



THE HOOD SCOOP

JANUARY 2013

GTO of the Month

My GTO

By Mike McNeil

Gateway GTO
Association



Becky and I purchased the 2006 GTO in July of that year. Laura Pontiac Buick GMC, of Collinsville Illinois, had several GTO's on their lot. The GTO's colors on the lot were silver, black and red along with the Brazen Orange Metallic that you see here. The only other variations in the cars were auto or 6 speed manual transmissions and 17 inch or 18 inch wheel and tire combinations. All of the modern GTO's were equipped the same except for the tire/wheels and transmissions. I was set on a 6-speed and 18 inch wheel package. I started many trips to the lot to see and study the cars.. That orange color sure reminded me of the wild colors that some muscle cars had in the late 60's and early 70's. Becky reminded me that we have had enough black cars. I took this to be an endorsement for the Brazen Orange GTO. I finally went on a test drive and was impressed how strong it ran. I had not experienced that much power since my 69 Camaro. I got Becky to drive and told her to floor it in 2nd gear and she was on board after that.



An Official Chapter of the GTO Association of America

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I had read many things about these cars and remember a video of the introduction of the 04 models with Jim Wangers. The cars were originally 350HP LS1 equipped. The 05 and 06 cars were LS2 400HP motors. These





The combination of color, transmission and wheel/tire combo makes our car 1 of 484

were actually Z06 Corvette drive trains! Along with independent posi-track rear ends and super brakes and suspension systems, and great interiors, the GTO was a true modern muscle car. In 2006, these cars were, in a dollar per horse power comparison, the best value in the market. Then the word was out that 2006 was

2nd owners. This is when 04-06 GTO's will start to end up in younger hands and many will meet with abuse and wear and tear. The high mileage cars I've seen seem to be holding up well.

Many, if not most of these cars, have been modified. The cars can gain tremendous horse power increases to already impressive motors with forced induction. It is fun to watch what these cars obtain with mods. I have not done any mods to ours for two reasons. 1) I find the survivor cars at shows interest me

2) No Cash.

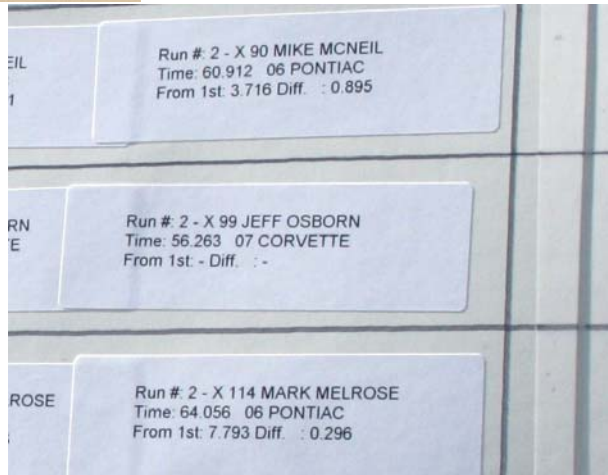
The most fun I've had with the GTO is when I entered in Autocrossing events. Our club has been invited the last three years as guests to the Route 66 Corvette Club's auto-



cross at the Wentzville GM plant. I have had more fun participating in this form of motor sport than drag racing. It gives you the chance to go nuts with out a ticket, use your horsepower, power slide or drift, shift up and down, and use all of the suspension system against the clock. We found out that our cars are respectable against Corvettes.

to be the last of these cars. Now I'm thinking these cars would be collectable in time. Remember how we have all said if we knew then what we know now we would have stashed away Ram Air cars, Judges, ZL1 Camaros, and Hemi Cudas? Well this might be that opportunity again .

As an owner of the modern GTO, It is interesting to see how the new generation GTO owners care for and modify their cars. Since the cars came out, they are now trading to the



Most of the Corvettes that ran those days are modified for the track. Stock Corvette and stock GTO's are close.

I have been a Gear Head for the major part of my life. It started as a child with toys cars, such as E Type Jag, 64 Mustang with working head and tail lights, Indy cars of the day.

I also had Tonka Trucks and Fire Engines. As I grew older and more sophisticated, HO scale slot cars and model building was cool to do when you were still many years from a driver's license. I grew up in Macomb Illinois. Western Illinois University is in Macomb, We lived a couple of blocks from the campus and the student's park along our street while in class or at the dorms, I had every kind of muscle cars to see and study along that street.

One day I came in the house excited about a new Pontiac model called "Gran Prix" I had seen on the street for the first time. I told Mom the name of the car, as I thought it was pronounced, to which she corrected me on the " Prix " part. I was amazed Mom knew so much about cars....

In 1966, our sister Sandy became the proud owner of a 66 GTO. Our cousin had first owned the GTO as his Mother had promised to buy it provided he not get back together with that girl his Mother despised. You can figure out how that worked out.

The day Sandy drove into the drive way with the GTO was big for my brother Dave and I. It was Burgundy. Dave and I were all over that car checking it all out. First thing we inspected was the hood scoop. We soon discovered it was non functional. As we continued our inspection, it became apparent this was not the fire breathing GTO we have read about in Hot Rod. It was absolutely gorgeous

but a low performance version. Maybe that's why our cousin got back with that girl.

