



# THE HOOD SCOOP

March 2014

Gateway GTO Association



## GTO of the Month The W40 GTO By Chris Winslow



With 2014 being the 50th anniversary of the 1964 GTO and the 10th anniversary of the 2004 GTO, I wanted to put together an article that tied the two events together. In looking for a way to do that, I ended up looking back to the launch of the 2004 GTO.

On January 3, 2003, Pontiac unveiled the rebirth of the GTO in Los Angeles. The official press release read in part:

*LOS ANGELES -- Giving the public its first look at the rebirth of a legend, Pontiac, General Motors' "excitement division," introduced show car versions of the 2004 GTO to audiences at the Los Angeles Auto Show and the North American International Auto Show in Detroit. The production version of the GTO will be available in Pontiac showrooms in late 2003.*

*"The public's interest in the GTO has been everything we hoped it would be, and more," said Bob Lutz, GM vice chairman of product development. "This car is a strong statement from both Pontiac and GM that we are determined to re-energize the car market with vehicles that command attention and excite the customer's senses."*

### INSIDE THIS ISSUE:

GTO of the Month	1
The Presidents Scoop	10
Tech Article	12
Calendar	22
GTO Marketplace	23
GGTOA Info Page	25





## GTO of the Month



*Pontiac plays an especially large role in this strategy in the 2004 model year with three new product launches. The new Grand Prix debuts in the spring and the V-8-powered Bonneville GXP will bow in early 2004.*

*“The GTO is really the ‘exclamation point’ on the new Pontiac line for the 21<sup>st</sup> century,” said Lynn Myers, Pontiac-GMC general manager. “Together with the Grand Prix and the Bonneville GXP, the GTO will help define the evolution of Pontiac with fresh, contemporary styling, high-performance excitement and exceptional driving characteristics.”*

Of course, little did anyone at that event realize that in a little over 7 years, (2858 days to be exact) Pontiac would cease to exist. This made the unveiling of the new GTO one of the last new product introductions (or re-introductions) in the division’s history.

As most people know, the 2004 GTO was based on the Monaro Coupe, an excellent vehicle developed by GM’s Holden Division in Australia. GM’s newly minted Vice President of Product Development, Bob Lutz, was already aware of the vehicle when he assumed his new position at GM in September of 2001. It was, however, during a trip to Holden in February of 2002, when he finally had the opportunity to drive one of these vehicles. Based on that experience, he returned to the States and proposed to then Pontiac-GMC General Manager, Lynn Myers, that the Monaro would make the perfect donor vehicle for a re-birth of the GTO. His reasoning on this point was clear. Holden already had an excellent rear drive chassis (something

Pontiac did not have at the time) and an engine compartment that could accept a sizable V8 engine. This was the same basic formula that the legendary John DeLorean had used in 1963 to create the 1964 GTO when he stuffed a 389 V8 engine in the relatively small (for its time) Tempest.

As we now know, Meyers green lighted the project and the GTO team was born. The team, made up of members from both North America and Australia, was given an incredibly short 18 month time frame to bring the new GTO to the US. As was noted in the press release, this tight deadline was necessary as Lutz and Meyers were planning the GTO and the new V8 powered (although still front wheel drive) Bonneville GXP to be the Pontiac Halo cars intended to signal to the world that Pontiac was back in the performance business.

Fortunately, Holden had a left hand drive configuration of the Monaro because they were already selling versions of the car in countries in the middle east, so that part of the job would not be difficult. What would turn out to be more of an issue was adapting the car to the harsh North America winters and meeting US safety standards as well as GM corporate standards for North America. As all of us who own these cars know, the biggest sacrifice made to the latter was the relocation of the gas tank into the trunk behind the rear seat. This can make it a challenge for those of us who drive these cars to GTOAA conventions because it is tough to get all the luggage and car show supplies needed for week long events loaded in the remaining space!

