



THE HOOD SCOOP

FEBRUARY 2013

Gateway GTO Association



GTO of the Month

My GTO

By John Kehrein



My interest in cars started when my Dad took me to the Chevy dealership where he worked as an accountant and showed me the service bays and then let me sit in a new 1954 Corvette.

When I turned 16, Dad let me, (helped me), start buying a series of cars over the next several years through the dealership. Those cars included an Olds, a Buick, and a Chevy until we found a 1960 Pontiac Ventura. I had kind of self taught myself how to do some mechanical and body work on the other cars, but the Ventura only needed cosmetics and a 4 barrel rebuild.

My boss at the time bought a new loaded '65 Catalina and of course the challenge got issued. We almost got caught street racing so we decided to try semi local US 30 Drag strip. The Ventura launched hard, felt fast but wasn't. The Catalina became a local legend. It won every Sportsman's class it ran. It was truly a "went to work - to work - in the middle of the



INSIDE THIS ISSUE:	
GTO of the Month	1
The Presidents Scoop	5
Tech Article	7
Calendar	13
GTO Marketplace	14
GGTOA Info Page	17



week” built car. So I needed a faster car; a ’65 GTO should do it.

(Interestingly, at a past GTO convention, Arnie Beswick was kind enough to talk to me for awhile. He also lived in the area of US 30 Drag strip and we determined that we had both raced there in the summer of 1965. Amazingly, he asked me if I had any pictures – no camera. He didn’t remember seeing me there though; probably just because I was in a different class.)

Just then my Uncle (SAM) decided that I should go to work for him. I had liked shooting guns, but I didn’t want to carry one all the time, so I believed the Air Force recruiter about an education (worked out well later), traded two years for four and enlisted. Got trained, got to work on jet fighters and other guys’ cars in Texas and South Carolina, when my Dad found a perfect 1963 Bonneville for me. It was white over bronze with all that brightwork and leather inside. I got it all detailed when they decided we needed to see more of the world – yeah, you guessed it – way southeast. My Mom takes the Bonneville and loves it, says it’s hers now.

So we’re standing on the flightline at Saigon airbase, when the line boss gives us a copy of “Stars & Stripes” so we can ogle the centerfold. And there she is in a full body shot, gorgeous and stacked ----- a 1967 GTO. We bench raced power options and colors for weeks, and I knew some day I’d have one. I didn’t know it would take 20 years.

When I got back, I got married, finished my service at Scott Air Force base on DC9s and went back to Chicago for college and to start a family. I had reclaimed the Bonneville from Mom and refurbished it to new status and went to work on the United Airlines ramp at O’Hare. So I look out the apartment window one morning and a red Ford Galaxy is

parked where I’d left the Bonneville. They never found it.

Pontiacs were too expensive as “my three sons” arrived – Dan, Mike, and Dave, along with baseball, football, soccer, scouts, band, etc. ---- all good times. But I kept reading the want ads and managed to flip some cars (the nicest was a ’34 Chevy 2 door coupe), but no GTOs.

Finally in 1987 there was an ad for a 1966 convertible. Dad and I met with the owner, a young man needing money for college. It was rough, sagging, but all there and running. On the way home, more of the top fabric tore away. Two weeks later I was laid off from MCI Telecom, and moved to St. Louis to work for a plastics company. They would not pay to move the car, so I said “let’s drive”. Dan and I duck taped the top up, but a lot of that was quickly gone, along with the rear window that blew out and went under the semi following us. It’s driver was pounding the steering wheel and laughing hysterically. He did honk at me later when he passed us, still laughing. But Dan and Mike had a great time in the wind in the backseat – we made it the 300 plus miles.

I stripped the convertible, removed the interior and front clip, and did all the body work. At the same time, I found a 1967 GTO hardtop in Pontoon Beach Illinois. The owner decided it was too rough and was going to part it out and crush the rest. It was a no money rusty basket case – needed floors, truck floor, sills, lower rear window metal and removal of the rebel flag painted on the trunk lid. But it was all there and it ran. I put air in the tires and almost made it home when it quit. The alternator wasn’t, but a jump got it going. It was in such bad shape that I knew I couldn’t do it so I farmed it out at \$100 at a time – it took two years. With the engine and trans rebuilt, it came back as a drivable shell. Then



both cars sat; laid off again.