I have been involved in the maintenance and construction of golf courses and sports fields for my entire working career. I currently work for Schaefer-Meyer Seed and Sod of St. Charles Mo. I'm involved in the Laserturf Leveling division of the company that utilizes laser controlled grading equipment. I started as a golf course superintendent with a degree in Turf Management from Penn State University. I managed 3 golf facilities over a 16 year period. I then became involved in golf and sports field construction and have been building since 1994.

Turf is how I bought my first car. I mowed lawns since I was 11. First car was a 69 Chevelle SS 396 350HP. I had it for only a short while and traded for a 69 Camaro. The Camaro started life as a small block 350. I was the 2nd owner and the previous owner had installed a Holley carburetor and aluminum intake, along with Crager SS wheels.

I had the Camaro thru high school and 2 years of college. During that period I had added headers, replaced the Transmission with a M21 with straight cut gears, Added a Hurst Competition Plus Shifter, changed from a 780 CFM to a 600 CFM Holley carburetor, added air shocks to handle the larger Crager SS rear wheels and tires, installed Sun Tach and oil pressure and water temp gauges.

I had the opportunity to drag race the Camaro in Beardstown Illinois when I was 16. I was petrified I would break the car but that never happened. A couple of guys from Macomb High were there to run also. A friend of ours had a 67 GTO. It was a Black 4 -speed 400 with Cragers and a white interior. That car was very sharp and probably one of my favorite color combinations.

The Camaro was traded away when I

was in college at Penn State. The car was not reliable for my time out east.



Several years after school, I found the Camaro in pieces and bought it back to restore. After a 2 year restoration it was reborn with a 396 ci 375 hp motor and new steel and paint. The pictures were after the renovation.

Over the years I have owned four Pontiacs. First one was a 1977 Trans Am with the 400 Pontiac motor. It was strong and han-

dled very well. I traded a couple years later for a 1979 Trans Am. It had a low performance 301 motor. That car was a beautiful brown with T-Tops. I had put a gold mini-lite style wheels on it that went well with the color of the car.

The car was a great cruiser but not impressive in the horse power department. This was a sad period for us Gear Heads.



The next Pontiac I had was a 1986 Fiero GT. This was in my opinion was a great car. V6, 4- speed, mid engine, 2 seat, sports car. From an engineering point this car broke ground for Pontiac. The composite body parts that didn't rust or dent was new to the auto world. This car had a sun roof that opened and also could be removed and stored under the front hood. There was a small plastic spoiler that attached to the front of the roof that smoothed the air over the opening and stopped the air buffeting in the cabin. This worked very well.

I had over 175,000 miles on the GT when I sold it. Auto critics of the period were not kind to these cars but my experience was fantastic.

We joined Gateway GTO in 2006 when our car was new. I was happy that the members with the vintage GTO's were welcoming to the "new wave" owners. A lot of things have changed in this period for us Gear Heads. Pontiac was scuttled by GM. GM was almost scuttled. Mustang was joined by the retro Challenger. The Camaro returned, and Cadillac has a 556 hp Coupe with a 6 speed. The horsepower wars seem to be continuing into 20011.



Maybe this is a great time to be a Gear Head!



Presidents Scoop

The Presidents Scoop By Mark Melrose

Happy New Year

If you have not yet renewed your Gateway membership please complete the Application Form found in this newsletter and get your \$35 check (includes 12 months of GTOAA membership) to Will Bowers. Members/Associate Members in good standing can attend the *Stars & Cars Gala* party on February 23rd at no cost. We have negotiated a good deal with the Sheraton Westport for usage of their banquet facility “The View” at the top of the gold tower at Westport Plaza. It’s not called “The View” for nothing – at night the view all the way to downtown is breathtaking. Members in good standing will enjoy a buffet dinner, two drink tickets (then an open cash bar) and music provided by Arvell & Dawn – all compliments of the Club. Dinner, dancing and fellowship are on the agenda. Come dressed as a movie star, famous person, famous couple or just use your imagination. Awards will be presented so polish up your acceptance speeches. Additionally, a room-block will be available at \$101 plus tax for those who choose to spend the night at the hotel and includes the hotel’s buffet breakfast the next morning. This should be some blast of a party.

We have an officer change at Club Secretary. Shauna Wollmershauser has accepted employment with SCT Performance in Sanford, Florida and is making the move at the end of January. While Shauna will maintain her membership in Gateway GTO, SCT will likely offer her a permanent position after the first 90 days of employment. Brian O’Sullivan was on the 2011 officers ballot running against Shauna and has graciously agreed to assume the office of Club Secretary. Very Best Wishes to Shauna in her new endeavors and special thanks to Brian for picking up the Secretary reins.

