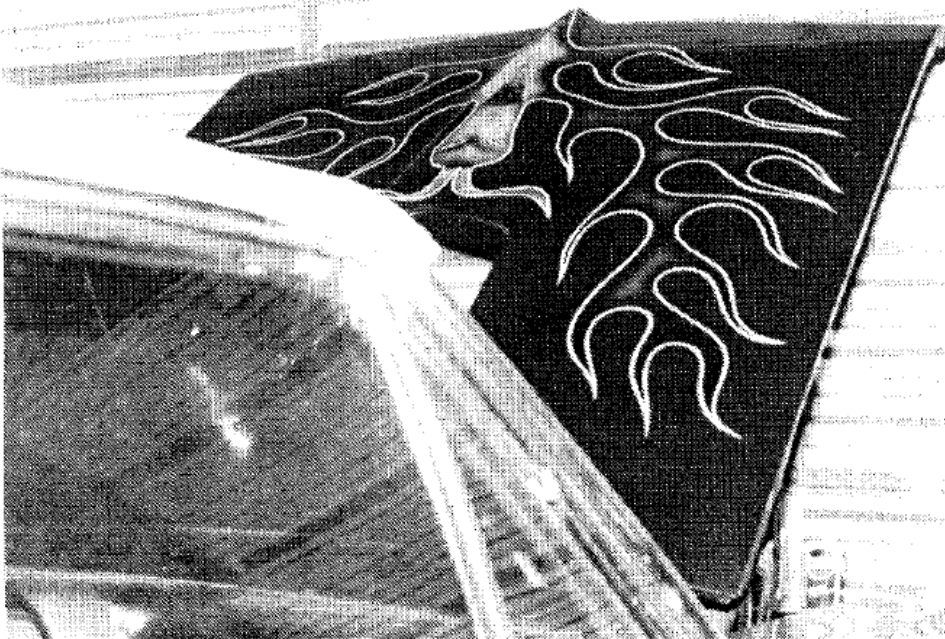
MARCH 1993 GOAT OF THE MONTH 1964 FIRE GOAT CONVERTIBLE

By Vic Nettle



The year was 1977. I owned two cars: a red 1970 GTO convertible, and a 1971 Grand Prix SJ. This was the largest number of cars I had ever owned. But I had my eye on a 1964 GTO Convertible which was just sitting in Belleville, Illinois. The owner was a young man who could not decide whether to restore the car or get married. While I was waiting on a decision from this guy, I was alerted of a black 1970 GTO, which I bought. Shortly after I purchased the 1970 GTO the young man called and said he was going to get married and would sell the 1964 GTO to me. I bought the car for \$300. The decklid was rusted. I found a perfect replacement at a local junkyard for \$20. Nothing electrical worked because the roof was leaky and the fuse panel electrical contacts had corroded. The clutch would not disengage. The engine spun a bearing on the way home.

I got some friends together to start the process of restoration. We replaced the engine with the 400 cubic inch engine which had originally come in my red 1970 GTO. The transmission was changed to a turbo-hydrmatic 400 switch pitch torque converter unit from Kenne-Belle. We also replaced the differential (4.10:1 12 bolt posi-traction), console, interior, shifter, radiator, brakes, battery, carburetor, starter, alternator, radio, and a few other miscellaneous items. Then we were ready for paint. I went with burgundy.



My GTO was ready to roll. I had it out and decided to see how it would run. I put the pedal to the metal (6000 rpm) and spun a bearing. It seems that a low pressure oil pump was used in the rebuilding of the engine. So we rebuilt it again, this time a high pressure oil pump was used (Pontiac HO pump). I hadn't had my newest toy on the road a week and I blew a head gasket between cylinders 3 and 5. So back to the garage it went. I thought, what next? Boy was I sorry I ever toyed with the thought that something more could happen, because it did. There was an engine fire while I was driving. Anti freeze was sucked down the carburetor and two pistons cracked. All of these things happened in approximately one year. By this time the thought of scrapping the whole "....." thing had crossed my mind. I had about \$7,000 in the car and was somewhat upset. The hood was warped and everything under the hood was melted (cruise control, carburetor, battery, etc.).

Well, I decided to try again. I bit the bullet and was back to spending my nights in the garage. Guess you could say I was a glutton for punishment. I purchased a fiberglass hood from HO Racing Specialties in California (which John Seabolt bought March 4, 1993, proceeds to the GGTOA). My friends and I repaired the GTO and painted it and I drove it for a year trouble free.



I felt that the bugs were finally out so I decided to give the car a show quality paint job. Instead of doing the usual thing, I rounded up a LeMans hood and had Al Rothweiler cut a hole in it for a Trans Am shaker hood scoop. We changed the color from burgundy to Martinique Blue (78 Trans Am). Then we painted a flaming goat head on the hood and called it "Fire Goat". Of course we added power steering, power brakes, air conditioning, and a factory in dash tachometer from a 1967 GTO (it was neater than the 1964 tach and it fit neatly into the 1964 dash).