The GM Chief Engineer for this project was Bob Reuter. Bob took his role very seriously and spent a significant amount of time



## GTO of the Month



researching the history of the GTO to make sure that this latest incarnation was worthy of the GTO nameplate. Bob discussed this with Mr. Gary Witzenburg for an interview in the book *The Legend Returns*, when he stated:

*“One of the first things we did was have the Pontiac Historians come in and we looked at the old Pontiac ads to make sure we understood the heritage, and we got a '64 GTO and spent the day driving it. And we clearly understood there were going to be issues if we didn't do a retro style, didn't do a hood scoop, didn't split the exhaust on different sides in the rear, didn't put a tachometer on the hood.*

*But when we looked at what was most important, it all came back to power train performance, so that's where we put all of our eggs. We said we'll do whatever it takes to get that right – get the exhaust note, the launch feel and the power levels where they needed to be to make it a legitimate GTO. The focus for the program was straight line performance and that's where we ended up. Some of those other things we're evolving into a 40<sup>th</sup> year concept.”<sup>1</sup>*

Bob went on to say, when talking about the LS1 engine and the overall driving experience:

*“What did we do to get this engine up to 350 horsepower? First and foremost we made it breathe better. On the inlet side, we've got a much freer-running intake than we had on the Monaro. On the exhaust side, we've got true dual exhausts, separate mufflers and catalyts and resonators all the way to the back of the car. And we put in a higher-lift cam to provide more torque.*

*We decided that it needed more torque, and one way to achieve that is to change the cam. But, there was resistance to that at Holden because it degraded the idle quality. It was a trade off. Same thing with the exhaust note. They said, “You don't want the exhaust that loud.” We said volume is good, as long as the note is correct. It took them a while to understand that this was important for a GTO.*

*We created a driving experience for this car very much in line with the original GTOs. What's really impressive is not so much the 350 hp and the 365 lb-ft of torque, but that you've got that torque under your foot all the time, over 300 lb-ft of torque everywhere past 1200 rpm.”<sup>1</sup>*

There are a number of interesting things to take away from these comments. First, for those of us who were fortunate enough to hear John Sawruck talk about the new GTO before his untimely passing on November 12, 2008 know, he was one of the historians about which Bob was speaking. John discussed these sessions more than once during talks at GTOAA events. Second, the engineer tasked with bringing the new GTO to life was well aware, even in those early days, that there would be a lot of critics of the styling because it was not a retro car but instead a modern interpretation of the original GTO formula. Third, he dispels the myth that the GTO team just took the LS1 engine and shoehorned it into the car without considering the importance of the way the engine performed and the way the engine sounded. They were in fact very concerned with the heritage and making sure that engine was right for the car. Dropping in a higher lift cam was certainly a risky proposition from the point of view of the Bob's buttoned down bosses back in Detroit, but his team knew it needed to be done and they did it.





# GTO of the Month



There is one other very interesting comment that Bob makes in these quotes for *The Legend Returns*. That is the sentence where he states in relation to things such as retro styling, hood scoops, and the hood tach: *“Some of those other things we’re evolving into a **40<sup>th</sup> year concept.**”*

The implication of this statement is clear. Since 2004 was the 40th anniversary of the release of the original 1964 GTO, there was a plan in the works for a special 40th anniversary edition 2004 GTO to commemorate the 1964. Unfortunately, that statement also leaves open to interpretation what that special edition GTO would include. Certainly it sounds like many of the things that ultimately wound up on the 2005-2006 GTO’s such as split exhaust and hood scoops were under con-

sideration, but was he also saying that other things such as a hood tack and a more retro looking fascia also part of the mix?

As we now know, Bob Reuter and his team pulled off something of a minor miracle and were able to meet the 18 month deadline imposed on them by Lutz and Meyers. The 2004 GTO was available in 7 exterior colors with gauge cluster faces color keyed to the exterior color and in one or two interior colors also keyed to the exterior. Below is the original customer brochure showing the available combinations.

What those of you familiar with my GTO will note, is that the color combination of my 2004 is not shown in that brochure. That is because my GTO is actually part of a group of

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PHANTOM BLACK METALLIC				
TORRID RED				
IMPULSE BLUE METALLIC				
BARBADOS BLUE METALLIC				One interior available with Barbados Blue Metallic
YELLOW JACKET				One interior available with Yellow Jacket
COSMOS PURPLE METALLIC				One interior available with Cosmos Purple Metallic



# GTO of the Month



the last 794 GTO's that was produced in the 2004 model run. Officially, at least as far as the window sticker is concerned, this color was part of a \$295 option called Limited Edition Pulse Red. This package included:

