

The Hoodscope

August 2003



www.gatewaygto.com

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The Hood Scoop is published as an informative news bulletin to keep our members up to date on past, present, and future events.

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 our Photo Album, please put your name and date and a description of the event on the back and send them to the Photo Album Editor.

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

Gateway GTO Club Information

The Gateway GTO Association was initially formed in the summer of 1984 by a group of seven. They all had a common interest in the Original Muscle Car, the

Pontiac GTO. As a for of communication we publish a monthly newsletter called "The Hood Scoop". The purpose of this newsletter is to keep our members informed of all upcoming activities as well as providing interesting event coverage. The club meets every first Wednesday of the month at Culpeppers Restaurant St. Charles Mo. 3010 West Clay 636-916-3105

Membership dues are \$20.00 per year and all renewals are required to be paid by December 31st. You are allowed to have one associate member.

Club Sponsors



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Advertising Guidelines

Classified ads up to 50 words are free to members, add 10 cents per word for any ad over 50 words. Payment is due upon submission. (members need to update ads at 3 month intervals or ads will be dropped).

Classified ads up to 50 words for non-members are \$5.00 per issue. Advertising rates are: full page \$25.00, 1/2 page \$15.00, 1/4 page \$7.00 for three (3) months running time. Payment is due upon submission, discount of 10% for one year pre-paid. Acceptance is at the sole discretion of the editor. All ads should be submitted to Don Bright by the 10th of the month.

Gateway GTO Association Ads

FOR SALE

Air Compressor

Upright industrial duty 3 hp, 30 Gal. 2Cyl. V twin. 9 cfm. 26 amps on 115v, can be wired for 220 and 13 amps. 10" rubber rear tires for moving but very heavy. Approx. 24" X 24" X 60" tall. Excellent condition. Paid over \$1100.00. Asking \$600.00 OBO

Posi Track Rear-end

4:10 12 Bolt Posi rear-end \$1000.00 OBO
Contact Chris Simmons @ 636-456-3653

Aluminum Intake with crossover

P/N 488945 (1972 HO) \$500.00

Alternator PN 1100700

Distributor PN 1111148 (1970)

Ignition Coil PN 1115238 Delco Remy

New in box (NOS)

Contact Tony Bezzole @ 314-878-6892

Literature:

1964-1972 GTO Restoration Guides

New from club store \$15.00

Contact Chris Simmons @ 636-456-3653

GMP 1:18 Die-Cast GTO's -1970 Black Judge, 1970 Blue Judge, 1972 Red GTO, 1972 Gold GTO \$99 each.

Contact Harry Smelcer @ 636-230-6120
or email Harry71GTO@aol.com

Cars For Sale

1974 Trans Am, factory 455 auto
Was Admiralty Blue, deluxe blue & white interior. Car now 25th aniv. Silver. Usual T/A gear. Some rust in back part of car.
\$4,250.00

Contact John Johnson 573-581-8013 or
e-mail @ johnjohn@midamerica.net
Sept 2003

WANTED

1967 Right side molding

Must be in nice condition

Contact Cecil Morton @ 618-452-9553

Back issues of Pontiac Enthusiast, Muscle Car Review, and High Performance Pontiac Magazines

Contact Harry Smelcer @ 636-230-6120 or
E-Mail me at Harry71gto@aol.com

Frame for a 1967 Tempest, LeMans, or GTO

Contact Bill Craft @ 636-332-3422

Bumper Jack Adapter for 68 GTO P/N
9790394

Contact Roger Perriguy @ 636-629-4756

Or E-mail me at rwestp@yhti.net

Services Available

ABC DJ Productions

All types of occasions from weddings to retirement parties. Disc Jockey & Video.

Contact Mobile Marty Howard
@ 636-946-8641

Cee-Jay Auto Body

ASE & I-CAR Certified shop

2123 East 23rd Street

Granite City Il.

Contact Cecil Morton@618-452-9553

Card Services Inc.

#13 Hawks Nest Plaza

St. Charles Mo.

