



THE HOOD SCOOP

July 2013

Gateway GTO Association



GTO of the Month The Story of Patches By John Johnson



I've been a long-time Pontiac-er, having learned to drive in my parent's 1964 Catalina 2-door hardtop back in the early 1970s. I moved 'up' in the car world in 1976 when my Dad and I went in 'halves' on a used 1972 Grand Prix that a local man put up for sale when he bought a new Jeep pickup (his loss, my gain!). For those of you not familiar with the 1969-72 Grand Prix's, they are essentially a GTO with 6 inches of extra frame in the front end, and a GTO drive-train. That was my college car, and my girlfriend Diana and I dated in it back in 1977-78. It turned into 'our' car when we got married, and we still have it, waiting to win the Power Ball so we can have it restored.

Fast forward to 1995- several GTOs have come and gone. What I'd said was to be my last GTO, a 1969 Judge hardtop, had been painted back in 1990, but brought back home from Jim Novelli's shop and left unfinished when my car funds ran out. Just as I had gotten several thousand dollars saved up to try to finish it, we got a call from the original owner of a 1970 GTO convertible (Gary Wil-



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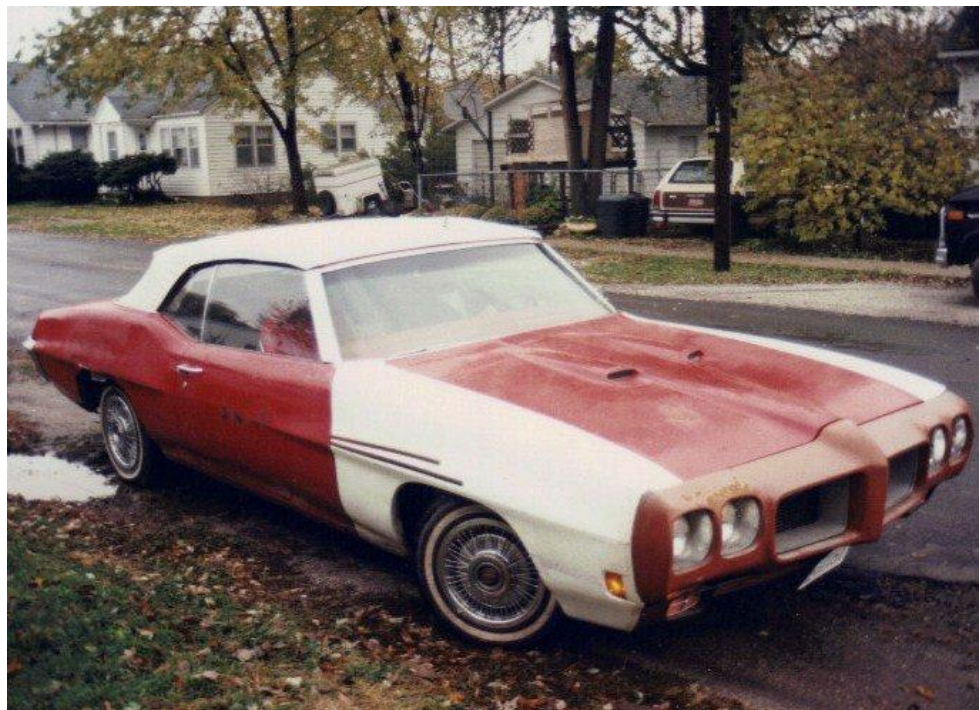
liams from the Perry MO area). He was also the 3rd owner, having sold the car in 1971, and then buying it back in 1986 from the 2nd owner. He and his son had finally decided they were not going to get the old car restored, and instead of letting it sit any longer, they wanted to find someone who would fix the car up.