- Pulse Red Exterior Paint
- Silver Gauge Cluster Face
- Red Stitched Seat GTO Seat Emblem
- Interior-Anthracite, Leather Trim
- Silver Stitching on the Steering Wheel and Brake Lever (Not listed)



## 2004 GTO COUPE

### Standard Equipment

Items Featured Below are included at NO EXTRA CHARGE in the Standard Vehicle Price Shown at Right

**MECHANICAL:**  
 5.7L 350 HP LS1 V-8, RWD  
 4 SPEED AUTOMATIC TRANSMISSION  
 4 WHEEL INDEPENDENT SUSPENSION  
 POWER FRONT/REAR DISC BRAKES  
 TRACTION CONTROL SYSTEM  
 POWER ASSISTED VARIABLE RATIO  
 RACK & PINION STEERING  
 LIMITED SLIP REAR DIFF. 3.46:1  
 17" X 8" 5 SPOKE ALLOY WHEELS  
 P245/45 ZR17 W-RATED TIRES  
**SAFETY & SECURITY:**  
 DRIVER/PASS. FRONT AIR BAGS  
 4 CHANNEL 4 WHEEL ABS BRAKES  
 3 POINT FRONT/REAR SEAT BELTS  
 THEFT DETERRENT SYSTEM  
 REAR SEAT CHILD ANCHOR POINTS  
 EMERGENCY MODE SYSTEM  
 DAYTIME RUNNING LAMPS  
 PROGRAMMABLE KEYLESS REMOTE ENTRY

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 8 WAY POWER FRONT BUCKET SEATS  
 200-WATT 10 SPKR AUDIO SYSTEM  
 6-DISC IN-DASH CD CHANGER  
 TILT & TELESCOPE STEERING WHEEL  
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 POWER DOOR LOCK & WINDOWS  
 DRIVER INFORMATION CENTER  
 AIR CONDITIONING/CRUISE CONTROL  
**EXTERIOR:**  
 AUTO/PROGRAMMABLE HEADLAMPS  
 DUAL EXHAUST WITH CHROME TIPS  
 FRONT FOG LAMPS  
 REAR SPOILER

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<b>STANDARD VEHICLE PRICE</b>	<b>\$31,795.00</b>
Options installed by the Manufacturer (may replace standard equipment shown at left)	
TRANSMISSION, 6-SPEED MANUAL	695.00
LIMITED EDITION PULSE RED	295.00
•PULSE RED EXTERIOR PAINT	
•SILVER GAUGE CLUSTER FACE	
•RED STITCHED GTO SEAT EMBLEM	
•EXTERIOR-PULSE RED	INC.
•INTERIOR-ANTHRACITE,LEATHER TRIM COMB	INC.
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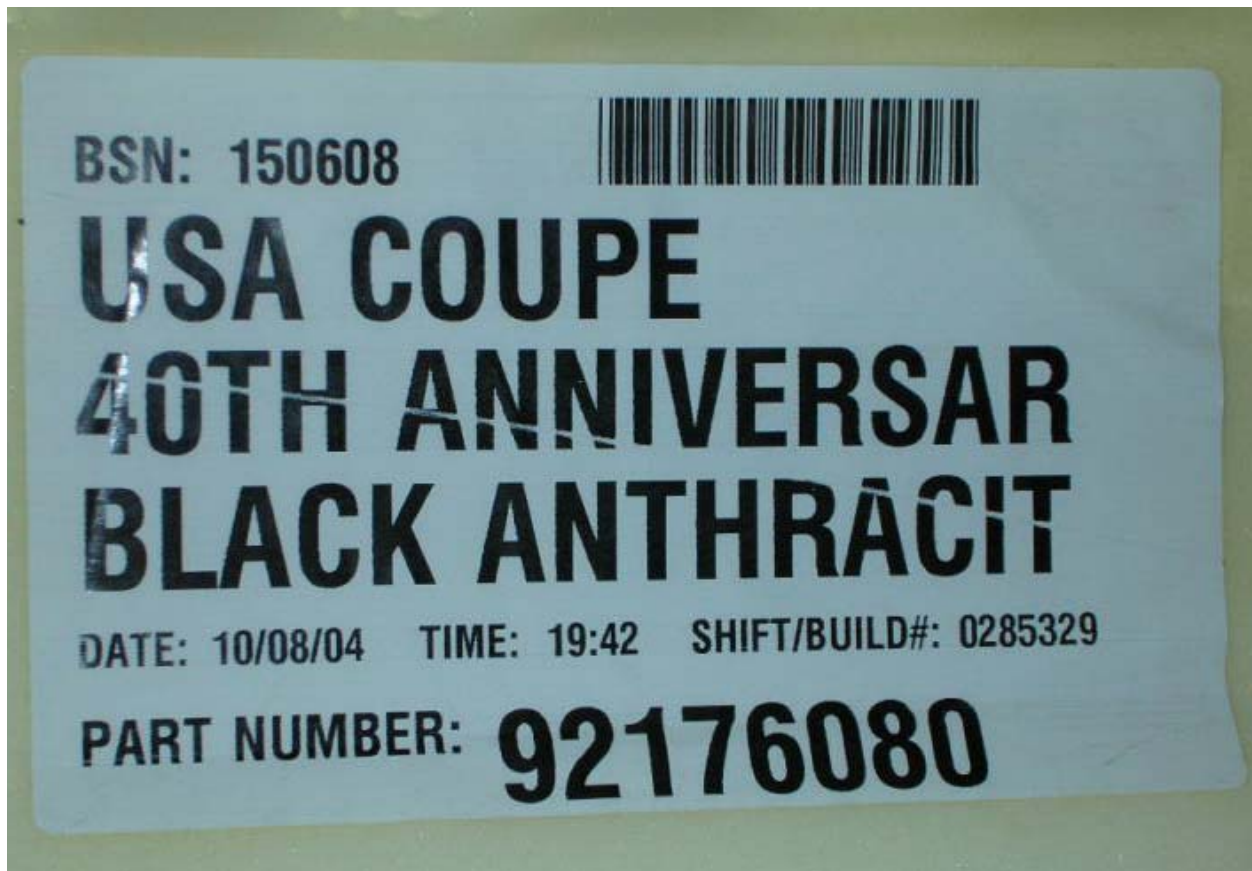