Contact Craig Glenn @ 636-946-9892

M.B.J. Machine

Pontiac engines from restoration to
race 30 years experience

Contact Jim Moran @ 618-797-1843

August 2003

2nd- Club cruise at Steak N' Shake – Lemay Ferry Road
6th- GGTOA meeting at Culpeppers
9th -ARCC Cruise at JJ's – St. Charles
16th-Woodward Dream Cruise
17th-Classical GTO Weekend
24th– Bevo Days car show
24th– 13th Indian Uprising all Pontiac show in Glendale
Heights Il. Outside Chicago
30th-31st– Pontiac Show Me Regionals in Joplin Mo.

Sept 2003

1st-Early Fall Car Show
3rd-Club meeting
6th-Club cruise to Steak-n-Shake
21st-GTO Club Picnic at Vago Park in
Maryland Heights
26th-27th-28th-Route 66 show in Springfield Il.

As submitted by Steve in his handout.

GGTOA Meeting Notes August 9, 2003

Members present - 20, GTOs present – 6. Arnie “the Farmer” Beswick was burned in a car fire on August 3rd at MAR. He is in the burn unit at St. John's Mercy Hospital. Flowers cannot be sent to the hospital and the family requests that all cards be sent to his home. The address is on his website. We wish Arnie a speedy recovery.

The Earl and Sandy Chapman Benefit Show was held on July 27th. The club is making a \$50 donation. Check out the new club website at www.gatewaygto.com. Contact one of the officers for the password to the members section. A big thank you goes to Joyce Nettle for all of her hard work in making the site a reality. The GTOAA convention in Columbus, OH was a big success. The 2004 convention will be July 15-20th in Detroit,

MI. We are being asked to host either the 2005 or 2006 convention. GTOAA will need a proposal from us. We will discuss this at the SepSeptember meeting. The POCI convention that was held in St. Louis was also a great success. Next year's national will be held in Joplin, MO. The 20th anniversary (1984-2004) of the GGTOA will be next year. Any ideas on how to celebrate? Is anyone interested in a fall road trip? A "between the Saints" (St. Louis – St. Genevieve) trip has been suggested. We are considering a race day at MAR in October. Chris Simmons is looking into some dates. Don Bright is looking for volunteers to write articles for the newsletter. Newsletter articles are worth 50 points. See Don if you are interested. New members that join after August 31st will be considered paid through the following calendar year. Mark Fry brought up a bunch of 2004 GTO dealer brochures and a list of unsold 2004 GTO's that Behlmann is having delivered. I have my eye on the "Yellow Jacket" 6 speed. ☺

Trophies won by members at POCI nationals:

Don Bright '71 GTO 2nd place 68-74 Semi-modified popular vote
John Folluo '63 Catalina Gold concourse
Mark Obukowicz '66 2 + 2 Silver concourse
Darrell May '65 GTO 3rd place popular vote
Steve Hedrick '67 GTO 2nd place popular vote and also an Honorable Mention at GTOAA popular vote
Will Bowers '64 GTO 1st 64-66 Semi-modified popular vote and a 1st 64-65 GTOAA popular vote.


Congratulations!

50/50 winner was Dan Roy. Indy race tickets were won by Will Bowers (Tickets donated by Mark Fry of Behlmann Pontiac)

There are plenty of shows, cruises, and races left this year so polish up those GTOs and hit the streets.

Harry

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Unlike the "Goat," modern cars don't inspire one to croon a tune

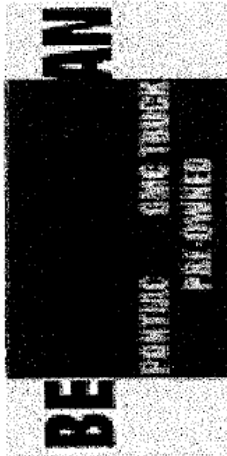
So the other day I was waiting at a stoplight in my car, which is nice, but, like most cars today, boring. For example, when you turn the key, it starts. Every time! It has one of those modern, quiet, dependable engines. At least I ASSUME it has an engine: I've never had a reason to look under the hood. For all I know, there's a small alien spacecraft in there, or Vice President Cheney.

