



THE HOOD SCOOP

October 2014

My GTO's By Jeff Bond

Gateway GTO
Association



I was first introduced to the Pontiac GTO in my senior year (1973) of high school where, with the help of my Mom and Dad, I purchased a 1968 Verdoro Green Metallic GTO. I was eighteen at the time and had one of the hottest cars on school campus. My green machine had a big block 400 with a 3-speed tranny and an AM/FM eight-track reverb system in it with six speakers. I worked at a Shell gas station at the time. After work, I would hook up my GTO to the newly acquired "SUN" machine to keep it tuned.

Many years later, my wife had a person setting up our computer so that she could work from home. While this was going on, we were discussing GTOs. I soon discovered that her husband was having his 1965 GTO restored at the time. I told her that I would like to find a red '64 that did not need a lot of work, as I was planning to start a frame off restoration of my 1966 2-door coupe GTO. The discussion went on until she finished her work and left.

The next day, my wife called me and said that the person working on our computer had talked to a fellow employee who thought he knew where there might be a '64 GTO for sale. He was not sure if it was red, but he thought it was. I got a phone number from him and called the owner asking if he had a '64 GTO for sale. His reply was "he might". I made arrange-

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GTO of the Month

ments to go and look at it in Carlinville, IL., about an hour from my residence in Alton, IL.

As he was pulling off the car cover, he began telling me a little bit about how he had acquired the car. Working for a trucking company and on a return trip home, he saw the GTO sitting in a junk yard. He turned around and proceeded to make a deal for the car. He said that the owners of the junk yard had used the Lil' GTO for a drag car and the engine needed some work. He had asked who in town did the best restoration work, took it to them and had the car gone over from bumper to bumper. In the meantime, he found the proper engine block and between the two engines, made one complete version.

As he continued to pull off the cover, what I saw was a dream coming true. Here sat this beautiful red GTO that was completely restored and had been sitting on blocks for the last 5 years. When he opened the hood, there sat the most beautiful sight of all, the infamous Pontiac Tri-Power. The next thing out of my mouth was "How Much"?

After a little discussion on price, he said he wanted to have the carbs tuned, fresh oil and antifreeze put in it so that I could drive it. I agreed and a couple of weeks later went back to drive it. Once we agreed on the price, I

got the money together and drove my dream car home in September of 1998. The following day, I took it to my first car show and took a 3rd place trophy. The only preparation was to give the chrome a quick polish and wipe off the road dust.

Since that time, I have done some detail work and added fresh paint on the engine and frame. I have also had an aluminum exhaust system installed with the FlowMaster mufflers. These compliment the fresh pair of "splitters" coming off the rear fenders, a gift from my wife who is also into muscle cars. During my years of owning the '64 GTO, I have participated primarily in the local car shows and cruises.

One day in July of 2003, my wife called me to tell me that I had received a call from a representative of Polar Lights who was interested in taking pictures of my car apparently to have a model made of my GTO.

John Mueller said that he had contacted John Johnson of the GTOAA to try and locate a 1964 GTO to take pictures for the development of a plastic model. He told me that I was the second person that he had contacted for this year and make of Pontiac. After making a phone call or two to make arrangements with Quality Pontiac in Alton, IL., to arrange using their garage, the date was set.

John and his wife arrived July 25, 2003 and the next day we were at Quality Pontiac at 8:30 am putting my '64 up on the hoist. Six and 1/2 hours later, after taking something like 16 rolls of film, he was finished. John told me he had also contacted Will Bowers of Glen Carbon, who owns a beautiful 1964 GTO convertible and arranged for him to come out to my house so that he could get pictures of his car as well.



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It was quite an experience working with John and his wife. I really enjoyed it. They are very, very good people. John told me at the time that it would be 6 to 9 months after he sent in the pictures before he would hear anything.

I made contact with John around the first of the year and he told me that he had not heard anything from Polar Lights yet. He needed to do some more research and get some shop manuals for the model development. Apparently, there was much more to it than I thought. He said that he thought that he might see the first samples of actual parts around mid-June, 2004.