## GTO of the Month



So, that Pontiac decided to create a special edition for the 2004 GTO at the end of the model year is clear. The question is what was Pontiac's original plan for these cars? Was this what remained of a 40th Anniversary Edition package that was never officially marketed as such? A silver faced gage cluster could certainly suggest a tie in with a 40th anniversary edition. But the rest of the items listed on the sticker as part of the package do not necessarily shout 40th anniversary. So how is it that many of us have come to believe that these 794 Pulse Red cars represent a planned 40th anniversary edition?

For the answer to that we need to turn to some of the owners of these cars themselves. These owners, like the owners of all GTO's that came before them, are always working on their cars to enhance their performance and appearance. While in the process of doing this, some of the owners of the Pulse Red cars have found some interesting labels. For example, here is a photo of a label that one owner found underneath their rear seat bottom.





# GTO of the Month



Or the label another owner found on the back of one of those Silver Face gage clusters:



These two labels suggest that in fact Pontiac did originally intend for the Pulse cars to be a 40th Anniversary Edition. The internal designation for this package appears to have been W40. This was discussed in the Book *GTO- Pontiac's Great One* where the author, Darwin Holmstrom wrote of the 2004 GTO:

*“Late in the model year Pontiac introduced the W40 package to celebrate the 40th anniversary of the original GTO. The W40 consisted of an exclusive paint color called Pulse Red, red GTO embroidery on the seats, and a gray gauge cluster. The last 800 2004 GTO’s build featured the W40 package.”<sup>2</sup>*

This was reinforced when I obtained a copy of the original invoice for my GTO. I have included part of that invoice below. Note that the invoice refers to the package as the W40 package.

