

THE HOOD SCOOP

May 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



820 McDonnell Blvd. 314-895-1600
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www.behlmann.com



1620 East Homer Adams Pkwy.
Alton, IL 62002

www.qualitypontiac.com

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15950 Manchester Road
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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

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2123 East 23rd Street

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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



May 4, 2005 GGTOA Meeting at Culpeppers 26 Members 9 GTOs

The weather is awesome and the calendar is full of opportunities to take the GTOs out for a cruise. We had another packed house tonight. If you haven't been to a meeting for a while, come and see what you have been missing! The American Roadhouse Car Club needs judges for their car show on June 5th. See Marty Howard if you are interested. Long time member Mark Clatto passed away last month. His family has requested that any donations go to the American Diabetes Association. The club will make a contribution to the ADA. The wine run was a huge success. Six GTOs participated. Last word was that the tigers ate none of the interiors. A high torque mini starter was passed around. They retail for around \$159. There is a new GTO book available. It is called "The Legend Returns" and it is available at www.pontiacmall.com. Tom and Terrie Oxler passed out the worker shirts for the upcoming GTO Nationals June 28th to July 3rd. They are a beautiful Judge "red". See Tom if you ordered extras. We have 75 cars registered for the Nationals. If you haven't registered, please do so right away. There will be drag racing and autocross at Gateway National on Thursday. You can get all of the details at www.gtoanationals.com. Mark Fry gave an update on the Chris Fry Memorial Scholarship. \$1,000 was awarded to a young lady from Trinity High School. She wants to become a police officer. The fund will host a flea market on June 11th at Trinity High School. For information call or email Mark and Debby Fry at 314-921-4307 debby_fry@hotmail.com. Bob Ploof is organizing an auto cross for Memorial Day weekend. Tom Oxler is looking to put together another Dyno Day. Barbara Burstein won the \$23 50/50 pot. Next meeting will be June 1, 2005 at Culpeppers. Let's all take advantage of this nice weather and show off those GTOs!

Harry
Harry71GTO@Charter.net

Presidents Scoop

Ok folks, here we are one short month away from the GTO Nationals, I hope you have plans to be there. I sure wouldn't want to miss it. And let me tell you why, I have made it a point to try and make the nationals each year. In the past 20 years I have failed slightly and missed 2. Most would think, 'well that's pretty good' (Tammy) but of those two meets I missed they could be the ones that got away. Denver between work and life I decided not to go, we made a shorter trip to the POCI Nats. Now, that was a good time we went with friends, bought a bunch of parts, and had a really good time. But what I remember the most was hearing after the fact, That John D. showed up. Ok so my friends told me he wasn't very cordial, it was hot, bla, bla, bla. Needless to say I have regretted that day since. I even wrote several letters to John asking him to come to our event. Unfortunately John has since passed. And many will miss him. But the one thing I would have like to do is shake his hand and say thanks. And I missed that chance. Ok so what of the second one I missed, well that's another story. Niagara Falls, of all the GTO Nats this is one I should have been at. Because each year I here "Oh yeah, we can go to (fill in the city) but we couldn't go to the one place I wanted to go"(Tammy) Now, OK lets examine this statement. Do you think I would say NO to a begging woman wanting to go to a weeklong car show? I don't recall all that much begging. Needless to say, I still here about it every year.

So OK. I'm getting to the point. These events are a lot of fun, you see folks you might see only at the Nats. You get to meet some people that are legends and it all revolves around GTO's. What more could you ask for.

What I'm saying is come to Nationals, help out the club have a good time and make some memories. We all work hard enough. Take some time and enjoy seeing all the GTO has to offer.

I hope to see everyone at the June meeting I would like for as many people to make it out as possible. We will try to run down the final plans for the event. So please try to stop by Culpeppers.

On another note don't forget to come out to the Warrenton Mo. car show, on Sunday June 5. They have a GTO class and it would be nice for our club to go there and clean up. I hope you can make it.

Thanks to everyone for your help and support, if you have any question about the nationals please call me.

Steve Hedrick 636-942-4020

P.s. Tammy didn't type this for me, like she usually does, so please excuse any grammar mistakes.