Thanks also to Cecil Morton for organizing the Club Pizza Party with Ravanelli’s Restaurant in Granite City. We filled the banquet room and our bellies. I turned 60 the day before and Sandra decided to treat the members to GTO cake in honor of *everyone’s* birthdays and passed around placemats made up of historical photographs of yours truly. Many days I feel 30 between the ears and 90 from the neck down – appropriately those numbers average out to 60. Muchos Gracias to those who plied me with those great birthday cards.

We are busily crafting the 2013 Club Calendar. In the meantime get your dues in and RSVP to me for the *Stars & Cars Gala* – it’ll be a monster bash.

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





GTOAA Chapter Chat



First Quarter 2013/Vol. 2, No. 1



Chapter Chat

With GTOAA President *G. Thomas Oxler*

What's new at GTOAA? The New Year is well under way at GTOAA, and this is an opportunity to discuss some of the things your national organization has been doing.

NEW WEBSITE

Jon Schwenn, our GTOAA Webmaster, has been busy doing a total revision to our www.gtoaa.org website. When you go to the new site, you will see a totally new layout with several new tabs. The most exciting addition to our new website is the Join or Renew tab. Here you can join GTOAA or renew your membership and can pay with MasterCard or Visa.

Jon has also revised the Chapter Map, where finding a GTOAA Chapter near you is easier than ever. Simply type in your address and select a radius and the map will show you which chapters are near you. Click on the Chapter pin and you will get the name of the chapter, the current chapter president, and the telephone number and email address. Jon has also added a Regionals Tab where chapters can post information about their GTOAA Regional events. Members can retrieve fliers, registration forms, schedules or any other information the chapter deems necessary for a successful GTOAA Regional event.

Thanks to the help of our Public Relations staff, Capp and Robin Prof-

itt, members will also begin receiving email reminders when they need to renew or when your membership may have lapsed. There will be a link in the email that will take you directly to the Renewal section of the website.

CONCOURS JUDGING STANDARDS

You will notice a new tab on the website called Concours Judging Standards. Here, members can read or download the Judging Standards and sample judging sheets, which are in PDF format for easy downloading. Our Concours Staff has been working for several years to get these documents completed, so please look them over and feel free to use them as you get your GTO ready for our Concours Judges to score your GTO at the 2013 GTOAA/POCI Co-Vent in Dayton, Ohio.

NEW MODIFIED CONCOURS

Our Concours Staff has been busy for over two years reworking the Modified Concours Judging Guidelines. The old method added points for modifications and in some cases, fuzzy dice, scull shift knobs and chrome wire looms were finding their way onto GTOs just to get extra points in the Modified Concours Class. The Concours Staff felt this was taking the class in the wrong direction and after more than two years of work, they are ready to

introduce the new Modified Class at the 2013 GTOAA/POCI Co-Vent in Dayton. The Modified Guidelines are currently under review and should be posted shortly on the www.gtoaa.org website. Basically, you will need at least three modifications to your GTO, and the modifications and the entire car will be judged on workmanship. No more added points. The Concours Staff tested this at our 2012 Convention in Loveland, Colorado, and everyone seemed to like the new method.

NEW GTOAA NATIONAL CONVENTION GUIDELINES

Steve Hedrick, our Convention Coordinator, has been busy revising the GTOAA Convention Guidelines. This is a 26-page document that answers most if not all of the questions a GTOAA Chapter might have if it wishes to host the GTOAA National Convention. These guidelines cover budgets, registration, hotel and convention center contracts, activities, car shows and the awards ceremony, just to name a few. GTOAA has worked to reduce the amount of time and effort required by supplying a Registration Software package to help with online registrations and in record keeping. GTOAA will also help organize your Popular Vote Car Show, will run the Concours Judged Car Show and will prepare the PowerPoint slide show for the awards ceremony. If your Chapter

GTOAA 2013 Chapter Surveys with half-price chapter officer dues are due to Chapter Coordinator Bill Vantuono by no later than March 15, 2013.



is interested in hosting a GTOAA National Convention or just curious what it might take to do one, contact Steve at convention@gtoaa.org.

CHAPTER DISPLAYS:

Participation in our Chapter Displays at the GTOAA National Conventions has begun to decline. Some chapters have really gone “all out” on their displays while others have never participated at all. In the past, we had two separate displays, the actual Chapter Display and an Apparel Display. Starting this year at the 2013 Co-Venture in Dayton, we are com-

binning the two displays into one. Each participant will be given six to eight feet of table space for their display and all of the Chapter Displays will be in the same general area.

The Chapter Display is an opportunity for each chapter to tell participants at the GTOAA National Convention who they are, where they are located and what are some of the fun things they do as a Club with their GTOs. Remember, only 40% of GTOAA's 3,400 members belong to a chapter so there will be many members at the National Convention who are not associated with a chapter and

just might like your display and want to join your chapter. Your Chapter Display also provides information to representatives from other GTOAA chapters on innovative activities that have increased participation and membership in their chapter.

The 2013 Co-Venture with POCI will certainly be one of the largest GTOAA National Conventions for years to come—an excellent opportunity for your chapter to participate in the Chapter Display. I hope many GTOAA chapters will consider participating in the Chapter Display competition.