2004 GTO COUPE			PONTIAC/GMC DIVISION
79U PULSE RED	/V8G		GENERAL MOTORS CORPORATION
812 ANTHRACITE, LEATHER TRIM COMB			100 RENAISSANCE CENTER
ORDER NO. HJJXGZ/TRE	STOCK NO.		DETROIT MI 48243-1114
VIN 6G2 VX12 G1 4L315077			VEHICLE INVOICE 2AD49268939
*****16*19139S			
MODEL & FACTORY OPTIONS	MSRP	INV AMT	RETAIL - STOCK
2VX37 GTO COUPE	31795.00	29410.38	INVOICE 10/14/04
FE9 50 STATE EMISSIONS	N/C	N/C	SHIPPED 10/14/04
LS1 ENGINE, 8CYL 5.7L SFI	0.00	0.00	EXP I/T 11/01/04
MN6 TRANSMISSION, 6-SPEED MANUAL	695.00	618.55	INT COM 11/01/04
R6J CUSTOMER DIALOG NETWORK	0.00	16.50	PRC EFF 10/14/04
<b>W40</b> LIMITED EDITION PULSE RED	295.00	262.55	KEYS
*PULSE RED EXTERIOR PAINT			WFP-F QTR OPT-1
*SILVER GAUGE CLUSTER FACE			BANK: GMAC - 008
*RED STITCHED GTO SEAT EMBLEM			CHG-TO 19-139
			SHIP WT: 3270
			HP: 48.7
			GMS: 30099.43
			SUPPLR: 31450.53
			MRM: 33485.00
			MEMO 1564.25

# GTO of the Month

It is interesting to note that Mr. Holmstrom's description of the package varies slightly from Pontiac's in that Pontiac calls the gauge color silver and Mr. Holmstrom calls them gray. As you can see from the actual photos of the cluster and stitching from my GTO, one can make the case for calling them either color.







# GTO of the Month



During my research and preparation for writing this article, I reached out to GTOAA's Webmaster, Jon Schwenn to see if any of his old contacts might be able to shed more light on the W40 package. Jon put me in contact with Mr. Jay Fitzsimmons, the Engineering Program Coordinator for the Pontiac GTO project. Jay enthusiastically agreed to contact some of the old 04 GTO team to see what they might remember. Here is what Jay sent back to me a few days later:

*Unfortunately, after speaking with engineers and designers who were there on the 2004 GTO Team with me at Holden, none of us remembered a W40 edition or option code! I remember that we studied alternative paint colors, lights, grilles, spoilers, engine covers and badges, but none of it added up to enough content to justify what would have been an expensive 40<sup>th</sup> Anniversary option.*

*All the major enhancements that would have made a great 40<sup>th</sup> Anniversary option package for 2004 had already been approved for the 2005 GTO: 6.0 LS-2 engine with electronic throttle, new induction, new exhaust, new rear fascia, ABS 8.0 with bigger brakes, new GM LAN electrical architecture, bigger wheels, stronger transmission, stronger driveline and of course: hood scoops. Our schedule was so tight that we were working on the '05 GTO in parallel with the '04.*

Jay then went on to add a final comment that I think really does a great job of tying together the classic and new age GTO's and the concept of a 40th anniversary edition:

*Looking back today, perhaps the 40th Anniversary of the GTO was the 2004 Pontiac GTO itself, returning to showrooms after a 30 year vacation. In remarkable similarity with the 1964 GTO program, the 2004 GTO was a secret, back-room, after-hours project, developed in direct opposition to conservative GM culture and led by Bob Lutz himself. At the time, our global GTO Team was keenly aware of the large shoes that the 2004 GTO was expected to fill after 40 years of GTO legend, but as my dear friend Jim Wangers implored: our highest priority was to Get iT Over to Pontiac -!*

## References:

1. Zazarine, Paul and Witzenburg, Gary. The Legend Returns. Automotive Quarterly Publications, 2004
2. Holmstrom, Darwin. GTO—Pontiac's Great One, MBI Publishing, 2009

## Acknowledgements:

I would like to thank Mr. Jay Fitzsimmons for his enthusiastic response to my request for help on this article and taking the time to provide me with his outstanding inputs.



# Presidents Scoop

## The Presidents Scoop

By Kerry Friedman

What a Club! What a group of Guys and Gals! Our calendar is filling up rapidly with all kinds of events. This Saturday we will be seeing a play and having dinner with a group of regulars. In a couple of weeks a bunch of GTO folks will be playing Pinball and having dinner together. Have you noticed? Almost every time we get together and do something, car related or otherwise, there is at least one meal included in the festivities. It's like a big happy family. After all is said and done, a good meal with friends seems to be the answer. After controversial issues such as those voted on at our last meeting, there were a variety of views, opinions and remarks. But, after the votes are taken and tallied, no matter what the outcome, all members band together and put forth a genuine effort to make the best of the decision.

We have decided to put our hats in the running for the GTOAA National Convention in 2017. Although we will be hosting it in Springfield, Illinois, I know that it will be a total success due to the planning and follow through of the Gateway GTO Association and its outstanding members.