So I bought a quick lube north of Clayton, grew it, and put all three boys through college. But I was working everyday for 16 years. Killed the marriage, but I got to keep the cars and the business.

I put the Goats in rental storage and worked on the '67 the only time I had off, on Sunday afternoons. I met Linda and she enjoyed going with on Sundays. I'd met a car-gal ! We got married. Instantly I had two

daughters, Mylinda and Rebecca.

We worked on the '67 as time allowed. In total it took exactly 12 years plus 3 days (invoice to invoice) to finish the car. It's gratifying to know that I saved one. At a POCI convention Jim Wangers took a look at our car and said that he enjoyed seeing it and posed for pictures with us.

At the same time, I farmed out the stripped '66 for paint and drivetrain rebuild. This also took two years, while I did all the



pieces-parts polishing and painting. It too came back a drivable shell. The assembly process took Linda and I three years. Total time on this one (invoice to invoice) was 20 years less 2 months.

So we had two of the three “tri-sixes”, the stacked highlight years, when a ’65 GTO came up on Ebay. I jokingly said it was a coin toss. So Linda got a quarter and it came up yes, (I still have the quarter). We bought it sight unseen from the gentleman who bought it from the bail bondsman who got it from the drag racer/drug dealer who built it and then got busted. It’s set up as a drag car. And the seller’s wife took one ride and said “not on my street”. It’s a bored and stroked 455/468,

TH400 with reversed shifter, locker 3.55 rear under an Art Morrison drag-pack sub frame. It drives ok, but the club Dyno day proved it had no power. The fuel and ignition systems need work, so now it’s sitting.

When we got the ’67 GTO finished we met Tom and Steve at a Warrenton car show, and joined the Gateway GTO Club. It’s been fun ever since, so thanks for that.

My son Michael is the only one who got the car gene, so I’ll help him on his ’65 Mustang while I put tool kits together for our (currently) three grandkids, and get them started on the “classics”.





Presidents Scoop

The Presidents Scoop

By Mark Melrose

Cabin Fever

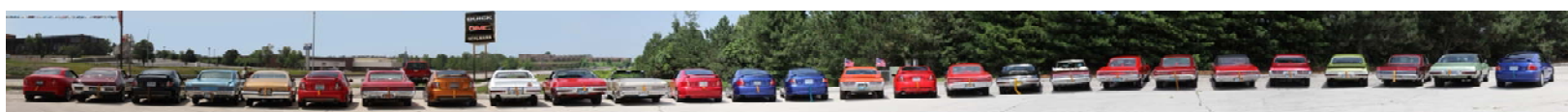
The weather lately reminds me of the winters while growing up in Buffalo, New York. While we don't get snowfalls measured in feet in St. Louis, the cold, snowy and icy days on end really put a crimp in outdoor activities like driving musclecars. On one sunny day when the roads were actually dry during the past couple of weeks I decided to take a drive in my 2006 GTO. The car lives parked in a garage, nose out, that I rent from a neighbor a few doors up the street. The driveway is narrow, slopes down rather steeply toward the rear of the property and the asphalt ends about 25 feet from the garage. There was gravel put down in the gap but that must have been 15-20 years ago because there is more grass than stone now.

I ended up getting stuck in the soggy grass under the snow and ice, which took me about 10 minutes of rocking the car forward and back to break loose. Now I was finally rolling at the upwardly sloping asphalt. Even though I had done some shoveling to clear two paths up the slope for the tires I just couldn't generate enough momentum up the slope to maintain traction. After rolling back down toward the garage four or five times and taking more fruitless runs at the slope I rolled back into the ruts I had carved in the grass and gravel gap and was stuck there once again.

I now had about 45 minutes invested in shoveling, rocking, rolling and getting stuck and I was no closer to the dry pavement at the street than when I had started. After another 15 minutes rocking back and forth I broke loose again from the ruts in reverse and stopped to contemplate my predicament and the 60+ minutes expended trying to get from the garage to the street. Finally I decided that the only prudent path was to continue in reverse – back into the garage.