I kept the car until 1983. I felt six cars were too many to care for, HA! HA! (compared to 12 today). I did not have a car fanatic wife at that time or we would no doubt still have the Fire Goat! I sold the car to my cousin's stepson who subsequently sold it to someone who wrecked and burned it. Sic transit gloria mundi.

1994 GTO Design Proposal

The parts bin yields a rear-drive, V8 GTO based on the Grand Prix.

By George Ellis, Editor, *GTO Enthusiast*

By the time 1994 arrives, it will be 30 years since the GTO first appeared, and almost 20 since it vanished. In that time, there have been proposals to revive the nameplate, but none of them have involved V8 power and rear-wheel drive. Pontiac representatives asked attendees of the '91 GTOAA Nationals what they thought should go into a GTO, and apparently those two elements topped the list.

Here's a proposal from GM designer Jeff Denison. Jeff has been involved with GTO design studies, and as a GTO owner himself, he decided to make this proposal for a buildable V8 rear-driver. I say buildable because GM is not in a position to spend a lot of money on a new GTO right now, but it's fully aware of the value of the name. This car is a parts-bin solution: It's based on the Grand Prix body shell, fitted with a new floorpan to accommodate the V8/rear-drive layout. The Holden Commodore, a V8/rear-driver built by GM of Australia, provides front suspension pieces the right size for the GP. Rear suspension is Corvette IRS.

The proposed engine options are the 300-hp LT-1 V8 and a 405-hp LT-5, the engine from the ZR-1. GM has about 2,000 of these in stock and has slowed production of the ZR-1. The 6-speed box from the Corvette or the new Firebird could be ordered, or a 700R4 automatic could be specified. And keeping with the 1964-71 tradition, a convertible would be available, because the parts from the Olds Cutlass convertible will fit fine.

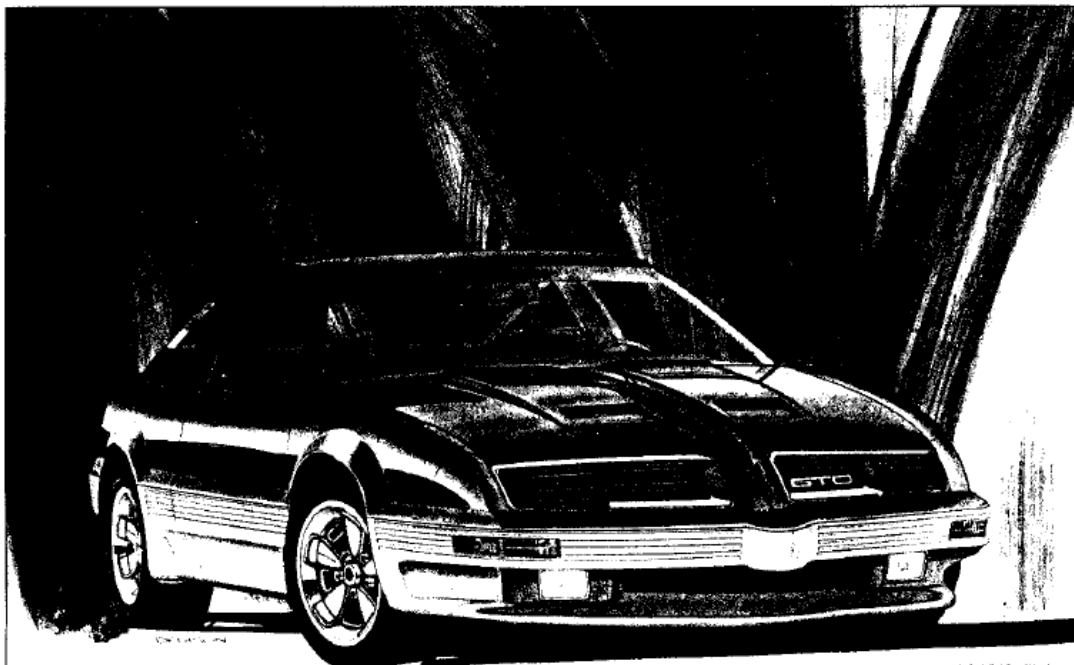
Jeff has restyled the front clip of the Grand Prix to suggest the peaked fenders and other cues from the '68-'69 GTOs; the rest of the body would be the same pieces as the current GTP, except for new taillights and badging. Aluminum "Rally V" 16-inch wheels with big, fat VR-rated Gatorbacks (redlined, of course) would provide sticky roadholding, and four-wheel antilock disc brakes would stop the car like no GTO in history.