On a Sunday after church about a week after his call, we loaded the kids up in our van and went to see the car. Walking up dirt road towards a corn field, passing a large tree with a wagon parked under it. The car's motor and 4-speed were in it (covered with a tarp), having been winched out of the car as it was being dragged up to it's resting place on the field's edge. As we got up to the level of the field, we could see the bare nose of a 70 GTO sticking out from under a body covered with the blue/silver tarps. The tarps were required, as the top was shot (there was tape patching the rips on the top) that were added each year to keep the water out of the car. Uncovering the car, the front clip was off, the interior was out, and the rear clip looked like most Missouri cars with the usual rust in the usual places. The rust was so bad on the right hand rear quarter that several times when I'd brush the edge of the fender when walking by it that I'd snag my pants on the sharp rusty edges of metal.

A quick review of the car and his garage showed that almost all the parts were there, but I was still a bit unsure as I was not really sure about the

convertible top mechanism. We went back home with the understanding I'd be back with another Pontiac friend who was more familiar with convertibles (although mostly Firebird convertibles), and as it would turn out, who would do a major portion of the car's restoration. Paul Nixon and I returned in the next week, and gave the car a good looking over. He asked me what Gary wanted, and upon my reply stated "John, if this was a Firebird Convertible, we'd be loading it up".

Needless to say, I purchased the car. It was summer, and as Paul was a teacher, he was off and looking for a project. It took 2 pickups, one trailer, and a station wagon to get all the parts brought back to Paul's garage, where the restoration was to occur. Our oldest son Johnny would go over to help work on the car ("Patches" as it became known) from time to time, as I would after work or on a day off, and finally the car was mostly re-assembled (but not restored). The engine that came with the car turned out to be a 1968 Grand Prix 400, of unknown condition. The Muncie did turn out to be the car's original tranny, as was the Q-jet carb.



One day when I was at work, Paul and Johnny wired up the electrical system. A battery was located and hooked up, and after a few checks of fluids and cables, Paul poured a little gas out of a Coke bottle down the carb, and told Johnny to “hit it”. The old motor cranked, and surprisingly, tried to start. The gas line was blown out, new gas and a filter added in-line, and the carb was primed from the Coke bottle again. After a few attempts, the motor started and ran, which gave the project a new life. Now we had a chance to get the car back on the street before school started and Paul’s time would be restricted.

Brakes were fixed, a full dual exhaust installed, new tires were obtained, as was a new carpet and top, and the list went on and on. But the body was left undone, and so the car still sported a tan nose, white front fenders from another GTO, and the rest of the body was the car’s original Cardinal Red, except where the rust and primed patches were. Finally the car was inspected and insured, and legal to drive.

We drove the car in this configuration for a couple of years, and learned that the manual drum brakes were not too good, the 4-speed shifted poorly, and the motor was so loose that when we’d rev it up past about 2,500 RPM the timing chain would sling out so wide it would rub against the insides of the timing cover! The motor was so loose that I hardly ever left the city limits with it, but we had a running GTO Convertible!

Over the next few years, many memories were made in our family with Patches. One highlight has been our invita-

tions to drive “Miss Missouri Queen Candidates” in the event’s parades (the pageant is held here in Mexico MO). Also, in the weeks leading up to Christmas, Diana, Johnny, Bryan and I would bundle up with our winter coats, grab some blankets, and drive around town in the evening, looking at the Christmas lights! The view from a convertible is excellent, and we certainly got our share of big stares from other people as we made our tour of the town!

In the summer of 1997 we learned that the GTO Nationals would be hosted by the GTO Club in Wichita KS. This spurred our work to get Patches fixed up even faster, and money was set aside to get the car’s body work done and painted. This was accomplished in April of 1998, and that July we took it on a trailer to the show (I certainly did not trust that engine to drive that far!), the first time I’d ever had a GTO at a GTO Nationals. We had a blast there, despite the car dumping us on a cruise when it got hot and wouldn’t start for about an hour.

