



THE HOOD SCOOP

FEBRUARY 2011

GTO of the Month

By George Jeter

Gateway GTO Association

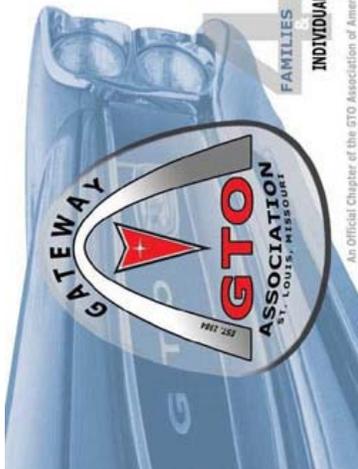


I can remember during my pre-teenage years, going to the public library every month to read the latest edition of Hot Rod magazine (and it was not because of the Hooker Header advertisements). As a teenager, I was a five-minute bike ride away from Continental Can Alley in East Baltimore. It was a 1-mile stretch of blacktop sidlined with factories and warehouses, perfect for after hours street racing. This began my fascination with the muscle car. Just before my 18th birthday, I purchased my first car, a 1972 Plymouth Roadrunner. Consequently, before my 19th birthday, it was wrecked and being stripped for parts at the local salvage yard.

Fast forward a few years as my interest in fast sportbikes began to dwindle, I started looking towards the sports car/coupe for satisfaction. After much research and deliberation, my options were narrowed to three choices; C5 Corvette, 350Z, and the Pontiac GTO. I began attending many local car shows and discussing the pros and cons of each with many car enthusiasts. One of the deciding factors, which the other cars could not come close to,

INSIDE THIS ISSUE:

GTO of the Month	1
The Presidents Scoop	4
Tech Article	7
Gateway GTO Activities	11
Calendar	18
GTO Marketplace	19
GGTOA Info Page	23



was the reclining bucket seats. Unfortunately, once I finally made up my mind, the GTO was no longer being produced and the dealerships were commanding a healthy premium. I was fortunate to find a low mileage, well cared for 2005 GTO, which was located not too far away. It's been a love relationship ever since.



Shortly after the purchase, the modding began. First on the list was the Bassani catback, not obnoxious but a blast at WOT. Current modifications include: Kooks long tube headers with high flow cats, ported and polished throttle bottle, SLP underdrive pulley, Morel lifters, Texas Speed camshaft, Volant CAI, TSW Thruxton (18x8, 18x9.5), Billet Pro Short Shifter, Kirscher Splitter, Spoiler delete, HID's, Spec 2 clutch and debadged in the rear.

As an avid spectator at many racing events, especially drag racing, it was a pleasure to participate in the club sponsored Ray Brunkhorst Drag Day. I was soundly beaten on numerous occasions by the club president, but still left with a smile on my face. Thanks Mark. My



son and I enjoyed this event immensely and has put me on a path to destruction since the Goat has seen quite a few time slips since.

On the downside, cam walk caused a broken stock lifter and a scoured camshaft. The result was a ride through the Kentucky countryside without me and a total engine rebuild. In hindsight, a 408 stroker kit would have been nice.

Once the build was completed, it was time to head to the Tail of the Dragon and the Cherochala Skyway on the Tenn/North Carolina border. I managed 8 hours of continuous driving through the Smokey Mountains. In case you don't remember, the Dragon has 318 curves in 11 miles. The roads in the area will take you through elevation changes from as low as 877 feet above sea level to a high of 5,390 feet above sea level. Pure excitement when there's no traffic around.

After a couple of attempts with the Spec 2 clutch, I am still experiencing some disengagement issues. There is a Streetslayer clutch assembly on order from Hendrix-Engineering. It should be installed before the weather breaks.



I enjoy being a part of the GTO family. It's a unique car, which you won't see on every corner or at every stoplight. It will definitely surprise the unsuspecting Charger or Mustang owner and is still a head turner. As mentioned earlier, the seats will recline if you are in need for that occasional nap. (Ask me how I know.)