By using the existing Grand Prix, Jeff has kept the projected cost for his proposal within reason for GM to consider building this car. The GP is an excellent

body shell; it has plenty of passenger room, and the driving position is about perfect for any driver, thanks to superb power articulated bucket seats and a tilt wheel. Tall drivers, though, should be aware that the optional sunroof may leave them or some passengers with too little headroom.

Aside from a mid-size coupe design that will endure for years to come, the greatest thing about the GP is that the tooling is paid for. In fact, GM tooling up for five W-car plants but runs only two. The W-cars (built on the GM10 platform) include the Lumina, Cutlass, Regal, and Grand Prix. In the meantime, the LT-1 produces 300 honest, clean-burning horsepower and gets great mileage to boot. It's been years since Pontiac produced its own V8, and sadly those days are over for the foreseeable future.

Pontiac is very interested in what people think of this proposal. You may send comments to Lynn Meyers, Marketing Specialist, Pontiac Motor Division, One Pontiac Plaza, Pontiac, MI 48340-2920.



Here's a magazine that spans the hobby, devoted to GTOs and all the other performance cars Pontiac has built through the years. Pete McCarthy is now writing for this publication, and he's hard at work finding out new things about the Pontiac V8 that will be of value to everyone. A six-issue subscription to *GTO Enthusiast* costs \$15 (\$20 outside the U.S.A.). If you'd like to check out a sample issue, send \$4. We've just printed a special issue featuring a V8, rear-drive GM design proposal (in color) for a 1994 GTO; this issue costs \$10 due to higher printing costs (we printed extra copies because it seemed likely that people would want to collect this issue). Supplies of this issue are limited, so order promptly. All new subscriptions will start with the special 1994 GTO issue, while they last.

Please send: A sample issue (\$4)
 A copy of the special 1994 GTO issue (\$10)
 Please begin my subscription (\$15)

Name: _____ Address: _____
City: _____ State: _____ ZIP: _____ Country: _____

Mail this coupon with check (payable to a U.S. bank) or money order to:
GTO Enthusiast, 136-41A Jewel Ave., Kew Garden Hills, NY 11367.

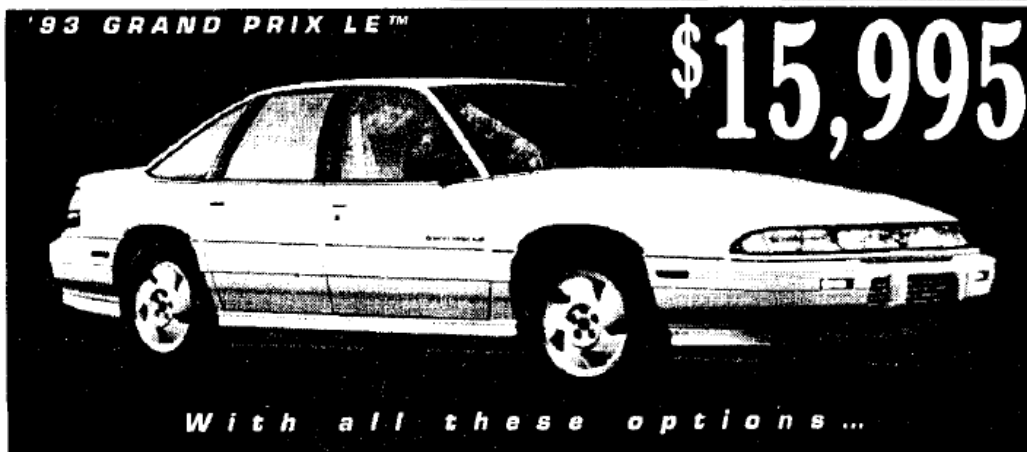
WANTED: PAST ISSUES OF THE LEGEND

Issues of the GTO Association of Americas's newsletters The Gas Can and The Legend, 1988 and earlier, are needed for the Gateway GTO Association Library. They will be kept in binders and be available for use by Gateway GTO members. We are also looking for a GTOAA member that would be willing to donate future issues of The Legend to keep our library up to date. Anyone that is interested in helping out should contact GGTOA Newsletter Editor Ron Fiebiger (314)892-4712.

MOORE CADILLAC-PONTIAC

WHY PAY \$15,995 FOR AN OLDS CUTLASS?

WHEN YOU CAN DRIVE A PONTIAC GRAND PRIX SEDAN
WITH THE SAME OPTIONS PLUS ANTI LOCK BRAKES AND CUSTOM INTERIOR

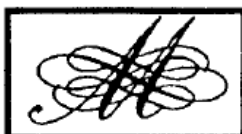


- Anti-Lock Brakes
- 3.1L V-6 Automatic
- Air Conditioning
- Power Windows & Locks
- AM/FM Cassette
- Intermittent Wipers
- Bucket Seats
- Sport Aluminum Wheels
- 16" Touring Tires
- Rear Window Defogger
- Lower Ground Effects
- Rally Gauges with Tach
- Cruise Control
- Tilt-Wheel Adjustable Steering™
- Dual Visor Mirrors
- Floor Mats
- And Lots More!