I learned that he had designed three different versions: a stock plus options hardtop, a stock plus options convertible and a "pro-street" hardtop with a contemporary "Big Chief" big-block engine set up. I also was told that Playing Mantis and Polar Lights had been bought by the RC2 Brands, Inc. John was not sure of what that might do to the release date of the model.

I received an e-mail from John again December 13, 2004 informing me that the hardtop kit version was the first being released later this month and could be located on the "Hobby Heaven" web site at www.modelcars.com. A couple of days later, I received a package containing 6 samples of the model-2 each of red green and gold. That same day on eBay, I found a white one and of course, bid high enough to win it. Ironically, the seller had gotten it from the "Hobby Heaven" web site.

Tom Carter, of "Hobby Heaven" has since requested pictures of my car and John Mueller taking pictures of it. He has posted them on his website message board. I had purchased additional red models for my friends and members of my family.

Earlier while waiting to hear from John, I was asked if I would like to participate



in the delivery of the first 2004 GTO by the local Pontiac dealer here in Alton. This took place at Quality Pontiac on January 18, 2004. The local paper ran an article on the delivery and some history of the GTO. The paper took some pictures of the new GTO with mine. The reporter asked me for a brief history of my car and the GTO in general.

In addition, David Stevenson, Sales Manager asked if they could use my GTO in their new local TV commercial. On May 12, 2004, I took my car back to Quality Pontiac and watched as my '64 GTO became a star on local TV. It appears at the very beginning of the commercial. David loaned me the original copy of the ad and allowed me to make a copy.

Prior to purchasing my '64, I had been looking for a GTO to restore for quite a while. I was informed by a fellow worker that he saw

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Bluff City Pontiac, along with a couple of gentlemen I met at a show. It lasted for about four years then broke up due to numerous reasons. Bluff City Pontiac and Gateway GTO had a couple of cruises together.

Also in 2005, GTOAA had made contact with me wanting to do an article on my '64 GTO and on the model that was developed from my car. So I got some pictures from the photo shoot with John Mueller and sent it in to be published in The Legend. I did not know that it was going to be the cover story of the December 2005 issue. Of course I was very excited.

a '68 or '69 GTO sitting outside a repair shop in Hamel IL. I scoped it out and ended up bringing it home and taking over our garage, much to my wife's displeasure. This was in September of 1992. I had been months into dismantling this, Verdoro Green and other colors '68 GTO, when I learned of a '66 GTO owned by a young man near Brighton who specialized in restoring GTOs with his father. It was Montero Red and gray primer GTO with red interior 389, 4-bbl. After some discussion I found out the previous owner was Will Bowers. So I contacted him and had some discussion about the car and went back with the partially disassembled '68 and drove home the '66 (October 1994).

Up until 2009, I have shown my '64 GTO in most of the local car shows usually placing a 1st or 2nd. I have done very little as far as modifications trying to keep it as much as I can stock. I did however purchase a set of Cragar SS and BF Goodrich T/A Radials and

I worked on the '66 for quite a while until I found my '64. After that the '66 got an occasional wrench put on it. I finally sold the '66 GTO after a lot of thought, plus the money was right.

In fall of 2004 we had to run to the grocery store and I was telling my wife that Quality Pontiac, name at the time prior to the demise of Pontiac, had a new 2005 GTO sitting out front. I suggested we go and look. To our surprise, it was a 2004, with a dealer installed hood with scoops and grill inserts. We test drove it, took groceries home, then went back to pick up our new 2004 GTO.

In 2005 I started an all Pontiac car club,





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install a set of "splitters," thanks dear, to help dress it up. I always did like the looks of those Cragar SS.

At present the tri-power carb set up is being rebuilt, working to install the timing chain cover from replacing re-circulation port washer and I am cleaning the gas tank. All this was from time I was working out of the state and having detail work done for one and a half

years and not being driven. My plan is to finish all this up during the winter and have back on the road by spring of 2015.

At my wife's suggestion, I am have been in process of building a scrapbook of all that has transpired with our relationship with the *GTO*.