The Presidents Scoop By Mark Melrose

Thanks Mother Nature, I Needed That

I was having trouble writing this article until today. The past few weeks have reminded me exactly what living in Buffalo, New York was like – at least back in the day. The chief difference, while certainly not in the recent climactic conditions, was in Buffalo there were actually things to do outdoors and the more snow and colder the temperatures, the more there was to do. Snowmobiling, skiing, tobogganing, sledding, skating even pickup hockey games on backyard rinks. We learned how to overcome "cabin fever". With all the ice and snow and then snowmelt and salt dust, I along with the weather have been kind of miserable. Yesterday it hit 74 degrees so I decided if the weather would co-operate today, I would pull the '68 out and wash the dirty beast so I could use my Christmas present – a car cover. So, out of the garage she came along with the buckets, wash-mit, soaps, etc. Naturally once she was sparkling, I had to take her for a ride. Now she sits back in the garage fat and happy, as I sit here typing and feeling the same way. It's amazing what a rejuvenating experience it is to drive the original musclecar, a cathartic as they say.

The Club calendar is loading up fast. Lots of diverse events, cruises and shows are coming up. The *Pinball Wizard Tournament*, organized by Marty Howard is February 26th. In March there's the *Murder Mystery Theatre*, organized by Steve and Tammy Hedrick on the 5th and the first St. Louis area car cruise/show of the season on the 20th – the *American Motor Cars Spring Dustoff* in St. Clair, Missouri. April brings the first *North County Cruise Night* sponsored by Behlmann and Gateway GTO on the 8th, the Club *Dyno Day* on the 9th and the *Easter Car Shows in Forrest Park* on the 24th. If you need excuses for getting those GTO projects finished you may want to re-read this paragraph.

What may well turn out to be Gateway GTO's signature event of the year is scheduled for October 1st – *Gateway GTO's Ray Brunkhorst Memorial Drag Day Featuring Special Guest Arnie "Farmer" Beswick*. No, that's not a misprint – Arnie Beswick has agreed to participate in the Club's 2011 drag racing event at the I-57 Dragstrip in Benton, Illinois. We're still working out the racing details, but Arnie is coming and plans to bring at least two cars including the *Tameless Tiger*. We look forward to an absolute blast at the track this year. I must say that Mr. Beswick is one of the nicest gentlemen I have ever met, which makes absolute sense because they don't call him "Mr. Pontiac" for nothing.

So hang loose and keep checking the Club calendar and those emails. This year looks to be full of GTO fun – a cathartic as they say.



**Gateway GTO Club February Meeting
Minutes
February 7, 2011**

The monthly Gateway GTO meeting was held at JJs at 1215 South Duschene in St. Charles, MO.

Members began arriving by 6:00PM for dinner and conversation.

President Mark Melrose called the meeting to order at 7:01PM. Officers in attendance: Mark Melrose, Steve Hedrick, Kerry Friedman, and Shauna Wollmershauser.

New Members: Lacey Mitchell. She has a 2004 Cosmos Purple GTO with purple interior. It has an automatic transmission and is still completely stock.

Vendor Presentation: Michael Shea of Studio 101 provides photography service for the car enthusiast. "If you love it, I can photograph it." He will tailor your photo to what you want and the photo will match your personality. You can purchase photos from a 5x7 to a 20x30 poster. Prices range from \$8 to \$45. Photographs are generally available the day of the show. They will shoot at special setting for no addition charge. More information is available at <http://thestudio101.blogspot.com>.

Old Business:

Pizza Party: We are overflowing our spot at Serra's Pizza. We might need to look at a new place for future meetings. We had 60 to 75 members at the meeting. Sandra Melrose brought a birthday cake to celebrate Mark's birthday as well as all of the club members that will celebrate a birthday this year.

Eagle Watch: 17 people met at the Great Rivers Museum. Dave Hugesten said that it was a very neat trip. The group stopped at the Graf-

ton Brewhouse for great food and a little bit of vino.

New Business:

Club Business: A motion by Terry Schott to approve the expenditure to continue the Club's Directors & Officers Insurance with a different carrier was seconded and unanimously approved.