The mission of the GTO Association of America is to preserve and promote the Pontiac GTO and offer enthusiasts opportunities to share their common interest. We do this by promoting and publicizing the GTO Association of America, our chapters, and our members.



2012 Financial Summary



GATEWAY GTO ASSOCIATION			
INCOME AND EXPENSE SUMMARY AS OF 12/31/12			
CHECKING ACCOUNT BALANCE 12/31/11			\$ 4,591.60
INCOME			
DUES		1,185.00	
50/50		434.00	
DRAG DAY		925.00	
EASTER SHOW		90.00	
SPONSORSHIPS/ADVERTISING		210.00	
REGIONAL MEET		2,270.00	
LEGAL SETTLEMENT		35,000.00	
BEHLMANN SHOW/KIDS WITH CANCER		1,784.50	
MISC. INCOME AND CHECK BOOK CORRECTIONS		70	
	TOTAL INCOME	41,968.50	41,968.50
EXPENSES			
PIZZA PARTY		450.00	
DRAG DAY		3,218.39	
EASTER SHOW		105.00	
SCRAP BOOK		250.00	
BEHLMANN SHOW/KIDS WITH CANCER		1,936.50	
CHRISTMAS PARTY		1,442.90	
INSURANCE		1,387.00	
WEB SITE		317.73	
PICNIC		207.86	
ROAD RALLY		511.52	
REGIONAL MEET		2,272.18	
WHEELS IN		243.23	
MISC. EXPENSES		182.94	
	TOTAL EXPENSES	12,525.25	-12,525.25
CHECKING ACCOUNT BALANCE 12/31/12			\$ 34,034.85



Gateway GTO Activities



GATEWAY GTO PIZZA PARTY

By Chris Winslow

One of my favorite events of the Gateway GTO year is the annual Pizza Party. By mid January when this event occurs, most of us have put our cars up for winter storage to protect them from the Midwest staple of salt and sand on the roads. This event gives us all a chance to get together, find out what projects everyone has underway on their cars and look forward to the opening of the car season on Easter Sunday.

This year we once again held our pizza party event at Ravanelli's Restaurant in Granite City. As some may remember, we moved to this venue from Serra's Pizzeria in Maryland Heights because we had outgrown Serra's space. Based on the huge turnout at the pizza party



this year, we may be looking for an even larger venue in the next year or two

This year, the pizza party was also host to a few special occasions. First it was a birthday party for club president Mark Melrose's 60th birthday

It was also a the in person debut of Mark and Sandra Melrose's new grandchild





Gateway GTO Activities



Of course, it would not be the pizza party with lots of great pizza, and Ravenelli's delivered.

And, as always, there was great conversation



Mark Melrose also took this opportunity to announce that Shauna had taken a job in Florida and was resigning as Gateway GTO Secretary. The other officers had agreed that Brian O'Sullivan, who had also run for secretary last time, would be the right person for the job. As such, Mark announced that Brian had agreed to accept the position as the secretary..



Gateway GTO Activities





REPLACEMENT OF IGNITION LOCK CYLINDER ON 2004-2006 GTO

By Chris Winslow

Many of you with the newer GTO's have probably either heard of or experienced a problem with the ignition lock cylinder. The problem is one of a fairly poor design, both in terms of the cylinder itself and in terms of the material selected in its fabrication. The net result is that the cylinder can wind up locked up to the point that the key cannot be turned from the locked position. Since it is necessary to turn the key to the unlocked position to remove and replace the cylinder, this locked condition has led to more than a few GTO's (and Monaros) needing the entire steering column replaced.

GM has recognized the problem and issued a TSB to correct it. TSB 09-02-35-003 discusses the problem in some detail and then describes removal of the old cylinder. For that removal, the TSB describes both a normal procedure for those instances where the key will still work, and a fairly novel procedure for instances where the key will not turn. The key to the new TSB, however, is the new part the GM has issued. The new cylinder is revised in both the shape of the ramps that were such a problem on the old part and in the selection of a harder material that hopefully will prove more durable.

In my case, I had been fortunate enough not to have had any issues, but then again, my GTO still has relatively low miles. After giving it some thought, I decided to go ahead and replace the cylinder on my car as a preventative measure.

The first step in this process is to make sure to get the new part. The old lock cylinder is still available and some Pontiac parts counter guys may not be aware of the new part number. The part required is GM part number 92234035. This part is key (no pun intended!). Unless you want to be doing this again at some point in the future, you should be sure to get the new part. I tried to order mine from a local dealer. First I was told no such part existed. When they were confronted with a copy of the GM TSB listing that part number, they backed off that and changed their story to indefinite backorder. I finally ended up ordering it on-line from GMpartshouse.com.

