

THE HOOD SCOOP

June 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



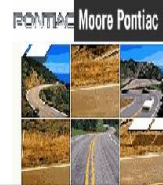
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Advertising Guidelines

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 Chromed OEM Torque Star wheels 16X6.5 5 spoke wheels off of 1997-2001 Grand Prix. Good Condition Asking \$400.00 OBO. Contact Don @ 636-240-2229 (AUG)

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

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

Painting, Pin striping and Restorations

Contact Pat Loy @ 314-550-8745



**June 1, 2005 GGTOA Meeting at Culpeppers
27 Members 14 GTOs**

Register! Register! Register! By the time you see this the early registration period has ended. We need you to register as soon as possible. The registration form and schedule of events are available at www.gtoaanationals.com. This is one meet that you do not want to miss! See Kerry Friedman to schedule a work assignment. We need lots of bodies!!!! The Burning Rubber Cable television show guys will be making a DVD of our event. Check the calendar on the website www.gateway.com and newsletter for other upcoming events. GM has announced that they will apply the GM employee discount to purchases by the general public. Now is a great time to add a 2005 GTO to your stable. Next meeting will be July 6th at 7:00pm at Culpeppers. 50/50 of \$31 was won by Tom Oxler. See you at the Nats!!!!!!!

Harry
Harry71GTO@charter.net

2004 Oil Change – Mike Bien

Ready to turn 3500 miles, I knew it was time to get rid of that nasty Aussie oil in the new GTO's LS1 and put in some good ole American made Valvoline. I stood there and looked it right in the eyes wondering what was the best way to get my 6-inch head into the 4-inch space between the air dam and the floor. I obviously need the floor jack. I carefully placed it under the side rail on the driver's side towards the front and raised it some 5 inches. That will do the trick unless you have been super-sizing too much. Make your assault from the front of the car.

Gather your implements of destruction. You will need an oil filter wrench, a 13mm and a ½" socket, a 14" flex ratchet, a big hospital barf pan, and as many paper towels as you feel comfortable with. You might grab a small 3-lb sledge (BFH), just to show the LS1 you aren't taking any crap. The next obstacle is the skid plate, which totally covers both the drain plug and the filter. Simply mount an Aussie #13 socket on your extended flex-handle ratchet and loosen all four bolts. After removing both bolts on the drivers side and the rear bolt on the passenger's side, swing the plate (which weighs about fifteen pounds) towards the front bumper. The filter and plug are right there and easy to reach.

Switch to an American ½" socket to remove the oil drain plug. Make sure you have the pan under the plug. It is about 1" long and has a small rubber o-ring on it. The o-ring did not come off with the plug when I did it. The little pecker stayed on the oil pan just long enough for me t

o put the plug down and then fell into the barf pan. Naturally, it went straight to the bottom. Expect a little over 5 quarts to come out. The neat thing about jacking up the car on the driver's side is that the plug is on the passenger's side, so that most of the oil heads out the hole.

While you are waiting for the oil to drain, look underneath by the radiator. I found an A/C line that was rubbing on the lower radiator hose on the driver's side. That would have been really embarrassing as you are on the shoulder getting passed by the real GTO's on a cruise!

After the oil has stopped coming out, put the o-ring back on the drain plug and reinstall the plug. I would suggest getting a new o-ring before you do this. I would have replaced the old one if one of you other guys had told me. Tighten the plug to ¼ grunt*.

Next, loosen the filter. Another quart or so will drain down all 360° of the filter, so be sure to have the barf pan under there. Don't fight it – let the oil drain until it stops. Now would be a good time to look up into the driver's left front corner and check out where you intake air comes through. That is why the next thing we will do will be a cold air induction system (CAI). After the oil stops dripping, remove the filter and dump the contents into the barf pan. I usually place the old filter into the box of the new one with the paper towel I used to remove it with. Make sure the old gasket came off with the old filter. I then put a small amount of oil on the new filter's rubber gasket. Some people even fill the new filter with oil. Tighten the filter as tight as you can get it with one greasy hand. An interesting note: the owner's manual specs out a PF46 replacement filter which is very difficult to find. The one you just took off is a PF44.

After you have cleaned off any spillage, lower the car and carefully put in 6 quarts of your favorite slick stuff. Be careful not to just dump it into the valve cover. It goes in like your gas goes in slowly. If you dump the bottle in, it will run out and head straight to the exhaust manifold. (I was warned about this ahead of time)

Start the engine and look for leaks. If you are successful, raise the car again, swing the skid plate into position, insert the three bolts and tighten everything to ½ grunt*. Lower the car, remove the jack and all your toys, and you are almost finished.