“Just Another GTO Cruise” or “What I Love About This GTO Club”

by CEO *Marty Howard*

Sunday, May 1st, 2005. What a day! Sunshine, cool and breezy. Heading down the highways of rural towns in Missouri on our way to the Crown Valley Winery. Five GTO's (Mark & Sandra Melrose's red '68., Mark <Markee-Mark> O'Bukowitz's white '67, Will & Donna Bowers' turquoise 67, Steve & Tammy & Lucas's red '67, Tony & Trich & their son (sorry, don't remember his name) and an almost-pink Mary Kay '04 GP, and Jeff and Jill in a Camaro. **Camaro (?)**

Our Treasurer (Will) was the last to meet us at the Schnuck's parking lot off of 55 & Richardson Rd. Why is this guy always late? He's always early when he jumps up to claim his 50/50 prize at our meetings! Doesn't even give anyone else a chance to check the numbers on their tickets. Oh, well. We love him anyway. Finally got on the road at about 12:25 pm.

With directions in hand, as supplied by our Most Exalted President, we proceeded out of the parking lot and started on our trip. Since Steve was leading the pack, I just had to get in back of him just in case I would get lost (What? Me get lost??). The scenery was really green as we wended our way through various towns like: Arnold, Imperial, Barnhart, Peevley, Festus, St. Genevieve, Coffman (forgive all the misspellings). Land, land, and more land, Makes one think: how can some areas be so crowded with people and others so sparsely populated? Houses went from run down farms to brick mansions. Steve kept us together by diving into empty parking lots along the way and waited for the 'slow-behinds' to catch up. After about an hour and a half we started to see signs for Ste. Genevieve. Winery would be about 13 miles more. The road became very hilly and seemed to be built more for my Fiero than my GTO. Having installed those red-line radials last year really helped around those corners.

We pulled into the winery just as the sun was coming out from behind some clouds. We could see the bar-b-q smoking as the cook was grilling some real good grub (how's that for my mid-western twang; you know, my New Yorkers back 'home' think that I have acquired one of them-there-things).

After we parked our cars, Don's '71 seemed to be having some trouble. After shutting off the engine, the starter would turn as if the motor had its own brain and wanted to start by itself. Sort of like it had a ghost or something that was possessing that darn thing! We all gathered around the GTO and someone saw some smoke coming from engine compartment. The hood was opened and sparks were seen where the positive battery cable connects to the starter. There was a 'shout-out' for a pair of pliers or something that could be used to disconnect the battery cable from the battery. One was produced within a few seconds and we all felt a little better knowing that the sparks were gone and the ghost was prevented from trying to turn the starter. We all decided that we needed a few glasses of wine and we would return to Don's after we had all had time to relax.

We walked through the inside of the winery, where the wine is aged (or something like that; there were vats and more vats). People were just starting to arrive and we got some great seating outside. It was a little chilly, but we braved it throughout the whole day. The band was terrific. They played a lot of 70's dance music (my favorite) and even had some of the patrons up on the dance floor. We all went inside and started our 'sipping' and wine tasting. Even I had some drops touch my virgin lips. I'm just not into alcohol. Everyone else had a grand time. My girlfriend, Sharon decided on a particular wine and I purchased a bottle. Got a bottle of grape juice for myself. HA!

Later that afternoon, with the beautiful weather staying with us, Steve, Tammy, Lucas, Don and Sue went to visit with the tigers. You will have to get that story from them as I was busy with what was to happen with Don's GTO. When the 'tiger group' returned, Will and I met with them in the parking lot and found that Don had already had his car jacked up resting on the frame between the driver's side front wheel well and the door. Steve was under the car and was shortly joined by Will. It seems that Will had a very similar problem recently and was going to lend a hand to figure out what to do so that Don could drive his car back home. I was standing at the front of the car, hood raised, Don leaning over the passenger front fender, as Steve instructed Don to pull on the battery cable so that it could be removed from the starter. Since the cable was kind of stuck, after a few seconds Steve told Don "PULL HARD!". Well, Don did just that. Don was pulling that cable so hard it looked like, and actually did for a moment, lift the car right off the jack. The battery cable sprung out from the car in Don's hand as he was jolted backwards. Holy Moly, Batman!! The car moved off the jack with a 'bang' as the car went down about a foot or so until it landed on the jack. I was looking into the engine compartment at that time and all I could see was Steve's lower body and legs sticking out from the front bumper. At that second, I pictured Steve as a "Number's Matching" '71 GTO with Don's car's 'numbers' stamped across his forehead (actually this joke was created by someone else; I'm taking credit for it here). There was no movement from Steve as I said, "Steve, are you OK?". As I looked around and waited for an answer, which seemed to take forever, I wondered about Will. I mean, he was under the car near the door. I saw Will out of the corner of my eye and realized that he had gotten out just a few seconds before the mishap. So, I'm getting ready to lift this GTO off of Steve (you know how people get Super Powers when they need it; yeah, right!) when Steve leisurely crawls out from under and says, "I'm OK". Not a concern had he. He didn't even get a scratch. How lucky was that! I thought that the engine had squished his face. I joked that Will almost had an instant family and would have to take care of Tammy and Steve's family. It really was a very scary situation for a minute or two. Just imagine how you would have reacted had you seen what I saw. Tammy and Sue were not present when this happened. They were 'busy' in the winery. They joined us a little while later and were told the story. We were able to make some sort of jokes at this point. It was either that or cry and you know that us big boys with the big toys don't cry! Don's GTO sustained a boo-boo where the fender got a little crushed from the force of the jack coming off the frame with the body landing on its fender. We all hoped that Cecil had some of that red paint that he used to use on Don's car. Looks like it will be going in for a little fixing.