The other decision made, was to move the Monthly Business Meeting from JJ's to a new location, The Sport's Café. In order to get a room that holds 48 people, we had to change the meeting day from the first Wednesday of the month to the first Thursday of the month. The Sport's Café is west of HWY 270 at St. Charles Rock Road, behind the QT. It used to be a Ryan's

and the food is reported to be similar to that at JJ's but better. Look for reminder emails as the next meeting approaches.

Since the weather was warm for a few days, and should be staying that way soon, it is time to get out the old and new Goats. Mine is full of dust, since I didn't want to get the new cover I got for Christmas dirty. Car shows are starting. The first one that I see coming is the Bernard Middle School in South County, on March 29. Not too far behind that is the official start of the Car Season with the Horseless Carriage Easter Car Show in Forest Park.

Every year we try to do the usual events and car shows that have been popular. We also like to mix up the occasions with new ideas and places to cruise to. Some venues we went to in the past, are very much worth going back to. Such a cruise will be the May 31 trip to Bob's Gasoline Alley in Cuba, Missouri. Bob and his wife have a fantastic collection of Route 66 Memorabilia, Collectables, Petro Signs and much more. To top it off, a marvelous meal will be included.

We invite you to suggest new events. Please send them to myself, Terry Schott or Frank Chapman. We will review them and if elected to participate, you might be the leader of that event.

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



## GGTOA Minutes 3-5-2014

7:10PM – Meeting Start - New members Dan and Annita Jackson of Greenville, IL were announced but not present.

7:11 – Old Business – Complete Autobody is no longer a sponsor of the Gateway GTO Association. We are currently looking for new sponsors.

7:12 – New Business – Discussion of 2017 National Convention and whether or not the GGTOA should proceed with plans. Earl Lewis motioned for the club to move forward and begin getting proposals. This was seconded by Frank Chapman. At 7:29 there was a club vote and it was approved by a majority vote of present club members. The event will likely be held in the week before or week after July 4<sup>th</sup> 2017. There will possibly be a club trip to the host hotel for investigative purposes when the weather warms up.

7:35 – Emily Novelli is working on a silver award in the girl scouts. For a community service project, she is collecting books for underprivileged kids. If you are interested in donating, please bring books to the next meeting.

7:36 – There are still a few stragglers for membership renewal.

7:37 – Discussion about changing the monthly meeting venue. Marty Motioned to vote on making the Sports Café the new location. There was a club vote and with a result of **15 for** and **13 against** it was decided that the monthly meeting will be moved to the new location. Due to scheduling at the venue, the meetings will be moved from the first Wednesday to the **first Thursday of every month**. The next meeting will be held on **Thursday April 3<sup>rd</sup>** at the **Sports Café** (3579 Pennridge Dr, Bridgeton, MO 63044)

7:48 – Club Activities – To anyone looking to

go to the 2014 National event without their GTO, there are \$100 flights to Pittsburg available. The wheels in motion show will be held on September 7<sup>th</sup>. The much delayed Poker Run will likely be held on June 21<sup>st</sup>.

8:07 – Amy O'Sullivan gave report on the GTO Tiger

8:10 – Chris Winslow is looking for articles about 64, 74 and 04 GTOs. If any owners of one of those years would please submit an article, it would be greatly appreciated.

8:12 – Marty talked about the Pinball event to be held at the end of March.

8:17 – Earl Lewis' son Scott is running for Sheriff of St. Charles County.

8:18 – Mark Melrose talked about the BSCC (Boeing Sports Car Club) Autocross events. April 13<sup>th</sup> is the first of the season. It's an excellent time.

8:19 – Motion to adjourn by Kerry Friedman seconded by John Novelli.

50/50 of \$37 won by Tony Bezzole

## Oil Pressure Woes By Shauna Wollmershauser

As a few of you know I love to travel in my GTO. Recently I was preparing to head to North Carolina for a fun trip and much to my chagrin I got a message from the car saying “Check Oil.” Usually when you get this message it means one of two things you either have a bad oil pressure sensor or your oil pump is failing.

I did check my oil and of course the oil level was just fine. So I called a friend with a shop and scheduled some time to do some testing to see if I could figure out what was going on with the car. First things first I checked for codes, and I had none. I also monitored my oil pressure via HPTuners with their logging software and according to GM I was within specs (more on that later).