Obviously it was time for a new motor, but what would it be? Having lots of experience driving the 350-455 Pontiac motors, the decision was made to go big! A 4-bolt 455 block



from a 1970 Grand Prix had an external crack welded-up, and a sleeve pressed in. The crank was fitted with a set of SD-455 rods and “30-over” Venola pistons from an eBay auction I won. A set of 1973 SD heads had been previously refreshed by MBJ Machine and were added to a 1971 800-cfm ‘single-ring’ Quadra-Jet, a 1972 455HO intake and crossover. When the day came for the motor swap, once again Paul’s services were used. The project went reasonable smooth, but we did notice that the previous owner that had installed the ’68 GP 400 motor had failed to insert the Muncie’s input shaft bearing in the rear of the crank- no wonder the car’s tranny was kind of balky! Driving the car with the big 455 has been a blast, as you can imagine.

Many Gateway GTO-ers will remember our

chapter hosting the 2005 GTO Nationals, and of course we had Patches there. As a side-note, the GTOAA’s official meet shirts have an image of Patches on them- quite a treat for us! The next year when the 2006 GTO Nationals were held in Louisville KY, we again took Patches to the Nationals, and we won our drag racing class!

In the following years, the restoration of our 1969 GTO Judge took center stage, but that is another story. I can tell you that when it’s time to take a break and go drive a GTO around town, it’s Patches’ keys that I grab.







Presidents Scoop

The Presidents Scoop By Mark Melrose

Kudos to Gateway GTO

On April 23rd *Old Cars Weekly* announced their Golden Quill Awards bestowed on car club newsletters “to provide special recognition of literary achievement that boosts the hobby”. I am very pleased to announce that *The Hood Scoop* won in its region for 2012 after securing the same award in 2011. Congratulations and thanks to editor Chris Winslow and all the contributors to *The Hood Scoop* including those who pen tech and event-related articles for monthly issues as well as those who have submitted “GTO-of-the-Month” articles. It is very gratifying to achieve national recognition for our efforts.

At the Chapter Night during the recent 2013 GTOAA/POCI Co-Vention in Dayton, Ohio, Gateway GTO received three Chapter Awards: the *Chapter Newsletter Certificate* “In Recognition of Outstanding Publishing Efforts”, the *Chapter Website Certificate* “In Recognition of Outstanding Internet Efforts” and the *Gold Level Certificate* “In Recognition of Outstanding Chapter Membership Affiliation”.

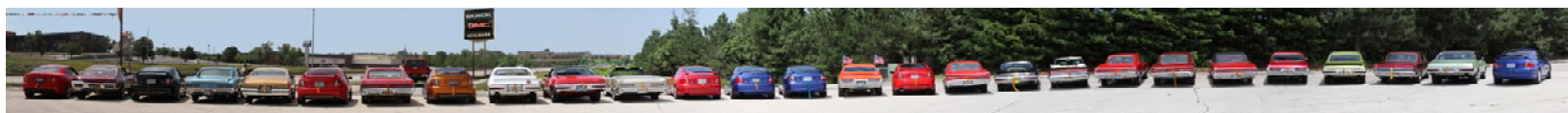
Gateway has also been “awarded” with no less than seven new members in 2013, bringing our roster to 67 General and 54 Associate members. My thanks to members for staying with the club during our “dues transition” effort to 100% GTOAA chapter membership and again to Chris Winslow and all contributors to the club newsletter and website. We’ve been noticed, even to the tune of another GTOAA chapter requesting Gateway’s permission to replicate/adapt some of our website features and terminology.

Personally, I can’t tell you how much easier and more fun club events are when individual members step up to the plate contributing articles, ideas, time and energy to making club publications and events successful. A good example are the seven members currently working hard on the October 5th *1st Responder Auto Show* to achieve the goal of making this a primo annual trophy-show charity event in the St. Louis area.

Many thanks to all Gateway officers and members for your support.

Calling All Cars don’t miss the 8/3 *Memories on Main St.* car show in Troy, MO hosted by The Archway Olds Club, 8/9 *North County Cruise Nite*, the 8/11 *Show Off Auto Show* at the Bridgeton Machinist Hall or the 8/17 *4th Annual Veterans Charity Car Show* at Purina Farms in Gray Summit, MO

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



Congratulations to Steve, Tammy, and Lucas Hedrick
and Miranda Erb on the birth of

Gabriel Kelly Hedrick

On July 9th





Gateway GTO Meeting Minutes



GGTOA Minutes: 7/3/2013

7:10PM – Meeting Start

7:11 – Old Business – 23 satin jackets ordered. Should be done hopefully by the beginning of August.