STOCK #33175

OVER 200 PONTIACS AVAILABLE

- 70 BONNEVILLE SE's, SLE's, SSE's & SEE's • 50 GRAND AMS
- 50 GRAND PRIX COUPES & SEDANS • 12 SUNBIRD CONVERTIBLES
- 4 FIREBIRD FORMULAS & TRANS AMS



Moore CADILLAC • PONTIAC

15950 Manchester at Clarkson In Ellisville

394-0300

A HOT SUMMER NIGHT – 1964

By John Seabolt

Hot and humid, the August 1964 evening was vintage St. Louis. At 11:00 PM sweat still seeped from every pore unless cooled by a breeze created by movement of the Pinehurst Green 1964 GTO. Every window of the hardtop was down, wing windows were angled to scoop in every available drop of hot, muggy air. It was hot...real hot! Perched proudly on the console was a sweet young thing clad in short shorts and a moisture soaked blouse that clung like a suntan. The back of my shirt stuck to the black Morrokide seat as if it were made of velcro. We are talking hot!

Less than an hour earlier the four barrel, four speed GTO had shown the way, for a red 1963 409 Impala SS, with plenty to spare. The GTO was running strong after being tuned that afternoon. Super Shell was providing octane in copious quantities. The car was hooking like a working girl in a Gf town on pay day. It was great to be young and alive, but man it was hot.

We were taking it easy, crossing the Missouri river from St. Charles, Missouri, headed East toward St. Louis on the old two lane St. Charles Rock Road Bridge. Suddenly the rear view mirror exploded with lights from the fast approaching car behind. The head lights lurched in harmony with the sound of shifting gears. My heart pounded as I heard the wail of multiple carburation and felt the rumble of throaty exhaust. It was show time! I down shifted to third and began to slow. As I came off the bridge, I went to second and cleared the AFB a couple of times. With no traffic coming, the car behind pulled up next to me in the oncoming lane. I was now bumper to bumper with the most evil, mean and nasty looking 1964 GTO Post Coupe on Earth. Dressed in triple black, sporting red line tires with poverty caps and exhaust splitters, the car was absolutely beautiful. I gulped as we both found first and dropped our speed to a slow roll. I waited for his shotgun to begin the count. Sweet thing, chin in air, didn't budge from the console. I'm not sure she was aware of the classic confrontation she was about to witness between two of the most feared super cars of the time. Two 1964 GTOs. This was street fighting at its best.

One! I gave it some clutch and brought up the rpms. Two! I never heard three! We both nailed it at the same time (a tad early). This guy wasn't going to get beat by a hole shot, he was no rookie, he knew what he was doing. The noise was deafening, the adrenalin rush overpowering, the heat no longer oppressive. He hit second a split second before I did. Our front ends vaulted forward and sweet thing catapulted into the back seat, legs sticking in the air like a wishbone. Bless her heart, I didn't have time to make a wish! The dancing red line told me it was time for third and again he let it rip before I did. I started to pull ever so slightly ahead, about a half a fender. His red line tires chirped as he banged fourth. My white walls (with reduced air pressure) dug in like hungry ticks. I pulled to a full fender lead. We were both hanging on for dear life. Sweet thing was missing the race of her life, she was preoccupied with other things.

The fender gap held until he decided to get out of it. Now I was concerned with the gender gap. We both slowed and he pulled in behind me as we resumed a normal speed. Sweet thing was in a total panic to get herself upright. Bless her heart, she really

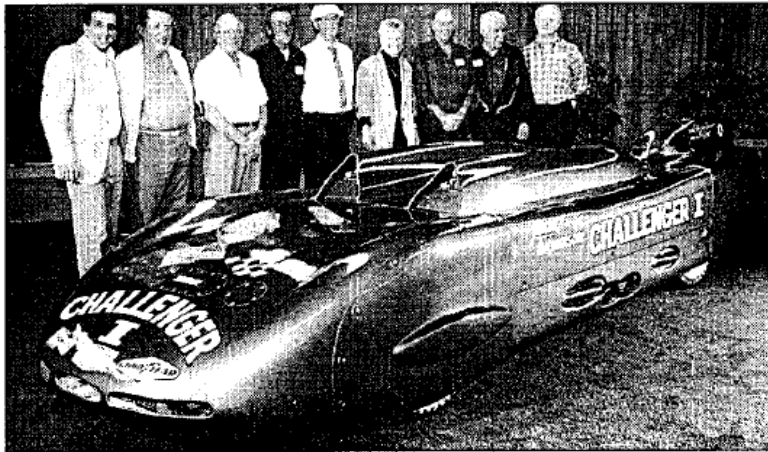
looked used. Her bouffant hairdo was destroyed along with her pride. She wasn't having as much fun as I was. We slowed even more and pulled off onto the shoulder and stopped. I could feel the heat from the weather, the engines and sweet thing's glare.