The actual replacement is fairly straightforward. The first step, after disconnecting the battery to disable the airbags, is to remove the upper and lower steering column covers. To do this, first extend and lower the steering column to the maximum extent possible. Then remove the knee bolster from beneath the column. With the bolster off, remove the screw that secures the lower cover to the steering column and then GENTLY separate the upper cover from the lower. These two are snapped together and will come apart with a little wiggling. If you are too aggressive, you will break the tabs on the housings, so take your time. With the upper cover



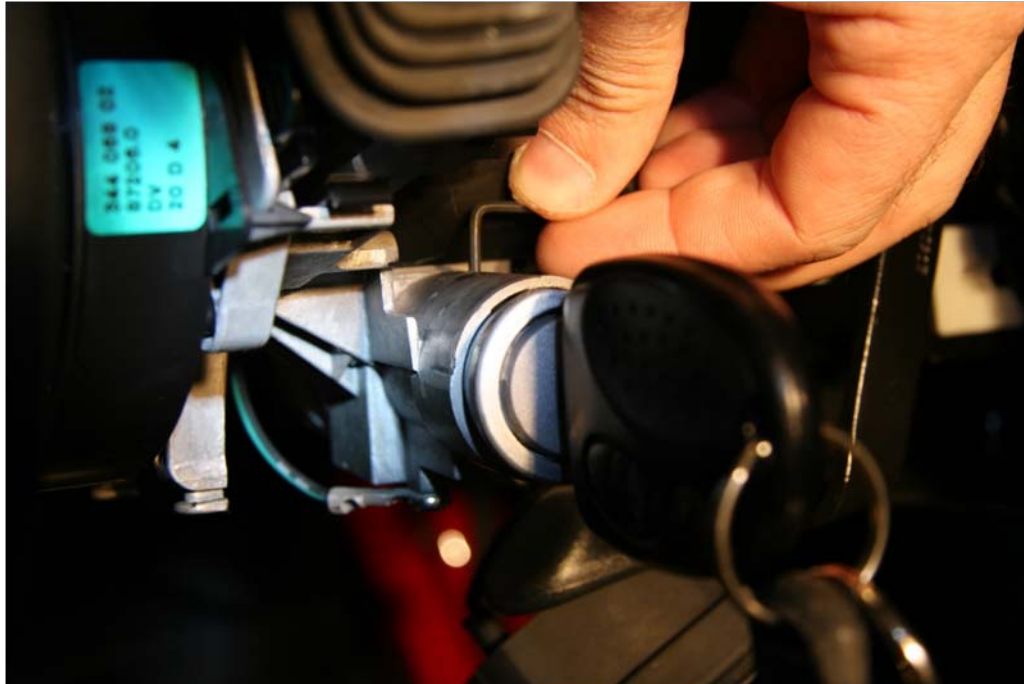
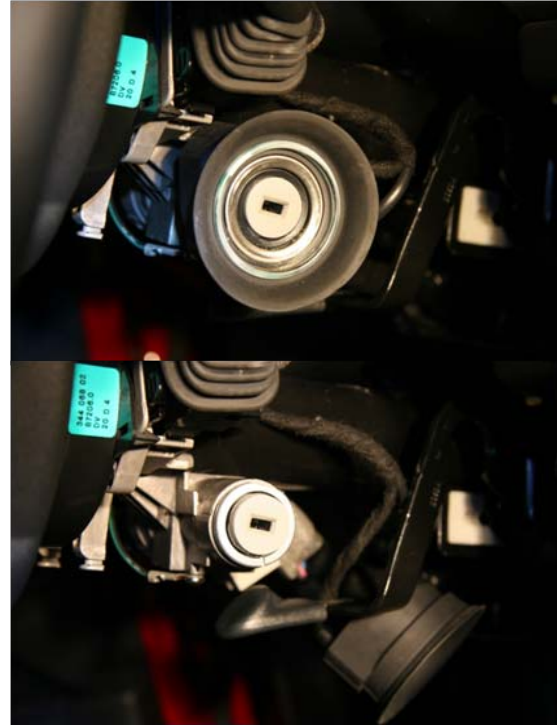
Gateway GTO Tech Article



off, push the lower cover towards the steering wheel a bit to work it off of its seat and then pull it off. With both covers off, what you will see should look like the picture at the right.

The next step is to remove the key reader/ignition light. This assembly simply snaps on to the ignition lock cylinder, so to remove it, just pull it off towards the passenger side of the car. The TSB and the factory service manuals both say to disconnect this unit, but I found that it could just be pushed aside without disconnecting the wires.