7:14 – North County Cruise Night 6/14 was a success.

7:14 – Missouri River Cruise had 18 cars. We had a personal tour of Warm Springs Ranch. Marty was able to get someone to bring out a Clydesdale to so we could take pictures of it next to our cars. Only mechanical trouble was with Shauna's battery on the way home.

7:20 – Hemmings Great Race passed through Washington MO on 6/25.

7:21 – St. Charles Heritage Museum Car Show on 6/29 was excellent.

7:22 – New Business – Club Poker Run may be rescheduled for one of the last two weekends of July, August or October.

7:23 – 10/5 will be the "First Responders Car Show" at Complete Autobody 6041 North Lindbergh, Hazelwood MO. Lots of entertainment to be lined up. Charity for Backstoppers and Responder Rescue.

7:27 – 7/9-7/13 GTOAA/POCI Co-vention in Dayton OH.

7:34 – 8/2-8/3 Ames Tri-power Nationals in Norwalk OH. Huge all Pontiac event.

7:35 – 8/9 North County Cruise Night. 8/10 JJ's Cruise.

7:36 – 8/17 4th Annual Veterans Charity Car Show at Purina Farms in Gray Summit MO.

7:37 – Tech Session

-Shauna mentioned about a local classic numbers matching GTO for sale.

-Mark Melrose broke his side view mirror off and was able to find a replacement quickly due to Tod Lieble.

7:40 - Club Personals – Steve Hedrick turned 50. Shauna's son just started college.

7:42 – Robert Woodruff held an impressive presentation for Schaeffer's Specialized Lubricants. The club may put together a group order. Look for an e-mail with more details and check out www.schaefferoil.com.

8:35 – Motion to adjourn by Tootie May

50/50 winner of \$24 – Marty Howard

CARINI ON CARS



PHOTO: JEFFREY MORGAN

USE YOUR CARS OR PAY THE PRICE



✎ Wayne Carini

Cars were designed to be driven. Once you've shown your car, drive it and use the heck out of it. I have an Arnolt Bristol coupe, for example, that I'll restore and take on the Mille Miglia. I'll show it at Pebble Beach, then I'll drive it some more.

The only cars you really shouldn't use are original cars that will deteriorate. If the paint is cracked or flaking, it could get worse. I have a Hudson Italia with original paint and original tires, but I want to drive it, so I'm having another set of wheels made.

A lot of people let their cars sit and it's the worst thing, because fuel deteriorates and leaves a gooey deposit. Floats stick and needles get blocked; it's the same with injectors. And if a car isn't run, the oil doesn't

circulate to keep seals and gaskets soft. Meanwhile, moisture collects in the brake fluid and it wreaks havoc with the master cylinder and wheel cylinders. Then they drive the car and say, "What a piece of junk." It's not the car's fault.

Even people who drive their cars regularly park them in the winter. If you have a dry winter day, don't just start it, drive it! Get the fluids up to temperature and drive 10 miles.

I just bought a 1988 Mercedes 560SL with 750 miles. The owner used it slightly every few weeks. After he died his widow sold it. Even though it has super low mileage, it's never suffered from sitting.

Contrast that with a Ferrari 275 GTB/4 we restored and took to a regional Ferrari meet. After it won best of show, we rolled it into the garage. Though it was started regu-

larly, it wasn't ever moved. One day I dropped by the garage, and the tires were low and flat-spotted, the wheels were corroding, the leather was moldering, the brakes were stuck and the undercarriage was rusted. From sitting!

I like to see a collector car driven about 1,000 miles a year, but that doesn't happen most of the time. But any restored car should be used. And if you get a paint chip, just fix it.