Presidents Scoop

The Presidents Scoop

By Kerry Friedman

Autumn has arrived; the T-shirts are being put away for the long sleeved versions, hoodies, and those nylon Gateway GTO Jackets. The leaves are turning colors and falling from their branches. Should we start winterizing the Goats and think about putting them away for the winter?

I hear stories about the new “bad” gas that will deteriorate and clog your fuel system over the winter. I don’t put any stabilizer in the gas tank. I really don’t do anything special, except to make sure the anti-freeze level is up to par, and put in some new rodent deterrent sticks. Yes they are also looking for a warmer place to stay over the winter. My car is kept in a garage that is not heated, so I want to make sure the water in the cooling system stays liquid. I do start the car every so often, just to make sure that it starts, and the battery still cranks. Knock on wood, I have been fortunate to not have any problems, and the Goat is always available for a sunny winter cruise to break the doldrums of wintery Sundays, if the roads are dry and snow free. But don’t follow my methods, what works for me, may not work for you.

The Gateway Chapter is not ready to close down for the winter, yet. Last weekend our Illinois Poker Run was fun and interesting. When you thought you’d seen most everything, who would have ever thought to find a Civil War era Fort in the middle of an Illinois corn field. Stone walls, cannons, log cabins, tool museums, arrowheads and other stone weapons. Wow! We need to put this one on the “go back in a couple of years” list, just to see how the project is proceeding. And then; Younger Elvis as opposed to Steve Davis as the Older Elvis. A special afternoon performance of an Elvis Presley impersonator. Outstanding event. Thanks to Cheryl and Frank Chapman for the day. It was an all car event and we had various cars from other clubs. It was cool to cruise with them. We started at the new Gateway Classic Car facility in O’fallon. It was a very nice place, and for \$3 you could have a cheap afternoon to look at some pretty cool rides.

Yesterday was the first annual Gateway Buick GMC car show. (Notice how all the places keep using our name.) Again, a beautiful day and a turnout that the Hot Dog Wagon was not prepared for. Well over 100 cars. Some new, some familiar to us. We spoke with them about being our major sponsor for 2015, and we would run the North County Cruise Nights at their facility. Tod Leible, Joe Mayweather, and Marty Howard have volunteered to run these events. If we proceed, we will do it on the First Friday from May through October. Gateway Buick will make sure there is food there for all.

Coming events; Next Sunday, October 26, the annual wine cruise at Montelle Winery. See flyer in this issue. Plus it’s time to sign up for the Christmas Party, being held on December 6, at the Hawkin’s House in Webster Groves.

I am trying to have the 30th anniversary shirts at the November meeting. If you can’t make it, I’ll bring them to the Christmas Party. Our next monthly meeting will be on Thursday, November 6, 7:00PM at The Sports Café. See you there.



GGTOA Minutes 10-2-2014

7:02PM – Meeting Start – Elliot Cytron was present and thanked everyone for volunteering to help out the Wheels in Motion car show. The gate money that GGTOA took in was \$5,135. The total for the event after expenses was \$12,996. Elliot said that this was one of the best years ever.

7:08 – Old Business – Tom Oxler talked about the Octoberfest car show on Main Street St. Charles. Kerry talked about the club picnic. We had an excellent turnout and the new pavilion worked out great.

7:11 – Mark Melrose spoke about the GTOAA Regional Event in Pontiac Illinois. The show went well and the weather was nice for the most part. We had 200 total registrations. We collected \$3,500 for the museum. This is one of their biggest sources of revenue. We will likely need Gateway members to help with car show work next year. The Heart of Illinois club was a little overwhelmed.

7:20 – The Olivet Missionary Baptist Church car show had around 50 cars. It was a good time. Barb Lewis won a trophy for her custom Saturn Sky. Earl went trophy-less.

7:23 – New Business – Gateway Buick GMC wants us to run the Friday night cruises next year. We are aiming for the first Friday of every month, possibly from May to October. We will finalize later. They are putting on their own car show on October 18th. We will talk about cruise in details at the car show.

7:27 – Bob Blattel brought in flyers for the Christmas toy drive charity that we were involved with last year.