I swapped out the oil pressure sensor since it was the easiest to get to. On my car it’s located close to the firewall on top of the block. After I replace the sensor, I took the car for a test drive and the warning came back. At this point, I’m not a happy camper because this means I’m changing the oil pump. This time around I ordered a Meiling high volume pump for the car.

The oil pump on LS engines is crank driven. The removal of the radiator, water pump, a couple of belts, the harmonic balancer, and the front cover is required in order to get to the oil pump. The oil pump has four bolts holding it to the block and the pick up tube has one small bolt that is screwed into the bottom of the oil pump. That little screw can make your life miserable. I should note, that if you have any desire to make a camshaft change, when you replace the oil pump is the time to do the swap. Why? Because these are the steps that you have to go through in order to get to the camshaft.



The oil pump pictured is a stock replacement also made by Meiling. At this point, it's time to lower the oil pan so that you can get to the one bolt that holds the pick up tube to the oil pump. This is where patience comes in handy. The last thing you want to do is drop that bolt into the oil pan. This little piece of wire made my life easier.



Now that the pick up tube is free from the oil pump it's time to inspect the timing chain and the O-ring that is on the pick up tube. The O-ring in my car was brittle and actually broke in my hand. My thought was that O-ring could have been the source of my low oil pressure issue. Unfortunately, I was wrong. I was very wrong.

The old oil pump is on the left in this photo. I didn't open the old oil pump and inspect it at this point. My goal was to get the car back together and make my trip.

I installed a new O-ring and **carefully** threaded the pick up tube bolt into the oil pump and tightened it down. Dealing with that bolt left my fingers pretty unhappy with me, but there's not much you can do about that. I could have pulled the engine and made dealing with that bolt easier, but at this point in the repair I didn't think pulling the engine was needed.



# Tech Article Of the Month

I'm just about done, when I realize that getting the balancer back on requires either a GM tool or making a tool. I called a friend and picked up the GM tool and got the balancer installed in a matter of minutes. I think it took me longer to pick up the tool and return it than it did for me to install the balancer. While I was in the process of this repair I discovered that one of my pulleys had gone bad, so I replaced it while it was easy to get to.





## Tech Article Of the Month



I'm pretty well on my way with buttoning up the repair and so far so good. I'm thinking that this will solve my low oil pressure issue and I'll be able to leave for my trip as planned.

I removed the fuel pump fuse and primed the engine until I got oil pressure. Once I got oil pressure it was time to start the car and confirm that the repair worked. Yes, I was nervous because the lifters made so much noise on start up. Cold oil pressure was reading 50 PSI of pressure with 50W oil. I thought I was good to go. Once the car reached operating temperature my oil pressure was reading 35 PSI. I'm still thinking excellent, replacing the oil pump worked. I ordered front tires and got them mounted and balanced and put on the car and to confirm that the fix worked I took the car for a test drive.

While I was out on the test drive I realized that I forgot to plug in the oil pressure sender plug, so I did that and continued on my test drive. Two minutes into the drive things are still good, so I decide to take the car past 4000 RPM to see if I'd get the message again. No message, until I have to stop for a stoplight. My heart sank because I know I have to pull the engine to find out the source of the internal oil leak.

Now GM says that acceptable oil pressure is 6 PSI @ 1000 RPM, 18 PSI @ 2000 RPM, And 24 PSI @ 4000 RPM. If your oil pressure drops below that 6 PSI the Check Oil warning will come on. Why GM lists that as the spec I have no idea. Most LS engines, when they are healthy, will idle somewhere around 30-40 PSI and increase as the RPMS go up.

Since my oil pressure issue was not fixed by replacing the oil pump, there is obviously an internal oil leak. The most popular cause for internal oil leakage on an LS engine is worn camshaft bearings. Needless to say I cancelled my trip and started planning the rebuild of the engine.

That my friends, is an article for next month.



# Where was Gateway Tiger This Month?

Gateway traveled all the way down to Dittmer Missouri where he spent the day watching the paint dry. He behaved himself with all the scrapbooking scraps. I heard he was traveling to Las Vegas. I hope he has a great time....