Ray Brunkhorst Memorial Drag Day: Will feature Arnie Beswick. The event will be held September 25, 2011. The rain date for this event is September 26, 2011. We are working on the final details at the moment. If your car isn't ready, you've got a target date to shoot for now. This is a club-sponsored event.

Points Submission Form: Check the Gateway GTO website for the form. You can submit your form electronically or print it and mail it to the secretary.

Pinball Wizard: Marty has secured CP Pinball for this event on February 26, 2011. There are 60 to 70 machines available to play. You can bring your own drinks and snacks. If you plan on attending please let Marty know. If you want to visit the venue's website it is: <http://www.cppinball.com> This is a club sponsored event.

Dinner Theater: Conventional Murder Weapons mystery is being held at Crestwood Plaza on March 5, 2011. Dinner will be served at the event. For 10 or more people the cost is \$23 per person. The show starts at 7PM. If you plan on attending please contact Steve Hedrick.

Museum of Transport: Buick-Olds-Pontiac Evening Cruise is June 17, 2011. This is a club-sponsored event.

GTOAA Nationals: are in Portland, OR from July 4, 2011 to July 8, 2011. About 5 members plan on making the trip this year. Information and registration is available at www.goatherd.com

POCI Nationals: are in Bowling Green, KY from July 5, 2011 to July 10, 2011. If you plan on going to this event and would like to caravan, please let Earl Lewis know.

Swap Meets: Boon County Fairgrounds Feb-

ruary 18-19, 2011. More information is available at gspromotions.net

Fairmount City, IL on May 1, 2011. The Model T Club is sponsoring this event

Good of the Club: Karen Ewens knees are healing well. She is anticipating returning to work soon.

Steve Davis won \$37 in the 50/50 drawing. The meeting was adjourned at 8:11PM





Tech Article of the Month



How To Change A Taillight Bulb in (at least) 32 Easy Steps

by Marty Howard, CEO

EDITORS NOTE: *Marty's article contains far too many photos to publish in the newsletter. I have loaded all of the photos that go along with this article on the GatewayGTO.org website. Please just click [here](#) and you can follow along.* - Chris

Although this was done strictly for my 1985 Pontiac Parisienne, this information can (probably) be used on other similar vehicles from 1955 to present. You may want to consult a qualified, certified mechanic or electrician prior to attempting this job. Since I have owned a car for over 47 years, I felt that I was qualified to start and complete this task on my own. Here is my story:

Upon looking at the rear section of my Parisienne one evening, I noticed that one of the taillight bulbs was not illuminated.

In Picture 1, you can see that there is a bulb that is not lighting on the driver side/left tail light section. This bulb is used for braking as well as a taillight for night driving.



Picture 2 shows the trunk lock cover under which the trunk lock mechanism is located and the key switch where the key will be inserted to unlock the trunk lock.

In Picture 3, the trunk lock cover has been turned so as to gain access to the trunk lock mechanism.

Picture 4 shows the 2 keys that are used on my Parisienne. The square handle key is used for the ignition. Do NOT use this key for the trunk. It will not work. The round handle key is used for the trunk and maybe used for the glove box lock.



In Picture 5, I have inserted the key into the lock mechanism.

Picture 6 shows the side view of the key into the lock mechanism. Then I turn the key and the trunk opens. This is a very important step. If you do not open the trunk, you will not be able to gain access to fix this problem.





Tech Article of the Month



After the trunk was opened and I looked inside, I could not see the bulbs that are contained in the taillight housing. I discovered that I would have to remove the inside trunk housing that would allow me to gain access to the taillight bulbs. This was not an easy thought process and took me a few minutes to figure out. This information alone should save you some time should you need to do this type of work.

Picture 7 shows a plastic holder and a stud from which a plastic cover was removed. There are several of these and all must be removed to gain access to the trunk light bulbs.

In Picture 8, I have almost totally removed a plastic cover. These need to be unscrewed, counter-clockwise and totally removed from all the studs before you can gain access to the trunk light bulbs. If you do not remove all of the plastic covers, you will not be able to get to the light bulb that needs replacement.

