

THE HOOD SCOOP

July 2005



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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 form 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

Literature:

1964-1972 GTO Restoration Guides

New from club store \$15.00

Contact Chris Simmons @ 636-456-3653

Wheels:

Set of 4 OEM N77 deluxe aluminum wheel with 6 spoke design. 17X7 with 6 on 5 pattern off 2002 GMC Envoy SUV. Asking \$400.00 OBO. Contact Don @ 636-240-2229 (AUG)

Wanted

Lionel Trains

American Flyer Marx. Ho-N-G Gauge, Rail road. Books and memorabilia, Free appraisals.

Contact John Novelli @ 636-925-9916 or 314-495-0332

Services Available

Tony's Carburetor Rebuilding

Call Tony Bezzole between 9am-1pm @ 314-878-6892

ABC DJ Productions

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

Contact Mobile Marty Howard @ 636-724-8641

Cee-Jay Auto Body

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2123 East 23rd Street

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Contact Cecil Morton@618-452-9553

Card Services Inc.

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St. Charles Mo.

Contact Craig Glenn @ 636-946-9892

Painting, Pin striping and Restorations

Contact Pat Loy @ 314-550-8745



The Presidents Scoop

Ok, so we all survived the GTOAA Nationals. Tom, the directors, and myself are tying up a few loose ends, and soon it will all be in the history books. So before we all get on with our lives and our regular GTO club stuff I would like to take some time and reflect on what it is our club accomplished.

First, at the 2004 event, we told everyone we had a huge goal ahead of us. We knew we couldn't match the numbers they had in Detroit, but we were sure we could out do them in a lot of other areas. I could say you guys exceeded my expectations, but that would be an understatement. I hoped we could work together to make the event run smoothly for all those in attendance. You did this so well that people who attend all kind of events on a regular basic took the time to tell me this was the best event they had attended in some time. And I also had numerous folks tell me how kind, helpful, and great all the members were.

Jim Kiburz and myself set out a few years back to make the club a family, friendly club. This past week I think all the members and their families showed what a truly outstanding group we have. We had husbands, wives, kids, parents, grandparents, friends and more, pitching in to help where they could. Holy cow, you guys did so much, how could I ever thank you.

Next, I know Tammy will be giving me the cut sign, but I am so elated and thankful to all the members that came out. I just want each of you to know how grateful I am for all you did. There is no doubt the praise due each of you far exceed anything I can provide. I will do my best to keep you up to date on the praise that comes down for you from the emails and phone calls I continue to receive. Once again, thank you for all your hard work and for all the time you gave up to make the Nationals a success. Thanks.

Just received my 2005 Yellow Jacket 6 speed GMP die cast model, very nice. Most of the GMP models are of top quality and the latest version of the GTO is no exception. The detail is great and the finish is very nice. I would recommend this GTO along with the previously released GTO's from GMP.

Well I know July is kind of light on activities, but if something comes up and you want to let everyone know, please email me or use the Yahoo group board to get the word out. And once again THANK YOU.

Steve Hedrick

2004 Cold Air Intake System – Mike Bien

Now that we got the air moving out the exhaust with the new Magnaflow cat-back system last month, it was time to get more air into the intake. Trust me, you just can't do that any better than putting on a K&N Aircharger (P/N 63-1099). The well engineered system list for \$399.

After you look at how the air comes into the stock air box, you will wonder how the car ever gets to 3000 rpm. The main feed is through a small 2.5" hole in the driver's side fender well behind the head light.

After a call to the cheapest place on the net (Car Domain – 800-597-9776), I tried to order the system but found out they were on backorder. A call to K&N revealed that they did not expect such a demand for the systems and ran out after two months. They apparently have to retool to make the GTO version and that would take 4-6 weeks. Car Domain sells it for \$245. I found one still on the shelf at AJ-USA (800-877-1911) for \$259, which includes shipping. Wise Speed Shop (St. Louis) is asking \$260 plus tax.

Installation is a breeze after following K&N's 34-step direction sheet which is written in English with great pictures. They even tell you what tools you need. There was no drilling, cutting, bending, or cus-sin' necessary. The one man job took 30 minutes.

Performance is noticeably better. First gear comes and goes in less than 3 seconds and the engine has absolutely no problem getting to redline, with the best shift point at 5400 rpm (according to dyno results). I am working on finding out how to get the factory provided shift light to function. As for as sound, the new tiger literally roars. For you older guys, it sounds like flipping the air cleaner over on the old four-barrel. I found the most fun is to get on it in first gear to 3000 rpm, shift to neutral, and watch people look around trying to figure where all that noise came from. I guess that is the advantage of driving a sleeper.

I can't wait until the next club dyno day. We started with around 309 hp at the wheels. I hope I'm at least 310 now with the exhaust and CAI or the wife is going to kill me! She doesn't know what the numbers mean, but she sure knows the difference between more and less!

What a great idea from GM – build a high performance car and modify a high performance 6-speed Tremec transmission that forces you to shift from first to fourth so you can get better gas mileage. When does this happen? Anytime that (1) the engine coolant temperature is higher than 169°F, (2) you are going 15 to 19 mph, and (3) you are 21% throttle or less. Well, for me, that happens almost every time I start from a stop. How do you get around it? Easy, you just stay in first gear longer or mash on the throttle harder. Sounds like a good way to save gas to me!

Or, you can electronically defeat this demon which has been in use for years in the Corvettes and several other high performance cars. The computer senses these conditions and sends an electric signal to a solenoid (CAGS) connected to the transmission. The solenoid physically blocks movement into either second or third gear. Now, you can just remove the solenoid completely, but the computer will still send the signal, find no place to go, and send a trouble code to the onboard computer. Also, a pesky light will illuminate forever on the dash. The little demon soaks up the electricity, or has a resistance, of approximately 2200 ohms. So, if you insert a 2.2 kohm resistor in place of the solenoid, the stupid computer will think everything is OK, not send a code, and allow you to shift whenever you like. A trip to RadioShack and about 30 minutes of labor will solve your problem, if you never drive in water. If you want a sealed unit, Jet Performance Products makes a great waterproof adapter with OEM connectors (#61615) for about \$35 that only takes 15 minutes to install. The kit is available from Wise Speed on Hampton.

For installation, first disconnect the battery negative cable. Jack up the middle of the driver's side and crawl under. On that side, find a pair of wires towards the front attached to a small blue cap which is snapped onto a white connector. Remove the cap, connect the CAGS adapter to the transmission, connect the end you just removed to other end of the CAGS adapter, and your finished. Wire-tie the cable and adapter to the transmission. Almost as if GM knew we were going to do this, they left a vacant hole right there for you to attach the adapter.

Afterwards, you will still see the shift light come on when the computer activates the fake solenoid, but you can shift at any time to any gear. The light will go off after a second or so and there will be no trouble codes sent to the computer. There are no warrantee issues. In fact, several dealerships used to carry the part and install it for \$75. Enjoy.



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