# Where was Gateway Tiger This Month?

During the week of March 10<sup>th</sup>, I was excited to travel with Joe and Bev Mayweather to Las Vegas to try my luck on the slot machines. Much to my dismay, tigers are not allowed in the gambling venue, but I did enjoy all the perks of room service and hanging out with Joe and Bev, even had some cuddling time with Bev. We returned just in time to attend The Alton Little Theater with members of the GTO Club. More on that later.



## Year Of The 4's



**Calling all owners of 1964, 1974, and 2004 GTO's!**



**This year, in celebration of:  
50th Anniversary of the 1964 GTO  
40th Anniversary of the 1974 GTO  
10th Anniversary of the 2004 GTO**

**The Hoodscope will be featuring Car of the Month articles  
on the anniversary years**

**If you own one of these special cars, please get to work on  
your article(s) and get them to Chris Winslow**



For Fun Come to the Third Annual...

# ***GTOAA Regional All Pontiac Cruise and Show***



**September 20 - 21, 2014**

proceeds benefit the Pontiac-Oakland Museum

Hosted by the  
Heart of Illinois GTO Club  
Gateway GTO Club  
Pontiac - Oakland Museum



*Pontiac, Illinois*  
*Entertainment, Tours,  
Show, Cruise, Fun & More*

**For Information**

**Contact :**

Mark Melrose  
314-968-3106  
mjmelrose@aol.com

Brian Sorensen  
630-991-1465  
bsorensen1@comcast.net



**Pontiac-Oakland Museum**  
& RESOURCE CENTER

205 N. Mill Street - Pontiac, Illinois 61764  
Phone - 815-842-2345  
www.pontiacoaklandmuseum.org

**both days \$30 Sunday only \$20**

for registration & info, see [www.gatewaygto.org](http://www.gatewaygto.org)

**Saturday** - Private Collections  
Museum Tours - Ice Cream Social  
**Sunday** - All Pontiac Car Show  
Expanded Classes

**Hotels**

- Quality Inn 815-844-4444
- Super 8 815-844-6888
- Best Western 815-842-2777



# 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

## 2014 GATEWAY GTO CALENDAR OF EVENTS

### March

5 - GTO MEETING 7PM at JJ's Restaurant (CLUB SPONSORED)

29 - Bernard Middle School Car Show 10:00am to 2:00pm

### April

**3 - GTO MEETING 7PM at Sports Café CLUB SPONSORED) (Note new day and location)**

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

20 - Easter Car Show at the Mundy (Classic GTO's in the upper lot, New Age GTO's in the lower lot (CLUB SPONSORED) Details on registration for Classic GTO's to follow

### May

**1 - GTO MEETING 7PM at Sports Café CLUB SPONSORED) (Note new day and location)**

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

24 - St. Charles History Museum Car Show 10:00 to 3:00, 1630 Heritage Landing, St. Peters

26 - 24th Annual Cobblestone Nationals at Fast Lane Classic Cars

30 - Federal Mogul Grand Opening and Car Show 4:00 to 8:00

31 Cruise to Bob's Gasoline Alley

**SEE THE FULL CALENDAR AT [WWW.GATEWAYGTO.ORG](http://WWW.GATEWAYGTO.ORG)**

### **Gateway GTO Classifieds**

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#### **For Sale**

1972 350V8 (Needs to be rebuilt) Open to offers. Contact Tom Fox at 314-795-1598

Dave Demsko has a **5 Night reservation at the Host Hotel for the GTOAA Nationals** that he cannot use. Please contact Dave at 314-480-0945 if you are interested

#### **Wanted**

WT 400 Block for a 1968 GTO. Contact Tom Fox at 314-795-1598

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**St. Charles, MO 63304**  
**Bus: 636-926-3333 ER#: 636-219-4932**  
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## GATEWAY GTO ASSOCIATION OFFICERS

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[chriswinslow@charter.net](mailto:chriswinslow@charter.net)

## 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 Thursday of the month at Sports Café 3579 Pennridge Dr, Bridgeton, MO 63044

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

**We are actively looking for a new club sponsor. If you are interested, please contact Kerry Friedman.**

## 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.



**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](http://www.gtoaa.org)**

**Visit us at  
[www.gatewaygto.org](http://www.gatewaygto.org) or  
[www.gatewaygto.com](http://www.gatewaygto.com)**

44 Marcus Drive  
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