Also, through due diligence, I discovered that I needed to remove a few screws in addition to removing the plastic covers over the studs. Pictures 9 & 10 show the screws that are located on the top of the outside lens cover looking down. Unscrew these screws counter clockwise. If you screw the screws clockwise, you will be tightening the screws.



After removing all of the plastic stud covers and screws, I carefully had to pry the tail light lens cover away from the body of the car, by pulling rearward, so as to gain access to the taillight bulbs located within. After much pulling and cursing, I was successful without breaking anything.

Picture 11 shows how the bulb housings are attached to the tail light lens. Each of the 5 bulbs has its own bulb holder.

In Picture 12, I have located the troublesome bulb holder with the troublesome bulb inside. You must hold the bulb holder (sometime called a “socket”) with a few fingers on one hand while holding the entire taillight lens assembly with the other. Unscrew the bulb holder with a twist counter-clockwise. This should separate the socket from the lens assembly.

Picture 13 shows the bulb. It is difficult to see, but the bulb does not look good. It is grey and black and looks like it will not light in the condition that it is in. No wonder it doesn't light.

In Picture 14, I have already accidentally smashed the glass part of the bulb, with my fingers, simply by trying to pull it out. It just disintegrated between my fingers and almost cut



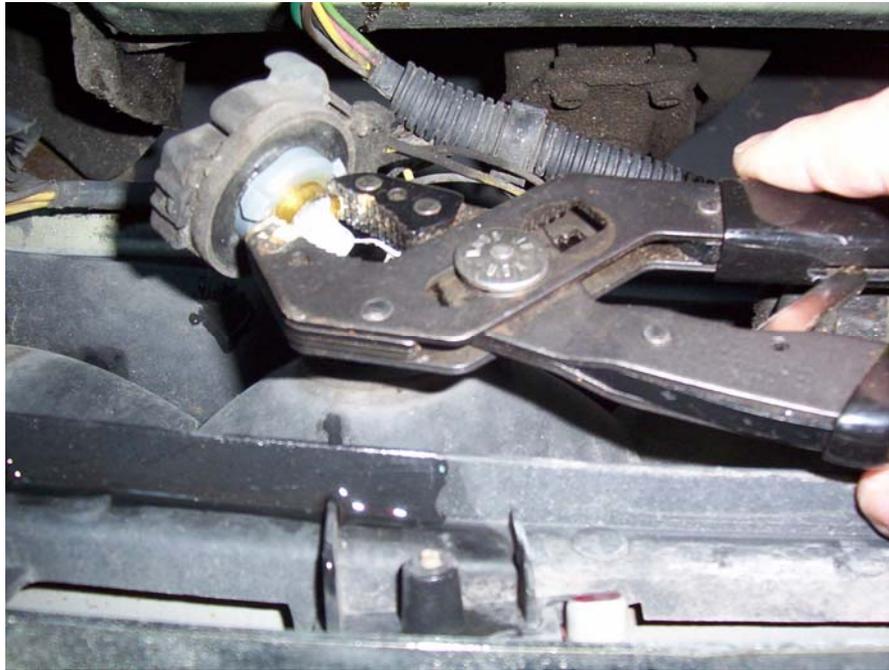


Tech Article of the Month



me. The filaments are still visible. Be very careful when touching glass, especially when it breaks. You can cut yourself. Make sure no one is in the surrounding area. Glass can travel in the air at a very fast speed when it breaks.

Pictures 15, 16 & 17 shows how I am trying to get the rest of the bulb out of the socket. I used a pair of pliers to try to grab a corner of the metal but all it did was to squish the corners of the metal. So, I had to remove pieces of the metal part of the bulb, a little at a time.



Picture 18 shows the 'nub' that was left when I was finally able to remove what was left of the metal part of the bulb. You can hardly tell that this was a bulb at one time. This bulb is poorly made.