Turned out Steve rigged a portion of the, now out-of-the-car, battery cable between the alternator and the battery so that Don would have lights and electrics should he need them on the drive home in addition to the battery being charged. We were able to get the '71 started by pushing it, and Don popping the clutch in 2nd gear. Took 2 or 3 tries but it worked. It is now 2 days after this event so I guess he made it home OK.

Sharon and I were with the last of our peeps to leave the winery. I followed Will but I soon lost him as he was going about 70-75, on 55 North, and I maintained about 65. Mark Melrose passed me by and I could see him following Will as they headed up the highway and away from me. I always travel leisurely and don't like to get past 3,000 rpm. Just me.

All in all, it goes to show all of us, once again, that this Club really pulls together when one of us needs help. I am very proud of our members! Aren't you? 'Till the next (un)eventful cruise.....

2004 Cat-back System – Mike Bien

Shortly after peering under my new GTO to catch a glimpse of the independent rear suspension, I was drawn to the stainless steel exhaust pipes winding their way out to the rear. I was very impressed with the design until I noticed that the pipe just behind the driver's side muffler was collapsed almost in half – obviously the factory's answer to more clearance. I also noticed black carbon residue on each connection next to the clamps – the telltale sign of a leak. This is what prompted me to begin searching for a replacement for a “perfectly good” exhaust system with less than 2000 miles on it.

I originally was leaning toward a system by SLP with mufflers called “Loudmouth”. Several people on line were reporting that the system was very loud and had a definite drone above 2000 rpm. Interior noise would challenge any normal conversation. WOT would get most cops to look from two blocks away. I attempted to call SLP but was unable to find their business address or phone number. I knew of better companies but none listed a system for the new GTO. I spoke with two other people who had the SLP system on their car and both complained that the SLP design created interference with the drive train that could not be remedied. Both also complained that it hit the undercarriage if the car went over a large bump.

I finally called the Magnaflow Company and inquired when and if they might provide their version of a cat-back for the new GTO. A very nice person stated they did have them in production but were not listed in the ads as yet. The part number was #15868, and consisted of dual exhaust with Tru-X crossover, stainless steel polished Magnaflow mufflers, 2.5” stainless steel mandrel bent tubing, and 3” rolled and polished stainless steel tips. System is guaranteed for life of the car. The retail price was \$915.02.

After some searching on the net for a reputable company, I decided to purchase the system from “Hott Exhaust” (HottExhaust.com). Their normal price was \$707.06. After talking a while with John, their sales person, we got into the discussion of vintage goats, which eventually led to the Gateway GTO Club in St. Louis. John said he would like to get some of these new systems out there and offered a discounted price of \$560 to club members. If there is any questions, mention my name or order #3640. I ordered them over the phone (1-866-747-0377) and charged it. There is no tax, and shipping is free to the St. Louis area. It comes directly from Magnaflow in a single box.

Installation took two of us 45 minutes, which included prep and cleanup. The only tools required were two metric sockets, a large screwdriver, and a torque wrench. I have driven the car some 300 miles now and the system sounds great. I picked up 150 rpm at idle (which I now don't know how to get idle back to 850 rpm) and red-line comes a lot quicker. There is a tolerable drone at 2000 rpm. It sounds a little ricey during partial throttle to 1500 rpm, but after that or under more throttle it definitely sounds like the beast it is. WOT is “awesome”. At least that what I think my wife was screaming.

The GTOAA NATIONALS

'05



26TH ANNUAL
INTERNATIONAL MEET

ST. LOUIS, MO

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



ACTION

The GTOAA NATIONALS

26TH ANNUAL
INTERNATIONAL MEET

'05



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