With the reader out of the way, the next step is to remove the cylinder assembly from the steering column. In my case, with a lock that is still working, this is a very straightforward process. Simply insert the key and rotate it while at the same time inserting a small probe into the hole on the top of the cylinder housing. I ended up using a 2mm hex wrench. The short side easily cleared the control stalk above. As you turn the key, you will feel the cylinder start to move outward towards the passenger side of the car. Then simply remove the probe and the cylinder will be free to remove. See the series of photos below:

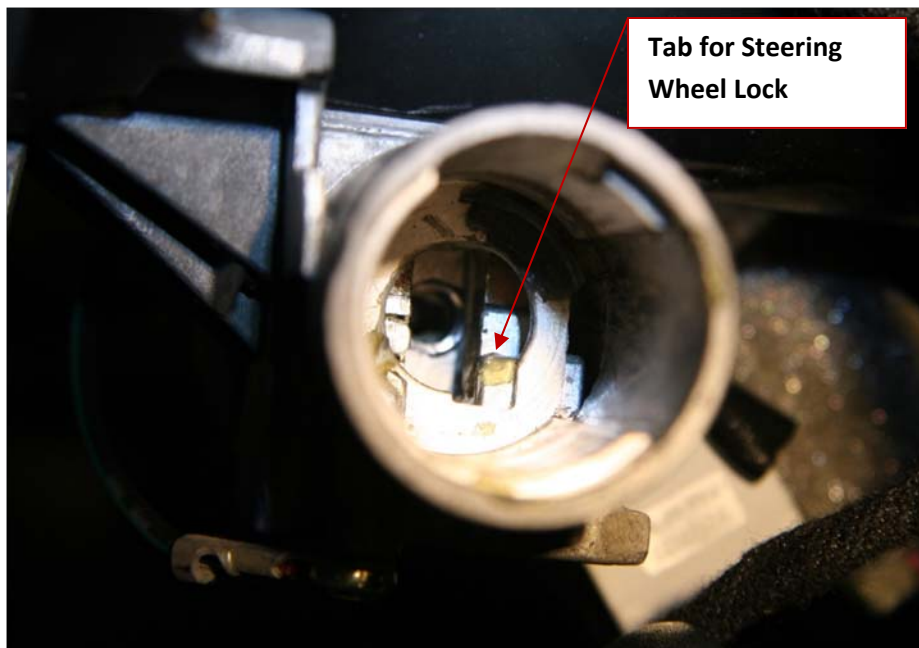


Releasing Cylinder with Hex Wrench



Extracting Released Cylinder

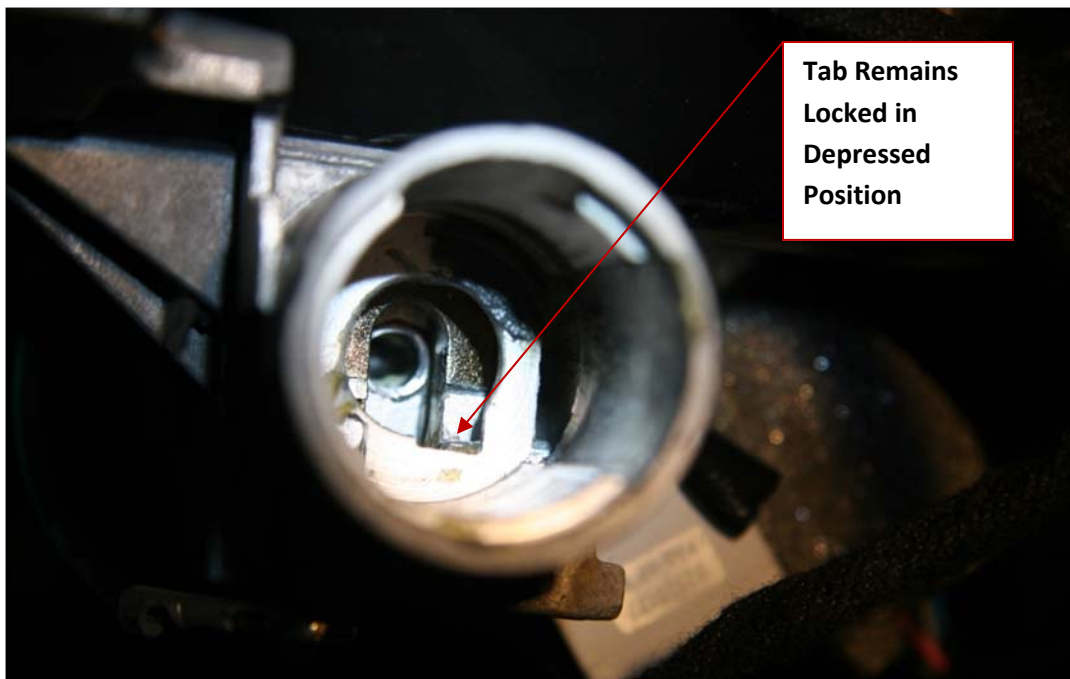
With the cylinder out of the way, you will need to latch the steering wheel locking mechanism out of the way so that you will be able to get the cylinder back in later. This is a really pretty easy if you know what you are looking for. Essentially, there is a small latch that you need to push down until it locks. The next three photos illustrate the process.