" I LIKE TO SEE
A COLLECTOR CAR
DRIVEN ABOUT
1,000 MILES A YEAR "

I don't get to enjoy cars as much as I used to because I'm so busy, but I try to make the time. Today, it's beautiful outside and I'm going to take one of the cars and visit my mom. So go visit your mom, and make the drive in an old car.

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Gateway GTO Activities

North County Cruise Night

By
Mark Melrose

Our *North County Cruise Nites* have finally been blessed with decent weather. We enjoyed very comfortable temperatures and dry weather for the July 12th cruise nite.



While our hot dog purveyor was absent we still had over 50 cars show up, including member Ron Fiebiger's recently restored '67 GTO convertible, a mid-1930s Packard coupe and some street rods not seen previously. The display cars are typically beautifully restored exam-



Gateway GTO Activities

ples of their proud owners' favorite vehicles.

As usual, there was no shortage of gear-talk and fellowship. Arch member Rich Locavich's '65 GTO chose the night to demand some distributor work with Jon Havens and others assisting in completing the project before the display ended.



St. Charles County History Museum Cruise

By
Chris Winslow

The St. Charles County History Museum location at Heritage Landing invited to Gateway GTO to have a car display on Saturday June 29th. This was part of a series of car club shows that the History Museum is sponsoring over the summer.



The History Museum at Heritage Landing is a relatively new addition to the St. Charles County family. It was created by rehabilitating a building that had originally been a home, was later a restaurant, and now has been rehabilitated and had a period looking barn attached to house a series of displays that tell the story of the development of St. Charles



Gateway GTO Activities

from the times of Lewis and Clark until the present.

The Museum has blocked off a section of their parking lot for the GTO display and was serving up hotdogs, sodas and chips to the participants. In all 12 Pontiacs made up the display (11 GTO's plus a Ventura and at Trans AM).

The weather was perfect for the show and a shade tree on the corner of the lot made a perfect spot for the participants to socialize and enjoy the dogs and sodas. The car display attracted many people to stop by to see the cars and the museum.

The event was very successful and the history museum staff invited Gateway GTO to display again next year.



Missouri River Cruise – June 2013

By Mr. and Mrs. GTO

The Gateway GTO Club goat herd gathered the morning of June 22, 2013 at the home of Terry and Gail Schott to begin the weekend cruise to Warm Springs Ranch, world headquarters of the Budweiser Clydesdale breeding operation, where the goats would meet the Clydesdales up close and personal and an overnight stay at The Frederick Hotel in Boonville. After the members fortified themselves with coffee, juice and donuts, the 18 car caravan proceeded along High-



way 100 then Highway 50. After a quick (nothing is quick with 18 cars) potty stop in Linn where we swamped the gas station, we proceeded on Highway 50 to our destination of The Lucky Dog Restaurant in Jamesport where again we overtook the little café with our lunch orders. Over 40 GTO folks more than tripled the clientele at the Lucky Dog but they were able to get the lunches served. Since we were running late, we sent Terry and Gail Schott ahead to Warm Springs to let them know several more cars would be coming. The rest of us followed and when we arrived at Warm Springs, we learned that our Gateway Group would be on our own special tour of the Clydesdales breeding facility.

The Warm Springs Ranch is 300 plus acres. Established in 2008, the farm features a mare/stallion and foaling barn, veterinary lab and 10



pastures, each with a customized walk-in shelter. The facility is home to more than 100 Clydesdales. Our tour took us through a 25,000-square-foot breeding facility. We met the handlers and had close-ups of the foals, mares and stallions, a 1903 Studebaker-built beer wagon and the trailers that transport the Clydesdales for appearances all over the country, and of

course to top it off sampling of Budweiser beer quenched the thirst of all on this hot afternoon.



Due to the persistence of the club's CEO (chief entertainment officer) Marty Howard, a photo session with the goats and a Clydesdale contributed to this memorable event. Thanks Marty!!!