Cars were different back when I got my first drivers license, just after the invention of roads. In those days, cars were powered by an insane system called "internal combustion," which involved gasoline actually EXPLODING INSIDE THE ENGINE. Naturally this was very hard on engine parts such as the "carburetor" and the "pinions." Cars were always breaking down, which meant that, if you were a male, you were always opening the hood so you could glare manfully at the engine until somebody came along who actually knew how to fix it. In those days, you did not expect perfection from a car. For example, in 1971, I bought a Chevrolet Vega, which was the result of a bet among General Motors designers to see if they could make a car entirely out of plastic and rust. If a Vega had a head-on collision with a moth, the Vega would be reduced to a small pile of subatomic particles, while the moth would flit away, laughing. For several years, the only way I could start my Vega was to raise the hood and use a screw-driver to connect two pieces of metal; any thief could have done the same thing, but no thief ever did. "He's so stupid, he'd steal a Vega," was a popular expression among car thieves.

So by today's nitpicky standards, the Vega was not so much a motor vehicle as a paperweight with a horn. And yet I vividly remember that car, unlike the cars I've had in recent decades, all of which have the personality of a pension actuary. In fact, that might be the formal name of my current car: The Actuary. So anyway, I was at this stop-light, and a guy about my age pulled up next to me in a Pontiac GTO convertible, 1964 or 1965 I believe, light blue, top down, engine rumbling. I was openly admiring his car, and he looked over at me, and I lowered my window and said~ "Nice Goat" Lest you think I am some kind of pervert who was trying to fondle this man's livestock, I should explain that "Goat" is the hepcat slang nickname we used to use for the GTO. "Thanks," said the GTO driver, and the light turned green, and he rumbled off, gasoline exploding audibly in his large internal-combustion engine, while I glided forward in my eerily silent Actuary, which I think runs on a computer hard drive powered by nuclear fusion. I knew the GTO guy would probably have to pull over within the next 150 yards for gas, oil, new pinions, etc., but I was jealous of him. I found myself humming "Little GTO," the 1964 hit by Ronny and the Daytonas, in which Ronny describes the GTO in loving technical detail ("Three deuces and a four-speed, and a 389") and the Daytonas, not quite in tune, sing: "Turnin' it on! Blowin' it out! Turnin' it on! Blowin' it out!" That was from the Golden Age of Car songs, songs such as the Beach Boys' "409" ("My four-speed, dual-quad, posi-traction 409~") and of course Chuck Berry's "Maybe line," in which Chuck's V-8 Ford (pronounced "Foad") chases down a Cadillac, and Chuck displays his grasp of automotive thermodynamics ("Rain water blowin' all under my hood; I knew that was doin my motor good"). Nobody will ever write a song like that about my Actuary, or any other modern car. Modern cars are just not song worthy. "The other guys are just jealous of me" When I cruise in my Hyunda Elantra GT. And the girls always feel a romantic explosion" When they learn my warranty covers corrosion". No, today's cars are just not exciting. I've thought about getting a fun old car, such as a GTO or a vintage Mustang. But then I'd have to keep it garaged, find a mechanic, etc. So maybe instead I'll get a Vega. I'll keep it in a Tupperware container, which I'll carry in my glove compartment. When I encounter other vintage car guys, I'll lower my window, and shake my Vega at them. That way they'll know that, inside my Actuary, I am still cool.

Dave Berry is a humor columnist for the Miami Herald. Write to him c/o The Miami Herald, One Herald Plaza, Miami Fla. 33132

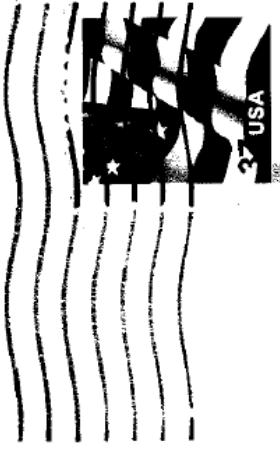
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