Pictures 19 & 20 shows the package of the bulb that I would be using to replace the bad one. This package contains 2 bulbs. You will only need 1 bulb for this job. In order to get the bulb out of the package, you will need to tear open the package or use a scissors or a blade. Then you can remove the bulb. You can buy these bulbs in any auto parts store or get it at your dealer. You can use ebay if you don't have any stores in your area. Maybe even Craig's List. I purchased mine at my local Napa store.



Picture 21 shows the actual bulb that I used after removing it from the 2-bulb package.

In Picture 22, you can see the new bulb back in its bulb holder ready to be inserted into the taillight lens section. Please note that you must insert the bulb into the bulb holder and then push and twist, clockwise, to get the bulb to stay in position within the bulb holder.

In picture 23, I have already placed the bulb holder into the taillight section and re-mounted the taillight lens section back into the rear section of the car. You can see the mounting studs where the plastic stud covers will be screwed on (clockwise). Don't forget to screw the 1 or 2 top screws that go in from top to bottom.





Tech Article of the Month



Pictures 24, 25 & 26 show the completed job. All lights are now working and I am giving a “thumbs-up” to my workmanship as a job well done!

Pictures 27 & 28 shows the grill of my Parisienne smiling knowing that all its taillights are now functioning as new and will keep her safe at night since cars will now be able to see her better with all her bulbs working.

Picture 29 shows all the tools that you will need to complete this job: Pliers, screw-driver (Phillips) and flashlight.

As an addition and a helpful hint, I discovered that if I put a piece of scotch tape over the 2-pack package of bulbs that I opened I can keep these bulbs in their original package without the remaining bulb falling out of the package. While I was at it, I got all of the other opened packages of bulbs that I have acquired over the years and scotch taped them also. Now they are all safe and secure and won't fall out of their packages and break on the floor.

Picture 30 shows the scotch tape, in my dispenser, along with the remaining bulb in the package that I opened in order to get to the new bulb that I used in this job.

In Picture 31, I have already torn off a few inches of tape from the tape dispenser and placed it on the opened portion of the package to keep the remaining bulb intact.

Picture 32 shows the rest of the packages that I found that needed similar repairs.

I hope this helps anyone that is thinking of replacing a taillight bulb by themselves. As you can see, this is quite a job and you may want to think about having a qualified technician do this for you.

Now, I must go and take a well-deserved nap.





Gateway GTO Activities



Gateway GTO Pizza Party By Chris Winslow

as the first round disappeared in a matter of minutes.

The gloomy Mid-western winter is upon us with a vengeance this year. The GTO's are imprisoned in our garages by cold weather, lots of snow, and the enemy of lower quarter panels everywhere, salt.

In January, the only bright spot to all of this car hobby gloom is the annual Gateway GTO Pizza party.

As usual, the event was held at Serra's Pizza in Maryland Heights. The turn out was out-



In addition to the pizza, there was also a cake this year in celebration of Mark's birthday.

This event continues to be one of my favorites in the Gateway GTO calendar as it reminds me that winter will not last forever and spring is coming.



standing, pressing the limits of space in the meeting room. It was a great opportunity for everyone to catch up on and swap stories about the winter mods underway.

As usual, the pizza was excellent and Mark had to go back and order more





Gateway GTO Activities



And We're Off

By Sandra Melrose

The 2011 Gateway GTO car cruising season has begun. Overcast skies on Sunday, January 30th saw club members Frank & Cheryl Chapman, Dave & Diane Huesgen, Cecil & Annette Morton, Steve & Tammy Hedrick, Earl & Barb Lewis, Tom & Terrie Oxler, Will & Donna Bowers, Mark & Sandra Melrose and Marty Howard traveling to the Lewis & Clark Interpretive Center in Hartford, Illinois.

This site depicts life at Camp River Dubois. The encampment enabled Lewis & Clark to prepare for their journey to the Northwest. A full-scale replica of the 55-foot keelboat used is the highlight of the center. Information on food supplies, firearms, mapping instruments and tools were displayed. (See photo of our guys next to their supplies) We also had an interesting tour of the camp's Spartan living quarters.

Our second stop at the Great River Museum in Alton gave us a close-up view of a 12-year-old Bald Eagle named Liberty. We were told these majestic creatures mate for life which can be 25 to 30 years in the wild.