7:28 – Old Club T-shirts and hats are still available. We are getting ready to make new shirts and hats that will celebrate the 30th anniversary of the Gateway GTO Association. Kerry brought in printouts with examples of the logos show to the members. The colors of

the logo represent famous colors of the GTO (Verdoro Green, Orbit Orange and Carousel Red).

7:30 – 2015 Nationals in Columbus – Online registration should be open in a few weeks.

7:34 – 2017 Nationals – We are almost ready to sign a contract with the host hotel. There are talks about possible reimbursement for rooms used by Gateway members. We are currently looking for a band for the parking lot party.

7:40 – Discussion on T-shirts. New shirts will likely be available in grey and white.

7:50 – Gateway Facebook discussion. Be sure to Friend and share the Gateway site if you haven't already.

7:53 – Upcoming events – Friday night cruises, Kirkwood at Lindbergh and Big Bend every Friday and Gravois Rd, Faith Church 1st Friday of the Month

Saturday October 25th – Car show in Moscow Mills. Call Earl Lewis for details.

Sunday October 26th – Montelle Winery Cruise. Meet Francis Howell High School at 10:45.

8:05 – We still need articles for 64, 74 and 04 GTOs for the Newsletter. We will soon be requesting articles for 65 and 05 for next year.

8:06 – GTOAA Report – Tom Oxler spoke about a new program called Refer a Friend. For every new member that you refer, you get 6 months of free membership in the club.

8:08 – The club Christmas party will be on December 6th. It will be at the Hawkin House and will be catered by Russo's. The cost will likely be \$15 per person and \$20 per couple.

8:10 – Tech – Chris Simmons mentioned 2 swap meets, and talked about a company that is producing custom tri-power carburetors.

8:13 – The GTO Tiger is home resting.

8:15 – Motion to adjourn by Tom Oxler.

50/50 of \$29 won by Chris Simmons





Convention Corner



2017 will be here before we know it. As we prepare to host the GTOAA convention, Tom Oxler has put together a tentative set of committee assignment. These are intended as a starting point, so please take a look at your assignment and if you would prefer to be in a different group, please let us know.

REGISTRATION Chair Chris Winslow 636-939-2770 chriswinslow@charter.net	Committee Members		
HOTEL Chair Mark Melrose 314-968-3106 mjmelrose@aol.com	Committee Members		
ACTIVITIES Chair Terry Schott 636-273-6313 tschott@kelpe.com	Committee Members		
CAR SHOW/TECH/LOT Chair Frank Chapman 618-523-4636 cchapman7328@att.net	Committee Members		
VENDORS/SWAP MEET Chair Will Bowers 618-656-1899 wwbdsb@yahoo.com	Committee Members		
SPONSORS/SPEAKERS Chair John Johnson 573-581-8013 johnjohn@midamerica.net	Committee Members		
Terrie Oxler Tod Lieble Brian & Amy O'Sullivan Dave Demsko Jim & Mary McCarthy		Darrell & Tootie May John & Linda Kehrein Andrew O'Sullivan Mike & Maggie Wilson Bev Mayweather	
Denny Gunn Harry Smelcer Dave Island Paul Kondrick			
Gail Schott Earl & Barb Lewis Marty Howard Leroy & Debbie Brune John Folluo	Brian Ray Bill Craft Jim Mutz Annette Morton Donna Bowers		
Harry Timmerman Lucas Hedrick John Taylor Terry Schneider Pat Garvey Joe Mayweather Bill Hargrave	Tony Bezzole Rich Vie Mike McNeal Dan Jackson Jeff Bond Ken Boyer Larry Frederick	John Hunt John Lally Brian Lavac George Jeter Tom Fox	
Cecil Morton Chris Simmons John Novelli Doug Wollgast Craig Glen		Jeff Heinie Jeff Homsher John Rolfes Roger Maczura	
Jon Havens Bob Blattel Dave Huesgen Jim Moran Jim Kiburz		Danny Schmidt Charley & Jeanne Simpson Carl Thoenen Scott Brandt Scott Hudler	



Chapter Chat

With GTOAA President *G. Thomas Oxler* **SPECIAL EDITION**

After the 2014 Nationals, there were some e-mails and editorials circulated about the “future of the hobby” and the “future of the GTOAA.” Some are saying that because we did not have 500 GTOs in Pittsburgh, the GTOAA’s days are numbered. A few may even be planning our funeral.