Gateway GTO Activities

After leaving the Warm Springs Ranch, some members left and drove back to St. Louis, and the remaining 12 couples journeyed on a short distance to our next destination, the Hotel Frederick, a majestic historical landmark built in 1905 in downtown Boonville. Twelve couples spent the night, filling up half the hotel as it only has 25 rooms. Some ventured to the casino, others took a stroll downtown, and others filled the bar. We all enjoyed an elegant meal in the dining room of Glenn's Café. Our rooms were lovely but conversations were mostly about the elegant glass-walled bathrooms two couples had in their rooms, appropriately the newlyweds, Jim and Mary McCarthy, and Joe and Bev Mayweather, the longest married members of the club.



Sunday morning we enjoyed a continental breakfast and some members left for home and the five remaining couples left for Les Bourgeois Winery and Restaurant in Rocheport. We enjoyed wine and lunch from a panoramic view from the Blufftop Bistro, the perfect ending to another memorable cruise.



Hanging with the President at the Co-Vention 2013 (Not !) By Terrie Oxler



Monday, July 8, 2013: On the road by 7:30 a.m. Traveling alone as club members will leave on Tuesday with a few caravans. Such is the lonely life of the president and his wife as Mr. GTO has to be in Dayton for an all day board meeting tomorrow.

Tuesday, July 9, 2013: We have a quick breakfast and off to his marathon meeting he goes. I spend my day folding 800 meet shirts for the club store. I finally see club members at registration. See Mr. GTO around 6 o'clock.

Wednesday, July 10, 2013: All club members have arrived safely and the search is on in the parking lot for Gateway to stake a claim. We are in the grass, some shade, a couple of tents and club banner. Let the party begin. However, Mr. GTO and I do not make it to the tent that day. I am selling shirts in the club store and Tom is busy answering his phone and meeting people. He was able to sit in on a talk by Tim Dye when the weather became nasty and a group headed to the concours lot to check the tents. Rain, wind, lightning and the men return at 5:00



soaking wet, bruised shoulders and thankfully no one was electrocuted! The GTOAA Board walks to the Roadhouse for dinner. Alas, no club members were there to instigate any peanut throwing !

Thursday, July 11, 2013:

Tom has a breakfast meeting with the new president of POCI so I visit with club members. I volunteer to help with concours tabulation. Diana Johnson, myself and 4 women from the Pittsburgh club begin tabulating at 9 a.m. and they leave at 5 p.m. to attend the chapter meeting with Tom. I guess that went well, heard Judge Frank gave Tom a hard time. Diana and I keep our calculators at warp speed. At about 8:30 Tom calls me (yes, my cell phone was on) wondering where I was as the



parking lot party was in full swing. When he found out we were still working, he and JJ brought us some ice cream and helped us finish the process. Made it to the party about 9:00 and spent time with our Gateway people whom I have been missing.

Friday, July 12, 2013: It's popular vote day ! Tom and I part ways again in the morning as he has the power point presentation to work on and I volunteered to help count votes. This is a much more relaxed atmosphere and Annette, Tootie and I spend the day together. Finally

2013 GTOAA POPULAR VOTE CAR SHOW FIELD

FRIDAY JULY 12



Gateway GTO Activities

meet up with Tom at the club tent and share a few drinks with our group and actually went to dinner with them. But wait, Tom had to eat quick and return for another meeting! I hitched a ride with Steve back to the hotel. Alone again, but is that actually a bad thing?

Saturday, July 13, 2013: Wow. Last day of the convention and the banquet is in the afternoon. I make some purchases from some vendors as Tom works on the power point. Finally head to the Hope Hotel together and Gateway members are ready to receive their many awards. Yes, we did very well and a list of our winners is at the end of this article. We go back to the hotel where Tom gets the car loaded on the trailer for an early morning departure. Spend the evening on the patio of the hotel with board members reviewing the week's event.



Sunday, July 14, 2013: A quick bite to eat, good-byes and hugs to those we will not see until next year and we are ready to hit the road. Plan is to caravan with the Friedmans, Lewis', Schotts, Mays. Steve left after the banquet so he could meet his new grandson, Gabriel, who was born on July 9th. Wait, did I say there was a plan? Kerry and Debbie were anxious to leave to get back to their home deep in the Missouri hills so they left. After receiving a phone call that Earl had a problem with a tire on the trailer and after Terry Schott said to go ahead we left with the Mays. Turned out Earl had 2 tire problems and did not leave for another 3 hours. The Schotts waited around to help as that is what friends are for.