During our drive later on the Great River Road we spotted a very large eagle perched in a distant tree. It seems they are the early birds and best sighted before 10:00 AM.

At the Grafton Winery we had a nice lunch and sipped some fine wine with great friends to round out an enjoyable day.





A Look Back



Editors Note: John Seabolt was a member of Gateway GTO in the early days of the club. The following is an article written by John.

MEMORIES AND FRIENDS

By John Seabolt

If you are anything like me, you probably didn't keep the first cars you owned when you were young and drove the most stylish and unique cars ever made on this planet. Aside from the 1964 GTO I didn't keep there was also a 1956 Chevy Bel Air 2 door hardtop 265 cid Power Pack, a 1958 Chevy Impala 2 door hardtop 348 cid Power Pack, and a 1968 Road Runner just to name a few. Our hindsight is 20/20, twenty cars and twenty years too late.

The other night an old, dear friend called. We go back to 1958 together, when I was 13 and getting ready to go into high school and he was 18 and a graduate of the Class of 1957. Five years is a big age difference when you are in your teens. Larry, A.K.A. Doc, was my hero, big brother, mentor and most of all my friend. Larry kicked my butt and stung me with just the right words when I acted my age and not his. The first thing I wanted was his approval and the last thing I wanted was his scorn.

Larry recalled that he noticed me for the first time that Summer when as a, "wide eyed kid," I stood out in the crowd. The crowd being all the young boys that hung out at the A & W on Pennsylvania Avenue in Hagerstown, Maryland. The older boys with their shoe box Chevys were the objects of our admiration, envy and respect. The A & W is where the races were set up. Once a challenge was offered and accepted, the cars moved out as would a military convoy. Single file, fastest cars (highest rank) first. Larry was always first in his not so stock green 1957 Chevy. He was The Man, Numero Uno, accompanied by his #1 man riding shotgun. This position was one of honor and commanded respect from all other spectators. Non-combatants would pile five or six or even more into a car to go watch the proceedings.

At thirteen you never talked to the older boys unless spoken to first. We just watched and kept our mouths closed. We all knew our day would come when we turned sixteen. One night shortly after I started going to the A & W, a snow white 1957 Chevy with a Continental kit, cruiser skirts and Dodge Lancer spinners tooled into the parking lot. Everyone's eyes were fixed on the challenger, he passed in front of us and the fuel injection emblems hushed the crowd. It was so quiet you could hear a flea break wind in Pennsylvania. All attention now turned to Larry as he stood, leaning against his left front fender. The white 57 stopped in front of Larry's car and they began to exchange words, Not all were polite. The race was set - out past the bowling alley on the Marsh Pike. As Larry turned to his car to get in, he looked around, eyes searching the crowd of onlookers some 15 feet away. There was a warm, brotherly look in his eyes as they locked on mine. I burst with pride and a feeling of acceptance as he slowly said, "Johnny... get in." My buds would later say the only reason he picked me was because I was still small and light weight. But I knew better, it was the start of a



A Look Back



friendship that has lasted for thirty-five years.

The two 57s lined up. We were on the right, that meant that I wouldn't have to give the count. One! I was nervous and excited, my adrenalin was pumping out of control. Two! I was going to be cool no matter what. Three! Holy Cow! Both cars were fish tail-ing, tires were screaming. Be cool, be cool, I kept telling myself. Larry looked like a prize fighter delivering a fight ending upper cut as he hit second gear on his column shifter. We got a little side ways but jumped to a car length lead. Man, this was fun! Larry finished off the F.I. 57 with a pile driving third. He was good, the best. I remained cool.

The victory lap through the A & W almost blew my cool. All eyes were on us, I was now in another zone. We got out and I stood beside Larry as he reflected on the race to some of the older boys. I listened for a while but soon realized it was a little after 10:00. I had to start walking home if I was to make my 10:30 curfew. I turned to walk away and took a few steps. I stopped when Larry called my name. "Where are you going?" he asked. I told him I had to get started if I was going to get home on time. He told me to sit tight, that he would drive me home. He did that night, and many more nights over the next few years until I was the pilot of my own shoe box, that 56 I was telling you about earlier.