Cylinder Housing with Cylinder Removed



Using a Small Screwdriver to Press Down the Steering Wheel Locking Tab



Tab is Now Locked

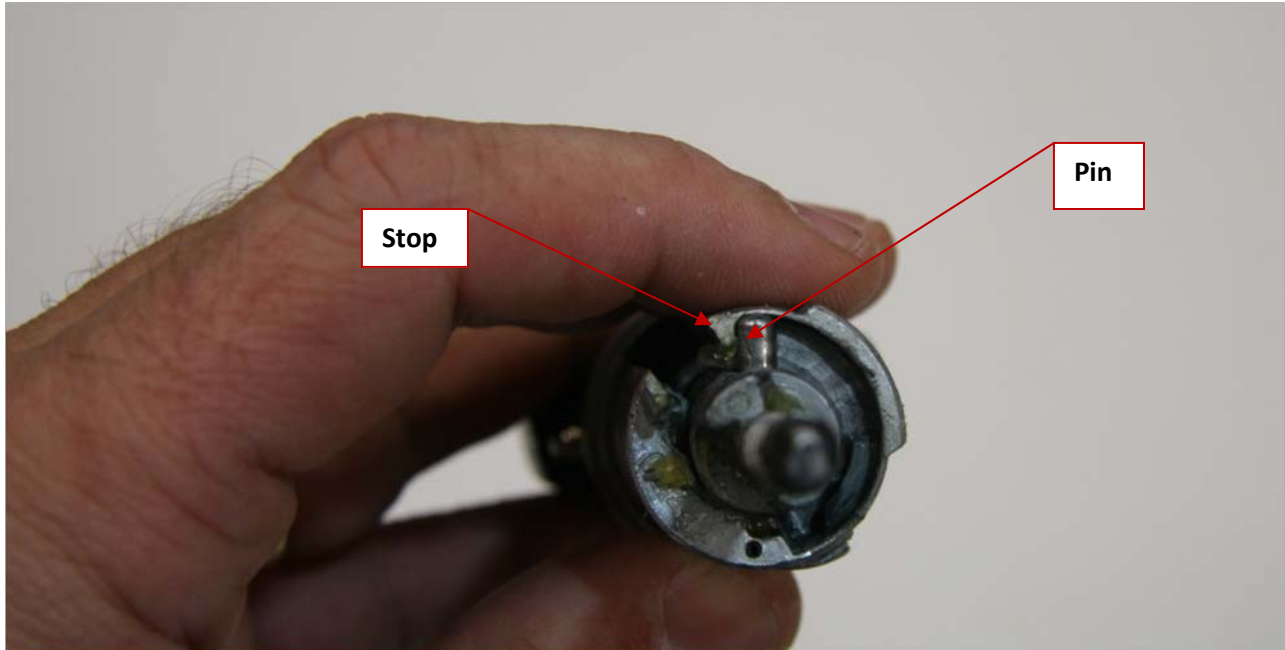
The next step is to actually replace the lock cylinder. This can sound like a really involved process, but it is actually very simple, provided that you take your time. There is one absolute rule that you **MUST** follow for this procedure and that is you **MUST NOT** remove the key at any time. Doing so will release all of the lock elements and will require that they all be re-installed in the correct locations and orientations for your particular key. That is something you



Gateway GTO Tech Article



do not want to deal with, so just be sure the key stays in the lock. With that warning in mind, the lock itself needs to be removed from the lock cylinder so that the lock can be transferred to the new cylinder. To accomplish this, first turn the assembly so that you are looking at the end opposite to where the key goes in. You will see a pin on that side of the assembly that is riding inside of a groove machined into the cylinder. Rotate the key such that the pin rotates counterclockwise until it hits the stop. See the photo below.



Assembly Positioned for Pin Removal

The next step is very easy, but must be done with extreme care. The pin shown in the photo above is spring loaded. In order to extract the lock from the cylinder, that pin must be depressed towards the centerline of the assembly while rotating the key such that the lock turns counterclockwise. This will allow the pin to clear the stop. **BEFORE YOU DO THIS PLEASE READ THIS WARNING!!!!!!!!!!** The spring that keeps the pin in place is very strong. You must make sure that as you rotate the pin past the stop that you keep control of it. If you do not, the pin and the spring can become projectiles and you will be spending the next hour and a half looking for them. GM is serious enough about the concern that these objects could become projectiles that they actually recommend that the service techs wear safety glasses for this step.

Once the pin is clear of the stop, your assembly should look like the photo below.



Assembly with Pin Clear of Stop

With the pin clear of the stop, it can now be removed from the lock. Simply pull it out. Make sure to keep track of the spring during this process. In my case, the spring stayed in place inside of the lock, and I did not try to extract it. With the pin removed, carefully pull the lock from the cylinder making sure not to dislodge the key during the process. The photo below shows what this will look like.