Well, I had run out of time, patience and expletives so I eased the car back into the garage and shut her down. To add insult to this frustrating experience, as I was scaling the driveway's incline to return home I slipped on the ice and fell on my keester. By the time I walked the short distance back to my house I felt totally defeated by the weather – the same feeling I used to get in Buffalo, although there it could last for months if you didn't partake in skiing, skating, tobogganing or snowmobiling. No such alternatives here in St. Louis so we get to deal with the clinical condition known as "Cabin Fever" – stuck inside the old cabin with a fever to get out and have some fun. Just like back in the day, all one can do is wait for the thaw.

For other upcoming area car shows & cruises see <http://clubs.hemmings.com/lakerscarclub/>





Gateway GTO Meeting Minutes



GGTOA Minutes: 2/6/2013

7:10PM – Meeting start

7:11 – The Pizza Party was a great time. We had about 60 people show up. We may be looking for a new location next year.

7:13 – Stars and Cars party on February 23rd at Sheraton Tower Westport. Event free for members in good standing. Costumes optional.

7:18 – GTO Calendars available

7:23 – Shauna Wollmershauser has moved to Florida for an internship. Brian O’Sullivan is stepping in as new club secretary.

7:24 – Will Bowers announced his purchase of a Quick Silver 2005 GTO with SAP kit

7:26 – New business

7:28 – North County cruise night should still be on for this year. Behlmann has been sold, so it’s under new management. They still haven’t paid for last year’s sponsorship, but the new ownership has expressed interest in sponsoring GGTOA. We will likely not be holding the big show this year, and may be looking for new sponsors depending on how things go.

7:32 – Possible plans for another poker run

7:34 – Earl Lewis asked if the club would be open to multiple major sponsorships

7:35 – Discussion of Sha-na-na concert

7:37 – Possible South County cruise in May put on by Darryl and Tootie May

7:38 – Tom Oxler inquired about club interest in possible overnight cruise through Boonesville in mid to end of June. Response was positive.

7:41 – Heritage Park Museum in St. Charles will be hosting monthly car shows.

7:44 – Discussion of GTOAA co-vention in

Dayton Ohio. Show runs 7/7 through 7/13. Host Hotel is sold out. The events are not available yet, but you can register for the car shows now (GTO – Friday, POCI – Saturday). If you have rooms reserved and are not registered yet, then do so quickly as you may lose the reservation.

7:48 – Nothing set for August, Marty Howard suggested another pinball event.

7:49 – Kathleen Ewans suggested ghost tour in October. Details to follow.

7:50 – Wheels in Motion show discussion

7:51 – Club picnic will be held in same location as last year

7:51 – Regional Pontiac Illinois show date moved due to conflicting events

7:52 – Discussion of possible fall movie night in October put on by Earl Lewis

7:53 – Wine cruise date is set for November 2nd

7:54 – Christmas party will be same location. Date set for 12/14/13.

7:54 – Tom Oxler mentioned that MAR construction may be under way. Benton race day will likely be held once every two years due to low attendance.

7:58 – Tech Session – Chris Simmons spoke of Ram Air IV engine on craigslist – John Johnsons 69 Judge may be used in Youtube video for Surdyke Motorsports

8:01 – Mark mentioned the passing of Dave Huesgen’s father on 2/4. Service to be held on 2/7/13

8:02 - Earl Lewis asked about GTO pictures for GTOAA class judging

8:04 – Motion to adjourn by John Taylor, seconded by Kathleen Ewans.

8:20 – 50/50 drawing - \$35 won by Amy O’Sullivan





REPLACEMENT OF CLUTCH POSITION SWITCH ON NEW AGE GTO's

By Chris Winslow

I received an email from our club president a few weeks ago. As most of you know, he has replaced his 2006 automatic GTO with a 2006 with the six speed manual. His new GTO had thrown a code P0833, which is identified as a Clutch Position Switch failure. He was also complaining that the cruise control was no longer working. I told him to bring it by the following weekend so that I could take a look at it

I had not run into this problem yet on my 2004 manual, so I pulled my factory service manuals and did a bit of research. What I found is that the new GTO's have two position switches on the clutch pedal. One of the switches is at the end of the stroke of the pedal. This switch closes electrically when the pedal is fully depressed and is used primarily by the Powertrain Control Module to determine that the clutch pedal is depressed before allowing the starter motor to engage. (A feature that a 1979 Dodge Omni that I owned in college did not have, as I found out the hard way shortly after I purchased it!). This end of stroke position switch was not actually the part that Mark's GTO was having trouble with, since the car was still starting correctly.