I got out of the car and walked back to the black GTO. The driver and I met at his front fender. I commented that it had been a damn good race and that his car was not only fast but also very good looking. He returned the compliment and congratulated me on winning. He said my car looked like a sleeper with its white wall tires. He said he had never been beaten before and stated that he had worked on the tripower and finally got it running the way it should. I guess he assumed I also had tripower. I didn't have enough testosterone in my system to inform him I was only running a four barrel. I was afraid he'd rip my head off, he was big and hairy! I'm not! In parting, he asked what I had in the back seat. He was more interested in that than what was under my hood. I told him what had taken place and we both became delirious with laughter. We could hardly stand up, we were loosing it. I had to get to a rest room. Sweet thing wasn't laughing, she was hot! I never saw him or his demonic looking 64 GTO again. As for sweet thing? Well, as you can guess, I never saw her again either. Bless her heart, She just couldn't take the heat.

HOT ROD MARCH 1993

CHALLENGER RESTORED

Thirty-three years ago, the late Mickey Thompson made international motorsports history by being the first man to travel over 400 mph in a piston-powered/wheel-driven car when he was timed at 406 during a September '60 run on the Bonneville Salt Flats. Unfortunately, a driveshaft failure, which occurred while Thompson was traveling over 390 mph on the return run, kept the world's fastest hot rodder from breaking the existing 394-mph land speed record held by Britain's John Cobb. Since 1961, Thompson's Challenger has been kept in limbo, exposed to the elements, which eventually reduced the dark blue, blown, four-Pontiac-V8-powered, four-wheel-drive streamliner to near junk. It was after Thompson's death that Jim Travis and Thompson's son Danny decided to restore this most-important chapter of American automotive history. Included in the



presentation ceremony, held late last year, were Jim Travis (*left*) and members of the original crew including Crew Chief Fritz Voigt (*third from right*). According to Travis, "We're also planning to launch an extensive nationwide tour of the famed four-engine milestone later this year."

—Gray Baskerville

HOT ROD

MARCH 1993

ROCK 'N' ROLL

LITTLE GTO

The '60s. A kaleidoscope of sometimes conflicting forces. If the decade didn't actually live up to its promise, perhaps it's because too much was expected. For those fortunate enough to hit their mid-teens during the first half of the decade, the experience was nearly idyllic. Romance on the run, if you will.

Bucky Wilkin was in high school during those manic days, somewhere in between the rich and poor kids. But the universal language of the day was of the automotive dialect. Everyone wanted wheels.

"I had a '58 MGA. A black roadster—a convertible. It was the first car I ever had, and I got it in 1962 when I got my driver's license. It cost \$800," he says with a laugh. He also played guitar in a little rock 'n' roll band.

It's spring, 1964, the Beatles are burstin' out all over, and here's this big, good-lookin' kid in his senior year, tooting around in an old MGA, playing a few licks, impressing the chicks, and one day he picks up a copy of *Car and Driver* magazine. One story stood out.

"The article compared the Ferrari GTO to the Pontiac GTO. GTO came from Ferrari. That's where they stole the name. 'Gran Turismo Omologato' means approved as a production model race car in the Grand Touring Car division by the Federation Internationale d'Automobile (F.I.A.), a French organization that stated a car would qualify to race in the G.T. category if 100 models had been manufactured. Pontiac borrowed the name."

Spoken like a true sports car aficionado. Still, this was the



U.S.A., and every red-blooded boy could whip up a rhyme or two about his fantasies. Some of them did it in school. "I was in physics class when I started writing the song."

Well, sure, why wrestle with force and mass and the speed of trigonometry squared, and other esoteric equations when you can daydream about four-speeds, three deuces, the Heavy Duty Poncho 389, and the effects of this combination when applied down at the local dragstrip? If you stretch it a little bit, the addition of a rollbar might qualify the car for a turn on the nearest road course. Buck decided he needed to save some money and buy one of these bad boys. So far, so good.

But how does a high school kid, even one living in Nashville, go from a classroom ditty to Top Five?

"My mom (Marijohn Wilkin) is a country music songwriter, so I grew up in the business. She'd written a number of popular songs and started her own publishing company, called

Buckhorn. My Ronny and the Daytonas songs (Bucky was 'Ronny') were the first songs in there.

"The back-up singers on 'GTO' were Buzz Cason, Bobby Russell, and Bergen White. They're all very successful in the music business."

But because they were so good, it was difficult to get them to go on the road.