Now you have to reset the computer. Turn the ignition key to "On" (not start), slowly floor it twice within 5 seconds, and then turn the key to the "Lock" position. This procedure is explained in detail on page 5-16 in your owner's manual. Don't forget to properly dispose of the oil.

* grunt – directly proportional to age. A ¼ grunt for people < 40 = 20 ft/lbs. A ½ grunt for people 40 = 40 ft/lbs. Older people - pull until it hurts!

9TH ANNUAL JIM WANGERS ALL PONTIAC DRAG RACE



1ST EVER AUTOCROSS EXTRAVAGANZA!

Gateway International Raceway
Thursday, June 30th, 2005
Gates Open at Noon

Drag Racing Classes:

Pro: 11.99 and quicker – All
Sportsman-1: GTO/A/X-body
Sportsman-2: All Pontiac
Trophy-1: GTO/A/X-body
Trophy-2: All Pontiac

Pro = 11.99 and quicker, delay boxes allowed
Sportsman = Slicks OK, no delay boxes
Trophy = DOT tires, no line-locks or delay boxes, 12.00 & slower
1st Round Buy-Backs, All Classes - \$15.00

Autocross Racing Classes:

GTO: 04/05 – Stock (0 Points)
GTO: 04/05 – Prepared (1-5 Points)
GTO: 04/05 – Modified (6 Points & higher)
GTO/A/X-body: 64 – 74 All
Pontiac: All Others

Points based on number/type of mod
based on Mid-West Sports Car Council
If enough 64-74's or Pontiacs are entered, we
may break them up with a points system too

Pro & Sportsman: \$300 for 1st! Cash payouts for up to 8 places (30 cars/class min)
Trophy Drag & All Autocross: Trophies for 1st, 2nd, 3rd PLUS some Special Trophies

SEE ARNIE “THE FARMER” BESWICK!!

If his new Race Car isn't done in time, one of his Old Cars will be there to go down the Quarter Mile

Entry Fees:

Drag Race:	Car/Driver, GTOAA member, registered for convention	\$30.00
	Car/Driver, non-GTOAA mbr, or not registered for convention	\$45.00
Autocross:	Car/Driver, GTOAA member, registered for convention	\$20.00
	Car/Driver, non-GTOAA mbr, or not registered for convention	\$30.00
Spectators:	Both Events: 16 – Older - \$10.00, 15 and Under – FREE – Kids get to see Mom or Dad Race the Goat!	

For More Info, Call: Brian (618)628-2646, or go to www.gtoanationals.com

Sponsored by Pontiac-GMC & hosted by the Gateway GTO Association

In conjunction with the

26th Annual GTOAA National Convention, St. Louis, MO, June 28th – July 3rd 2005

A NOTE FROM THE FIRST LADY...BECAUSE THE PREZ IS TOO BUSY

About 9:00 last night, I went to find Steve. He was sitting on the couch with a blank pad of paper. I asked him what he was doing and he said he was writing his article for the newsletter, which was due to Don on 6/10. Being the supportive GTO wife that I am, I offered to help him out.....

Being married to a man that loves GTO's is not easy. Every day he asks the question, "When are we going to buy a new GTO?" My answer is always the same, "Never!"

Being married to the President of the GTO club is even harder. No matter what else is going on in the lives of the Hedrick household, he is always gone the 1st Wednesday of the month for the club meeting at Culpeppers. He's always planning events, recruiting new members and trying to make the club fun for everyone. And he still has time every day to ask the question, "Are we going to buy my new GTO today?" My answer is still, "NO!"

Being married to the co-chairman of the GTOAA Nationals is really trying my patience (thank God for Tom Oxler, the other half of the co-chairman). When he's not on the phone talking to GTOAA staff, Tom, committee chairs, or registrants from all over GTO land, we can usually find him at the computer reading, writing or replying to emails. It's a good thing we got high-speed internet in January so that he can talk on the phone and do his emails at the same time. Oh, did I forget to mention all the planning meetings on Sunday afternoons. Even after all this, somehow at the end of the day he still has the energy and remembers to ask, "Are you ever going to let me buy my new GTO?" My answer, "NO!"

If you've noticed a trend here, it's that he keeps on asking, but my answer is not changing.

He did want me to remind you of a few things. Remember to send in your registration for the Nationals. If you haven't volunteered to help, it not too late. We need everyone's help. The next monthly meeting is July 6 at Culpeppers.



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