The second switch is a position switch that closes when the clutch pedal is released. The Powertrain Control Module uses this switch to determine that the driver has not depressed the clutch from its relaxed position. It is important for the Control Module to know that the clutch pedal is fully seated before the cruise control engages because it controls the speed by increasing engine power/rpm as the vehicle slows down. If the clutch pedal is depressed, the module would end up just pegging the engine at the rev limiter with no change on vehicle speed. So, the software guys at GM that programmed this module set up the program for cruise control not to engage unless the clutch relaxed limit switch is reporting a closed circuit.

Armed with a better understanding of how the system works and why, it was apparent that the problem with Mark's car was a bad clutch relaxed switch. The next questions were how hard would it be to replace and where would we find a new part? For the first question, I first consulted my factory service manuals to see what the documented procedure was for the switch replacement. The manual talks about removing the knee bolster from beneath the steering column to gain better access. That did not seem to me like it would be much help, so I decided to adjourn to my garage for a look at the installation on my 2004. That look confirmed what I had suspected which was that removing the knee bolster would be of little benefit. I could see the switch and the connector to the switch and actually pretty easily get my hand on them.

Next, I headed down to my GTO parts stock down in the basement. According to my

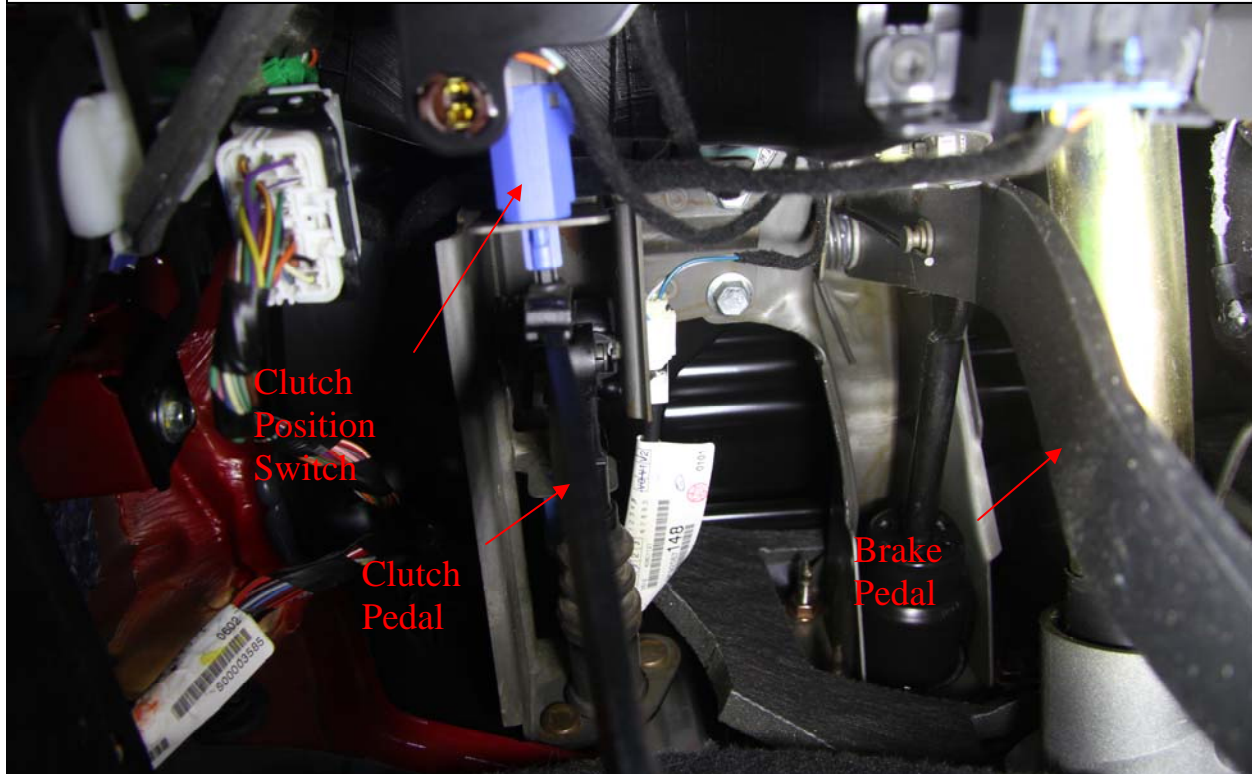




Gateway GTO Tech Article

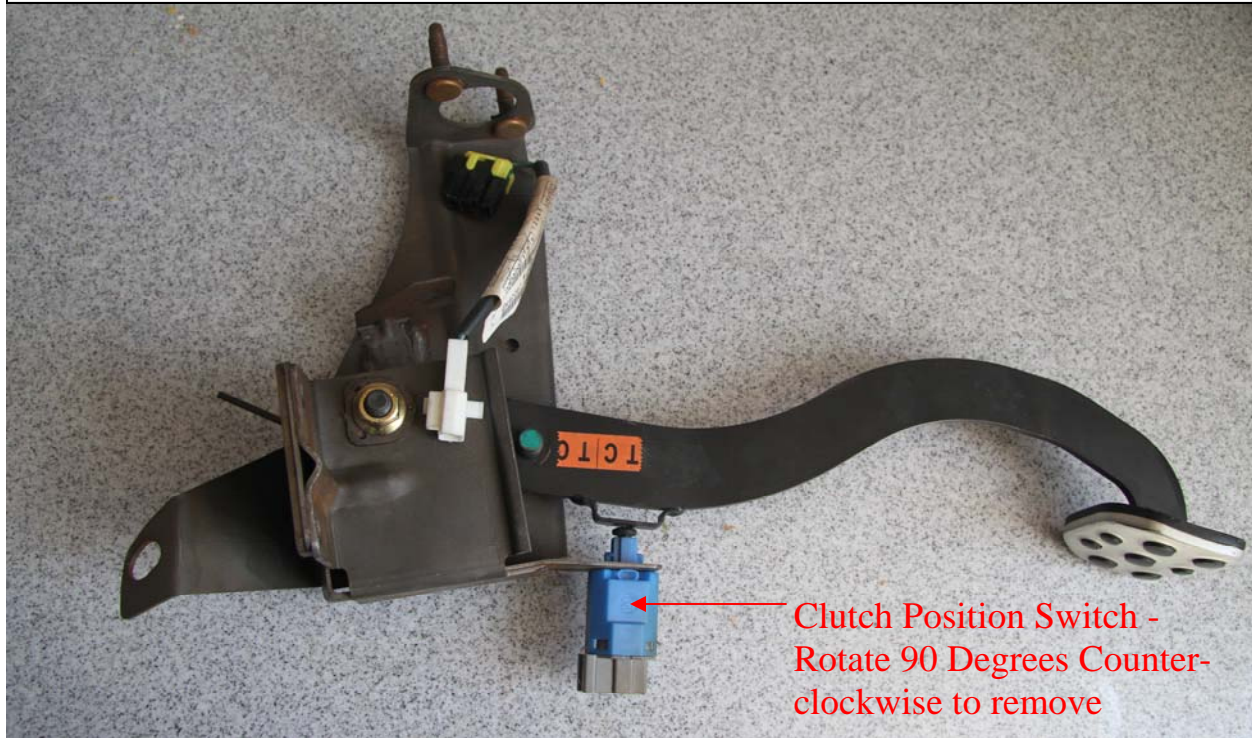


View Looking Up From Beneath the Dashboard at Clutch Pedal Assembly



inventory listing, I had a complete clutch pedal assembly in stock. After digging through a few boxes, I found the assembly and found that it did indeed have both switches installed on it. Using that part, I confirmed that service manual description of removing the switch. It is actually quite simple. To remove the switch, simply grasp the switch body and rotate it 90 degrees

Clutch Pedal Assembly From Spare Parts Inventory





Gateway GTO Tech Article



counterclockwise. The switch then simply pulls out of the clutch pedal assembly. It was pretty obvious that this could be done by feel in the actual car without pulling any other panels to gain access.

Now that I knew we could get the switch swapped out in Mark's car without much problem, the next question was could we find a switch. That turned out to be a bit more of an issue. None of the dealers in town had one. The aftermarket had come up with a listing for the part, but none of the local car parts stores had one, and with Mark coming the next day, there was no time to order one. So, I dropped back to plan B. I took the switch that I had pulled from my spare clutch assembly and tested it electrically. I found that it was working properly, so the plan for Saturday was to swap out the switch in Mark's car with the used one from my spare parts inventory.