"The studio players didn't want to go on the road, or wanted too much money. The road players always wanted to play on the records, but were usually not good enough. So it wound up bein' a bunch of road guys and then a bunch of studio guys. There were probably 30 to 40 different 'Daytonas' over the years (including Ray Stevens in the studio and a road group which later became known as 'The Hombres'—'Let It All Hang Out' in 1967). The best road gigs were when the

studio players didn't have anything better to do and would go along and make a party out of it."

And when "GTO" became such a big hit and the royalties rolled in, did you buy a Goat?

"No. We tried to get Pontiac to give us one but they wouldn't and, uh—I was into sports cars—I bought an Alfa Romeo. And after the Alfa I got a '67 427 Corvette. That was my musclecar. And it was...it was a hoss, you know (chuckling)? I had the aluminum knock-offs; I put big Pirelli Centuratos on it and just drove it to pieces. I was in hog heaven there for a while."

So what if Americana is part myth; there's a certain thread of continuity to the dream.

Maybe that's why "GTO" was heard in the background of a recent episode of *The Wonder Year*.

"It was about some guys gettin' their first car," Bucky said. "They used it two or three times."

So what if the idea that a showroom stock, medium-large, family-type sedan could compete at major race tracks, is a tad ludicrous. What if the idyllic was never quite attained? In the wild days of "GTO" dreams could come true. And if that "for sale" '59 Ford down the street took on mythic proportions in your fancy, why couldn't a brand-new GTO take on Pomona? That's why it was the '60s.

—Richard D. Cornell



THE GTO HOBBY...NOTHING IS PERFECT, NOT EVEN OUR GTOS

By John Seabolt

Regardless of year, model or options, we all love our GTOs. Nineteen sixty five owners wouldn't trade their pride and joys for any other year. The same can be said for 66, 67, 68, 69 owners and so on. We all have our favorite and they all are great. However, all of the different years have their own little quirks. Since I own, love and wouldn't have anything other than a 1964, we will use it as an example. In spite of what I like to believe, 64s are not...perfect. There, I said it. Ready for some fun?

Now I ask you, what can possibly be more useless than those twin, pot metal, dummy, fake, phony "hood scoops"? Perhaps boobs on a nun? How about this one. What is more ridiculous in terms of traction than those "performance" 7.50x14 nylon red line tires? Try a banana peel on a frozen pond! OK, we're on a roll now. You've just finished the quarter mile at a speed of 99 miles per hour, you're getting close to the return road and you apply those high tech manual drum brakes. Only one thing in this world do you have to pump more, and that's a teenager in order to get the truth. One more time. You're a farsighted 95 year old fossil looking for your red cigarette lighter flint that you accidentally dropped into a red shag carpet. Folks, that's what its like trying to find the dancing red line on a 64's tachometer when you're going for second gear and all Hell, including your 7.50x14 nylon red line tires, is breaking loose.

OK, that's enough 1964 bashing, I'm sure you get the point. In order to be fair, let's see if we can have some fun with the following list. (Send your ideas to me, John Seabolt, 4141 Elkhart Lake Road, St. Charles, MO 63304. We will use the best ones in a future article.)

1965 Car compass - the last word in Rally cluster accessories

1966 Red fender liners - very rare...I wonder why?

1967 2 Barrel option - 225 HP, 8.6 compression ratio, Hold on to your hat...this was available at no extra cost!

1968 Space saver spare tire - available on GTOs, standard equipment on Firebirds

1969 Litter basket - clings to transmission tunnel, (weighted) red-blue-black-beige

1970 Judge "eyebrow" stripes - Sua-vay and De-bone-er, should be plucked (all years)

1971 Removable ski rack - eight pairs of skis can be accommodated at once, very chic!

1972 GTO front end - available on any V8 LeMans (\$42)...sad but true

1973 GTO rear end - available...sad but true

1974 Hatchback camper option - the essence of GTO!

GTO + US = GUSTO

CLUB FOCUS

GATEWAY GTO ASSOCIATION

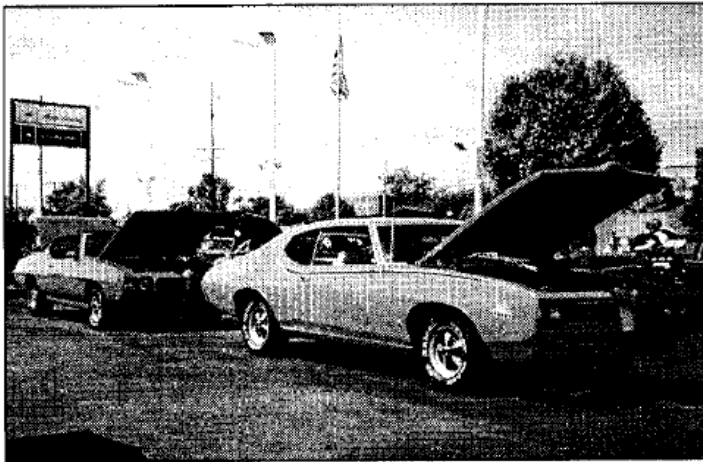
Those gung-ho guys and gals of the GTOAA Gateway Chapter dusted off their Goats recently and met at Moore Pontiac in Ellisville, Mo., for a relaxing Saturday afternoon car show. The turnout was quite good, with 26 GTOs plus a couple of LeManses and Tempests.