Lock Removed from Cylinder

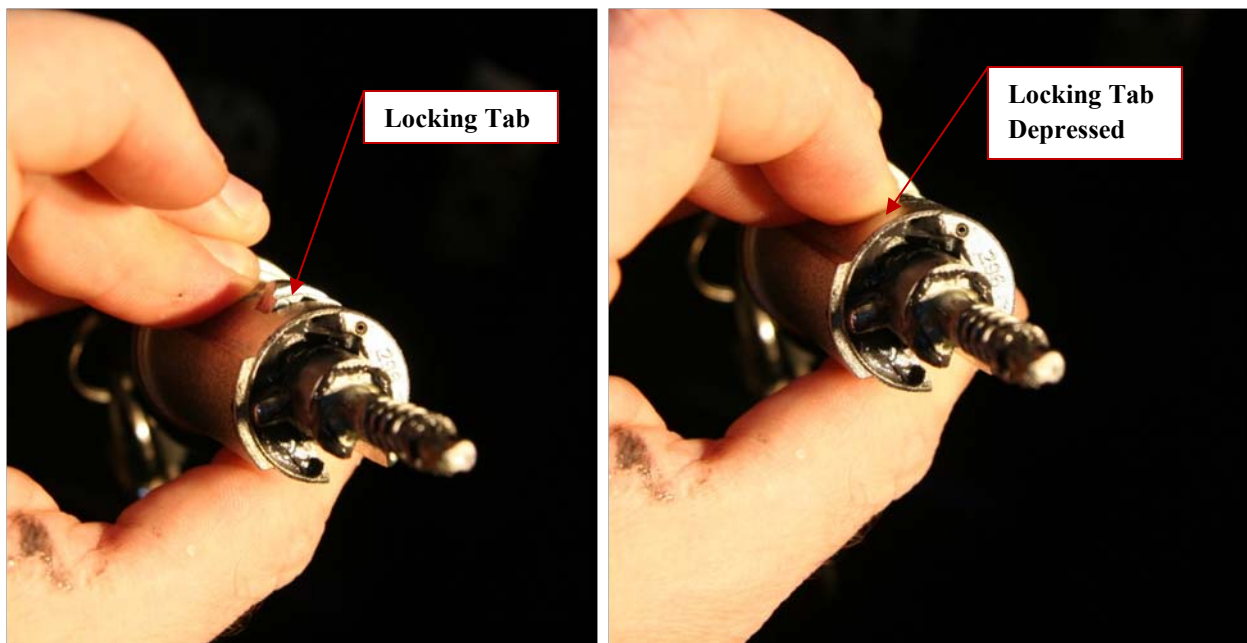


Gateway GTO Tech Article



From this point forward, the process is to reverse the removal process, except use the new cylinder in place of the old one. One key step is to lubricate the new cylinder. In my case I used a good synthetic grease that will provide lubrication over a wide temperature range. Once the cylinder is lubed up, insert the lock into the new cylinder, position the pin in place, depress it, and rotate the assembly clockwise so that the pin is once again captive. The assembly is now ready to re-install back into the car.

Installing the assembly back into the car is relatively straightforward. The one thing that you need to do is make sure that the key is in the unlocked position. When the key is in the unlocked position, you will be able to depress the locking tab on the outside of the cylinder assembly. See the photos below.



Positioning Key so that Locking Tab can be Depressed

With the key oriented in the unlocked position, simply insert the cylinder into the steering column. If you have the steering wheel locking tab correctly locked out of the way, the cylinder will simply slide in and lock itself into position.

After this step, the rest is easy. Just snap the key reader back on, reinstall the steering column covers, reinstall the knee bolster, and reconnect the battery.

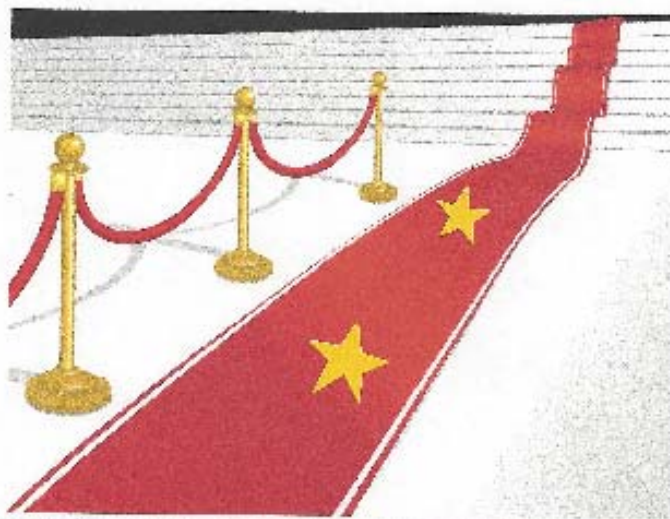


We've Rolled Out the Red Carpet for the



STARS AND CARS GALA

Hosted by the Gateway GTC Association



Saturday, February 23rd 7 P.M. - Midnight

*Join us in "The View Room" on the 12th Floor at the
Sheraton Westport Plaza Gold Tower
111 Westport Plaza, Maryland Heights, Missouri*



*RSVP by February 9th to
Executive Producer Mark Melvace 314.968.3106*

Dress to impress paparazzi will be waiting



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

2012 GATEWAY GTO CALENDAR OF EVENTS

- Jan 13 Annual Gateway GTO Pizza Party (CLUB SPONSORED)
- Feb 6 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 23 Cars and Stars Gala Party. Details to Follow. (CLUB SPONSORED)
- 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)

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://
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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.

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



820 McDonnell Blvd.
Hazelwood Mo. 63042

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**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
www.gatewaygto.com**

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.

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