So we are in the truck, look at each other and state "did you have a good time?" We may have spent 8 hours in bed together at night exhausted from the day's busy activities as our only "together time" but would not trade a convention week for anything. Our Gateway members come in full force and we look forward to seeing friends from all over the country whom we have met at all the conventions. Anxiously awaiting the convention next year in Pittsburgh where we will celebrate the 50th birthday of the '64, the 40th birthday of the '74 and the 10th birthday of the '04. Let's party! And maybe Mr. GTO and I will have some free time together (Not!).



Gateway GTO Activities



OUR GATEWAY AWARD WINNERS

Earl Lewis	Concours Gold/POCI Concours Silver
Doug Wollgast	Concours Gold/POCI Concours Gold
John Novelli	Concours Gold/POCI Concours Gold
Frank Chapman	Winners Circle/1 st 1961-1971 Judge Stock
Harry Timmerman	Winners Circle
Kerry Friedman	2 nd 1968-1974 Hardtop/Coupe Modified
Steve Hedrick	1 st 1967 Stock
Mary Howard	1 st Too Late to Classify
Tom Oxler	Honorable Mention 1966 Hardtop/Coupe Modified
Brian Ray	POCI 1 st G8 Class
Terry Schott	2 nd 1967 Hardtop/Coupe Stock/POCI 1967 Stock
Chris Winslow	2 nd 2004-2006

Gateway also received Awards for 100% club participation in GTOAA, our website and the newsletter.



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Pre-registration \$15.00 per car
 Registration day of (9:00am - 10:30) \$20.00 per car
 Car Clubs with 5 or more entries \$10.00 per car

**** (CAR CLUB REGISTRATION CUT-OFF IS AUG. 5TH
 SORRY NO CLUB REGISTRATION DAY CF.)**

ALL CARS MUST BE IN PLACE NO LATER THAN 11:00am
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FREE Trailer & RV Parking! Come the night before!

28 Classes

- | | |
|--|-----------------------------|
| 1. Up to 1930 | 12. T Buckets |
| 2. 1931 - 1944 | 13. Police/Military/Fire |
| 3. 1945 - 1960 | 14. - 19. Corvette C1 - C6 |
| 4. 1961 - 1975 | 20. Camaro |
| 5. 1976 - 1990 | 21. Camaro <i>Modified</i> |
| 6. 1991 - 2005 | 22. Mustang |
| 7. 2005 and up | 23. Mustang <i>Modified</i> |
| 8. Pre-War <i>Modified (All prior to WWII)</i> | 24. Trucks |
| 9. 1945 - 1965 <i>Modified</i> | 25. Trucks <i>Modified</i> |
| 10. 1966 - 1985 <i>Modified</i> | 26. Motorcycles |
| 11. 1986 and up <i>Modified</i> | 27. Tractors |
| | 28. Display Only |

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Questions? Contact Chairman Leon Hill at: (314) 406-2260 Mail forms to 1011 Pegasus Cir. St. Peters, MO 63376

Registration Fee \$ _____ (make checks payable to: V 1541)

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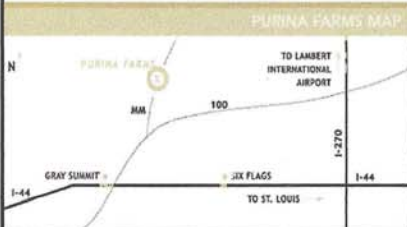
Email _____ Club Affiliation _____

Vehicle Information

Make _____ Model _____ Year _____ Class _____

Signature _____ Date _____

Neither Purina Farms nor the 40/8 & 8/40 shall be held responsible for any loss, damage, or theft of vehicles or personal items before, during or after this event. Participation is voluntary. By signing above you release any and all liabilities from Purina Farms, the 40/8 & 8/40 organizations and their members and volunteers.