Many of the cars are GTOAA show winners, such as the '64 coupe of John Seabolt, and Tony Bessole's '70 hardtop. No doubt each of these fine machines provided other members with the inspiration to bring their own cars up to the same level of quality.

Several members who are the serious speed fanatics of the bunch brought out their worked hi-po machines. Dave Kries showed up with his former GTOAA "Best of Show" blown '68 convertible as did Keith Potter with his Potter/Weiss racing team's blown 8-second '65 GTO, which he claims is the "world's fastest '65 GTO." The president of the club,

Darrell Carnal, drove in with his stunning red '67 hardtop followed by club VP Ron Fiebiger in his '67 convertible. One car of particular interest was a Nordic Silver '71 Judge, a color not often seen on these models.

If you live in the St. Louis area, have an interest in GTOs and would like to join an active club whose members are really enthusiastic about their cars, write to Brad Piper at 19 Wilshire Dr., Fairview Heights, IL 62208.



NATIONAL CUSTOM AUTO SHOW

By Mark Clatto

The last weekend of February saw a lot of things: snow, snow and more snow! Amongst all the snow, St. Ann Square was a place to forget your winter Blahs. This was the same site as the Thanksgiving car show. There were quite a few sponsors such as Show World Promotions, Auto Show Weekly and Juke Box 96. I wasn't able to make the Thanksgiving weekend show, but I found this show interesting. There was a little of everything for everyone's taste. There were T Buckets, Street Rods, stock cars, custom motorcycles, led-sleds and one of a kinds. All in all some fifty vehicles turned out for the three day show. There were some very nice event T-Shirts as well as attendance prizes donated buy Chuck-A-Burger, Juke Box 96 and Car Quest. There was also plenty of good food to eat as well as good music supplied by Juke Box 96.

Despite the bad weather, quite a few GGTOA members came out for a look see. In my opinion, Sunday afternoon saw the strongest public turnout. I think that was due in part to the 40 degree plus weather. At 7:00 PM on Sunday the awards ceremony got under way and some interesting looking trophies were handed out. Forty-five minutes later it was a mad dash to your car to tear down, pack up and head out.

STICKY SUBJECT – PICKIN' THE RIGHT RUBBER

By Brad Piper

Still thinking about new ways to get that added advantage at the dragstrip this Summer? Something short of major mechanical work perhaps? Maybe you're considering a new set of sticky tires for a little extra bite. Well, before you run out and drop some big bucks on a new set of D.O.T. slicks, there's a few things you might want to consider.

Since there are several products on the market to choose from, you should first determine the amount of street time the tires are going to see. Different compounds are used in the construction of tires based on their intended use and you don't want to employ a set of Mickey Thompson or M&H D.O.T. slicks as daily drivers! These tires are of the 2-ply variety (4-ply in the tread area to pass D.O.T. tests). Because of their design, they will respond to temperature and pressure changes like a slick. These tires are ones that you will want to save for race days only.

Some manufacturers also sell a street driven tire that is 4-ply with stronger side reinforcement (M/T's Indy Profile S/S for example). These types of racing tires utilize different compounds allowing for longer tire life, but can still be heated to get that extra traction. Something else to consider is NHRA rules because most tracks adhere to them. Concerning slicks, the rules state that you must have a driveshaft safety loop when you use them. There are rules about lug nuts and stud lengths that apply too. Finally, added traction can mean added headaches in the form of crunched gears, broken U-joints and even broken axles too. (If you don't believe this, just ask Craig Weiss how he got his nickname "Axle"!)

These are just a few things you should keep in mind... To be continued!

ATTENTION FELLOW GOATERS & PART HOARDERS!

By Dave Weeks

Even with the recent cold and snow, we know, or at least we suspect, that Spring will eventually arrive. In thinking of such things as warm weather and how we wish that we would have gotten more done while our Goats were resting and waiting for the asphalt to heat up under their tires, we should have been more aware of one thing that would have made it easier, more room! That is one commodity that we never have enough of. Now what takes up all of that room? Those parts that for some unknown reason we just can't seem to let go of. (Maybe it has something to do with our ancestors. I'm sure parts hoarding has been bred down through generations of car nuts.)

Now let me get you thinking. I know we all have some stuff that deep down we know we will never use. The bottom line is to let our club help out. Think how good you'll feel helping the club and making a little room for the really important parts. If you ask why you should give away all that "Good Stuff," well then you missed the last GGTOA meeting didn't you? Our club needs to increase our Treasury for expenses we expect to incur during the next year. Make sure you're at our next meeting and you'll get the whole scoop. Boy are you in for a surprise.