Maybe we didn't keep the cars, but what's most important is that we kept the memories and the friends.



John Seabolt receiving the High Performance Pontiac Editor's Choice Trophy



Gateway GTO Financial Summary



GATEWAY GTO ASSOCIATION

INCOME AND EXPENSE SUMMARY AS OF 12/31/10

CHECKING ACCOUNT BALANCE 12/31/09 \$ 4,720.76

INCOME

DUES	960.00	
50/50	350.00	
DRAG DAY	1,018.00	
EASTER SHOW	105.00	
SPONSORSHIPS/ADVEI	777.00	
FALL TOUR	195.00	
GEAR SHIRTS/HATS	89.00	
CHRISTMAS PARTY	735.00	
BEHLMANN SHOW	100.00	
MISC. INCOME	95.00	
TOTAL INCOME	4,424.00	4,424.00

EXPENSES

PIZZA PARTY	478.07	
PRINTING NEWSLETTE	378.87	
DRAG DAY	100.75	
EASTER SHOW	150.00	
SCRAP BOOK	178.71	
BEHLMANN SHOW	203.63	
CHRISTMAS PARTY	1,604.30	
FALL TOUR	202.00	
WEB SITE	83.88	
PICNIC	228.01	
AWARDS	79.04	
SHIRTS, HATS	259.29	
MISC. EXPE	210.20	
TOTAL EXP	4,156.75	-4,156.75
CHECKING ACCOUNT BALANCE 12/31/10		\$ 4,988.01

GATEWAY GTO ASSOCIATION
Membership / Renewal Form
(Please print clearly)

Name: _____ Date: _____

Associate Name: _____

Address: _____

City, State, Zip: _____

Home Phone: () _____ Cell Phone: () _____

E-mail Address: _____

Occupation: _____

Year & Body Style of Car (s) **ALL PONTIACS:**

Auto related interests, hobbies or talents:

GTO Association of America membership number: _____

GTO Association of America membership renewal date: _____

(found on address label of Legend)

PLEASE FILL IN ALL FIELDS
and mail with check to:

Will Bowers, Treasurer
Gateway GTO Association
1 Goshen Woods Lane
Edwardsville, IL 62025

Membership dues are \$20.00 per year,
which includes you and one associate member (spouse, girlfriend, etc.).

ALL NEW MEMBERS AFTER MARCH 1, 2009 MUST BE GTOAA MEMBERS IN ORDER TO JOIN GATEWAY GTO



NINTH ANNUAL

Mid-Missouri Oldsmobile Show

Friday **Saturday** **Sunday**
June 3rd **June 4th** **June 5th**
2011

Location :



TAN-TAR-A RESORT
GOLF CLUB, MARINA & INDOOR WATERPARK

State Road KK
Osage Beach, MO 65065
1-800-826-8272
WWW.TAN-TAR-A.COM

Hosted by Archway Olds Club

With invited guests representing the chapters of the Pontiac Oakland Club and the Buick Club of America.

ALL models and years of Oldsmobile, Buick and Pontiac vehicles are welcome!

First 60 registered will have indoor Air Conditioned Exhibition Hall Parking!

Registration fee: \$50.00 for the first car and \$25.00 for each additional car.

Registration fee includes one Adult \$15.00 Awards Breakfast Ticket.

Child ages 4-12 yrs Award Breakfast \$3.00

There is no gate registration, this show is by reservation only!

Tan-Tar-A Resort Special \$99.00 + a \$10 facilities fee = \$109.00 per night for "Run of the House"
(placement anywhere on property)

or \$109.00 + a \$10 facilities fee = \$119.00 per night for Main Resort complex room.

Rates available June 1st through June 6th, 2011 be sure to Mention the Oldsmobile Show.