From the St. Louis Airport, travel on I-70 west, take exit 232 to I-270 South toward Memphis. Take Exit 5B to I-44 West toward Tulsa. Take the exit 253 Gray Summit and turn right on Highway 100. Travel ½ mile to County Road MM. Turn left on Highway MM for 1 mile to entry gate on left. Look for Purina® Incredible Dog Challenge® signs.

From Downtown St. Louis, take I-44 West to Exit 253 -Gray Summit and turn right on Highway 100. Travel almost a ½ mile to County Road MM. Turn left on Hwy MM for 1 mile to entry gate on left. Look for Purina® Incredible Dog Challenge® signs.

Olivet Missionary Baptist Church

4th Annual Fall Harvest Fest

&

Car Exhibit



12pm-4pm

September 28, 2013

Olivet Missionary Baptist Church

12200 New Halls Ferry Rd

Florissant, Missouri 63033

Donations Accepted



Special display debuts Sept. 22, 2013 in conjunction with an all Pontiac Show

50TH

On October 1, 1963 Pontiac published a press release announcing the GTO. At the Pontiac-Oakland Museum we are celebrating the GTO with a new and exciting display.

ANNIVERSARY

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GTO



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Brought to you by Gateway GTO Association and Complete Auto Body



Complete Auto Body

6401 N. Lindberg,
Hazelwood, MO 63042

Oct 5, 2013 (Rain Date Oct 6)

Show Time 9am - 4pm

Registration 8am - 11am

Trophies Awarded 3pm

Contest Entry – \$20 Judged

Dash Plaques for the first 150 entries.

Trophies for 16 classes (1st, 2nd, 3rd)

Gateway GTO Members not included

in judging

See reverse side for classes

Music, Food

50/50 Drawing

No burnouts

No Tuner Cars

NO ALCOHOL

Proceeds go to

1st Responders and Backstoppers, Inc.

Presented by Gateway GTO Association and Complete Auto Body

For more information please contact events@completeab.com or by calling 314-486-0220





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!**

Still looking for a 2005 Automatic Car - All other slots have been filled

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

August 1 – Meeting at JJ's. CLUB SPONSORED

2-4 – Ames Tri-Power Nationals in Norwalk, OH.

9 – North County Cruise Nite 6-9PM on the 2nd Friday of each month April-October at Complete Auto Body, 6041 N. Lindbergh, Hazelwood, MO. CLUB SPONSORED

10 – JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October

17 (8/18 Rain) – 4TH Annual Veterans Charity Car Show, Purina Farms, 200 Checkerboard Loop, Gray Summit, MO 63039; 11AM-3PM. Clubs with 5+ cars at \$10/car. CLUB SPONSORED

17 – Woodward Dream Cruise

September

4 – Meeting at JJ's. CLUB SPONSORED

8 – Wheels in Motion Kids for Cancer Car Show at Westport Plaza. CLUB SPONSORED

13 – North County Cruise Nite 6-9PM on the 2nd Friday of each month April-October at Complete Auto Body, 6041 N. Lindbergh, Hazelwood, MO. CLUB SPONSORED

14 – JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October

15 – Club Picnic at Vago Park in Maryland Heights, MO. CLUB SPONSORED

21-22 – GTOAA Regional Pontiac Car Show in Pontiac, IL, details to follow. CLUB SPONSORED

28 – Olivet Missionary Baptist Church 4th Annual Fall Harvest Festival & Car Exhibit, Noon-4PM at 12200 New Halls Ferry Rd., Florissant, MO.

27-29 – Route 66 Mother Road Festival in Springfield, IL, details to follow.

Gateway GTO Classifieds



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GATEWAY GTO ASSOCIATION OFFICERS

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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

2 Locations:

6041 North Lindbergh
Hazelwood, MO 63042
(314) 731-7999

10100 West Florissant
Dellwood, MO 63136
(314) 868-2000

Tow Service:
314-427-8697



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.

1948 A Sidney Street
St. Louis, MO 63104