When Mark arrived on Saturday morning, we pulled into the garage and got to work. To replace the switch, I simply reached up under the dashboard and pulled the switch out by rotating it counter-clockwise. Once the switch was loose mechanically, I was able to reach in with my other hand and release the connector from the switch. I then just reversed the process to install the switch I had taken from my spare clutch pedal assembly. I think it took me a total of maybe two or three minutes. Once we had the old switch out, I tested it and confirmed that it was in fact bad. With the underlying problem fixed, I pulled out my code scanner and erased the code and the fix was complete.

Shortly afterwards, Mark was on his way and he let me know later that day that everything was back to normal. The code did not return and the cruise was working once again.

For those that find yourself with this problem, but don't have a switch sitting around, I have found that they are still available. The GM part number is 92077936. You should be able to order it from any GM dealer or take that number to your local car parts store and they can cross reference it for you to an aftermarket equivalent.



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 \$35.00 per year, which includes you and one associate member (spouse, girlfriend, etc.) and your GTOAA yearly membership.



NEW AGE GTO CONCOURS PROJECT

The GTO Association of America has initiated a project to create a set of photo records on the 2004 to 2006 GTO in anticipation of a time in the future when these cars will participate in the annual GTO Association of America Concours car show.

Gateway GTO has been chosen as the chapter to assemble these photo documentaries.

The project requires six **BONE STOCK** new age GTO's - One manual transmission and one automatic transmission car from each model year.

Ground Rules for Eligible Cars:

- Car must be bone stock with NO aftermarket parts or modifications. The only exceptions are batteries and tires.
- Factory parts, such as the sports appearance package and 18 inch wheels, are allowed.
- All parts the car was originally supplied with, such as the spoiler, must be installed. (Exception: Parts removed to install other factory parts such as the sports appearance package or 18" wheels.)

Once the cars are identified, a photo session will be scheduled.

If your car meets the requirements of the ground rules and you are interested in participating, please contact Chris Winslow.

**This is your chance to make your GTO the standard
against which all new age GTO's will be judged!**

Gateway GTO Association Points Submission Form

Member Name _____

Month _____

Club Sponsored Events and Monthly Meetings

Event	With GTO (40 Points)	Without GTO (20 Points)

Total for Club Sponsored Events _____

Non Sponsored Events

Event	With GTO (10 Points)	Without GTO (5 Points)

Total for Non Sponsored Events _____

Other Activities

GTO Regional/National Event	With GTO (100 Points)	Without GTO(70 Points)

- GGTOA Event Worker/Helper (50 Points) _____
- Car Featured as GTO of the Month (50 Points) _____
- Write an Article for *Hood Scoop* (50 Points) _____
- Sign up a new GGTOA member (25 Points) _____
- Have GTO featured in a National Pub (40 Points) _____

Total Points for Month

Submit completed form at GGTOA monthly meeting or to:
 B. O'Sullivan
 10637 St. Phillip Lane
 St. Anne, MO 63074

2013 GATEWAY GTO CALENDAR OF EVENTS

- March 6 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 31 Easter Car Show - Classic GTO's Muny Upper Parking Lot, New Age GTO's Muny Lower Parking Lot (CLUB SPONSORED)
- April 3 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 12 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)
- May 1 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 10 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)
- June 7 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 14 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)

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

Gateway GTO Classifieds

1949 Pontiac 2-door Coupe Deluxe model 2527D Silver Streak. Straight 8, Hydramatic transmission, older restoration - interior and paint in very good condition, straight & rust free (originally from ID/UT), always garaged, 76,800 miles. \$14,000 neg. Car located near Dayton, OH. Contact George, Noon-8PM eastern, (937)236-0989

More Photos at:

[http://
photobucket.com/
Georges49Pontiac](http://photobucket.com/Georges49Pontiac)



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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.

\$50 – ½ page (Color or Black and White) ad in our 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.

\$25 – Business Card (Color or Black and White) ad in our 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.

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.

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 \$35.00 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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Hazelwood Mo. 63042

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www.behlmann.com



As a Gateway GTO member please consider joining the GTO Association of America

**The Gateway GTO Association
is an official chapter of the
GTO Association of America
www.gtoaa.org**

**Visit us at
www.gatewaygto.org or
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