Room reservations must be received by May 1, 2011 – For reservations call : 573-348-3131

For show information call:

Jerry Wilson 314-878-5651 or email: jfwilson66@earthlink.net or sweetpeppeolds@aol.com

Friday June 3rd - Set Up - Dinner on your own

Saturday June 4th - Judging 11am to 4pm - Dinner on your own

Sunday June 5th - Awards Breakfast 8:30am to 10:00am

Oldsmobile Club of America National Point Judging

Oldsmobile Club of America Membership not required

Ample trailer parking available

Registration form – cut along dotted line and return with payment

Mid-Missouri Oldsmobile Show – June 3 to June 5, 2011

Name _____ OCA # _____ Address _____
 City _____ State/Zip _____ Phone _____
 Car #1 Year _____ Model _____ Body Style _____ Class _____ Are you a member of the Oldsmobile Club of America? Yes ___ No ___
 Car #2 Year _____ Model _____ Body Style _____ Class _____ Will you be judging? Yes ___ No ___
 Please list additional cars on a separate sheet. If so, what class do you prefer to judge? _____
 Will you need trailer parking? Yes ___ No ___

		Amount
Register – Car #1 (includes 1 awards breakfast ticket)	\$50	\$ _____
Additional Cars = \$25 each	\$25 ea	\$ _____
Extra Award Breakfast Tickets	\$15 ea	\$ _____
Child's age 4-12 years Breakfast	\$ 3 ea	\$ _____
Total		\$ _____

Please make checks payable to
Archway Olds Club and mail to:

Archway Olds Club
PO Box 789
Imperial, MO 63052

OCA, AOC & their officers, members & agents will not be responsible for, or liable for property damage, theft or personal injury during the course of the show.

2011 GATEWAY GTO CALENDAR OF EVENTS

- Feb 2 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 5 Museum of Transport Trivia Night. Click [HERE](#) for more information.
- 11-13 World of Wheels in Kansas City, MO. Click [HERE](#) for more information.
- 18-19 Columbia, MO Swap Meet at Boone County Fairgrounds
- 26 Pinball - St. Louis Bar and Grill, 672 Wesley Drive, Wood River, IL 62095 Click [HERE](#) for more information about the dinner location. Contact CEO Marty with any questions (CLUB SPONSORED)
- Mar 2 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 5 *Conventional Murder Weapons* Murder Mystery Theatre, details to follow. (CLUB SPONSORED)
- 19 Six Flags Swap Meet, details to follow
- 19 Museum of Transport Trivia Night
- 20 American Motor Cars Spring Dustoff, Noon-5PM, St. Clair, MO
(<http://clubs.hemmings.com/clubsites/lakerscarclub/032011a.htm>)
- April 6 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 8 North County Cruise Night sponsored by Behlmann Buick/GMC and Gateway GTO Association at Behlmann on the 2nd Friday of each month April-October. (CLUB SPONSORED)
- 9 Dyno Day, details to follow (CLUB SPONSORED)
- 9 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 10 28th Annual April Fools Swap Meet at GCS Ballpark, Sauget, IL.
- 17 Ranken Show
- 24 Easter Car Show (CLUB SPONSORED)
- May 1 Model T Swap Meet, Fairmont City, IL
- 4 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 7 Hannibal Cruise & Loafer Car Show; Hannibal, MO. Details to follow. (CLUB SPONSORED)
- 13 North County Cruise Night sponsored by Behlmann Buick/GMC and Gateway GTO Association at Behlmann on the 2nd Friday of each month April-October (CLUB SPONSORED)
- 14 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 21-22 Taum Sauk Cruise. Details to follow. (CLUB SPONSORED)

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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 J. J.'s Restaurant, 1215 S. Duchesne Rd, St. Charles, Mo. 63301.

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 Sponsor



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**As a Gateway GTO member please consider joining the
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**The Gateway GTO Association
is an official chapter of the
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www.gtoaa.org**

**Visit us at
www.gatewaygto.org**

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 send them to the newsletter editor.

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

Advertising rates are:

\$100 – Full page (Color or Black and White) ad in monthly *Hoodscoop* newsletter for 12 months, your logo on our Website Sponsor page, and a link to your website from our Related Website Link space.

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