What we plan to do is to collect all those parts and take them to the Model T Club Swap Meet at Meramec. All proceeds will go to our club. What we need are items that will sell. They don't need to be Pontiac items, they can be any brand wheels, hub caps, trim rings, tires, air cleaners, carburetors, intakes, valve covers, high performance parts, knick knacks, automobilia, etc. Some of that stuff we honestly know that we don't need to keep. Every little bit helps us help ourselves. We are going to try to make this as painless as possible. Contact the person in your area from the following list to make arrangements to drop off your donated parts. Illinois - Dave Kries (618)667-4234; North St. Louis - Cathey Pacelli (314)839-4882 or John Novelli (314)653-1051; South St. Louis - Dave Weeks (314)772-6326

Special thanks to Vic & Joyce Nettle who already donated a fiberglass 1964 GTO hood. (Sorry, it was sold at the March meeting, you should have been there!) The money is already in the Treasury.

The Prudential 

Specializing in Custom Cars,
Hot Rods, Special Interest Cars,
Classic & Antique Autos



Joan C. Rogers, LUTCF
940 Westport Plaza, Suite 210
St. Louis, MO 63146
Office (314) 878-6146 Ext. 149



Call for an insurance quote today!

IS YOUR GTO CAMERA SHY?

By Dave Weeks

GTOs and St. Louis, those of us that live here may be the only ones that know just how well these two go together. Now don't you think that we have waited far too long to let the rest of the country see just what a combination this is. What a better way to do this than to do a series of photo shots of our members's GTOs at different landmarks in St. Louis. And can you think of a better place to show our peers than at this year's GTOAA International Meet and possibly in future issues of The Legend.

I am in the process of getting a display ready for this year's GTOAA Meet in Indy and your GTO could be part of it. Now you might be wondering how to get your GTO involved. I will be getting a schedule and map together and should have all the information by our next meeting. Plans are to set up at several sites including Anheuser-Busch, the Riverfront, Gateway International Raceway, Old Town St. Charles, Forest Park and last, but far from least, the Stouffer Concourse Hotel for an aerial "club" shot. I would like to see a big turnout. Remember, even if you can't make the entire run, at least plan to attend a shot in your area. One or more locations will be close to you so there are no excuses. A map and schedule will be made available or you can call me for more information. Let's show our fellow GTOAA members what kind of GTOs and sights we have here in St. Louis. It's past time that everyone knew just who the members of the Gateway GTO Association are!

" NEED FOR SPEED "

NO NITROUS • STR. LEGAL • HYD. CAM • QUADRAJET • 10.60'S ALL DAY



WHEN YOU'RE TIRED OF SEEING TAILLIGHTS

CALL US

SCOTT 894-6833

RICK 638-7258

BONNIE FIEBIGER, E.A.

314-638-1200

**QUALITY
ACCOUNTING & TAX SERVICE**

8815 SWIFTON AVE.

SAINT LOUIS, MISSOURI 63123

GATEWAY GTO ASSOCIATION ADS

CARS AND PARTS FOR SALE:

1968 GTO Hardtop; Aleutian Blue, black vinyl top, black interior; 96,000 miles; original 400 4 barrel with recent replacement of cam, lifters, rocker arms and push rods; TH400 automatic with His & Hers shifter; power steering; power disc brakes; Rally II wheels; Endura bumper with Hideaway headlights; new exhaust; all work and parts kept to original specs; looks and runs great; have original window sticker and warranty book; \$4,000; Mike Wilcox (314)739-2026 (April, Paid Ad)

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)

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; 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; 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 door \$50; 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)

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 1962 4bbl Intake, if this isn't gone soon, its going to the garbage man! Dan Shabel (314)225-1100 (March)

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)

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

CARS AND PARTS WANTED:

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 (March)

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)



CARBURETOR RESTORATIONS

Sales/Resto. Service

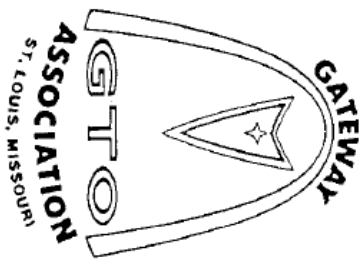
Specializing in Pontiac Tripowers
Guaranteed Show Quality
Repro Parts Available

Buy/Sell/Trade - Pontiac Parts • Services
Buying Tripowers - Complete/Parts

DARRELL CARNAL
(314) 928-8030

1458 Arapahoe Way
St. Charles, MO 63303

GATEWAY GTO ASSOCIATION
4711 LANGTREE DR
ST LOUIS MO 63128-2726



Moore Cadillac / Pontiac

15950 Manchester Road — Ellisville, Missouri 63011 2148 — 314 / 394 0300