Let’s put things in perspective—free of personal agendas, as objectively as possible—and separate fact from fiction.

Notwithstanding the great job the Greater Pittsburgh GTO chapter did in hosting the 2014 Nationals, everyone involved, including the GTOAA officers and board, was disappointed with the turnout. There were 353 GTOAA members and 257 GTOs and A-Bodies registered. On Popular Vote show day, there may have been fewer than that number on display due to no-shows and late arrivals. *However*, the number of paid registrations and cars was consistent with the number the GTOAA has typically used to discuss and plan for attendance at the Nationals.

Our expectations for the 2014 Nationals and the 50th anniversary of the GTO were based upon our past experience from the 40th Anniversary in 2004 at the GTOAA Nationals in Pontiac, Michigan, hosted by the Woodward Tigers GTO Club. There were 556 registered members and 350

GTOs and A-Bodies in Concours and Popular Vote ten years ago. Thus, we expected somewhere in the neighborhood of 450 registrations and 300 GTOs in Pittsburgh. That expectation turned out to be too optimistic.

However, the average registrations for the past five Nationals were 325 members with 225 cars, so Pittsburgh actually exceeded the average.

Some have claimed that the GTOAA’s membership numbers are declining. This is totally false. We currently have 3,525 members, and GTOAA membership has held steady, between 3,400 and 3,600, for the past 15 years. The membership number fluctuates, due mostly due to the location of the Nationals. If they are held out West, our membership will decline. Move the Nationals back to the Midwest and membership will climb. Our average of 3,500 members is just shy of our highest historical count of 3,620.

Among other indicators of the GTOAA’s viability is our healthy financial condition. In the April 2014 edition of *The Legend*, we published our 2013 financial statement. The GTOAA’s balance sheet showed a surplus of \$83,996. Our income exceeded our expenses by about \$2,000, and the projections for 2014 indicate that income will exceed expenses by about \$5,000. For GTOAA members, this means that the GTOAA is financially sound, and we are not anticipating

having to impose a dues increase in the foreseeable future.

Another indicator that the GTOAA is alive and well is the interest in hosting the Nationals. The 2015 Nationals will be in Columbus, Indiana (about one hour south of Indianapolis), hosted by the Pontiacs of Southeastern Indiana and Indy GTO chapters. GTOAA has also entered into firm agreements with two other GTOAA chapters to host the 2016 and 2017 Nationals, and there is another chapter very interested in 2018. While many car clubs struggle to get help hosting national conventions, we are not at all in that situation. We have chapters standing in line to host our Nationals because our members want this hobby of ours to thrive for many years to come.

Despite what some editorials have suggested, we have no plans to do away with our Regional Meets. In fact, we would like to have more of them, spread around the country. Feel free to contact me if your chapter might consider doing one. By the same token, we are looking to increase the number of GTOAA local chapters—*not* combine them. Local clubs are the best way of getting together with fellow GTO enthusiasts, and the GTOAA continues to encourage people to share their love of these iconic cars. We currently have 41 chapters, the three most recent additions being the Heartland GTO Association in Nebraska, the Windy City Goats in Chicago, and the



SPECIAL EDITION

Heart of Dixie GTO Association in Alabama. Plus, there are potential new chapters in the exploratory process. Commonality of interest is what keeps our hobby together, just like any other social organization.

Could the GTOAA reach 4,000 members? Could we have 500 GTOs and A-Bodies at the Nationals? That really is up to our members. If just 20% of our membership attended the Nationals, we would be wondering how to accommodate all those cars! If every GTOAA member would get one of their fellow GTOers to sign up, we wouldn't have to raise membership dues for a really long time. We realize, of course, that the Pontiac hobby—and the car hobby in general—has an aging demographic. Things may be different ten or twenty years down the road, but for the foreseeable future, we're in great shape.

So where do we go from here? Our new Membership and Public Relations Coordinator, Vic Schreck, is busy planning a course of action to increase membership in the GTOAA. If you have any suggestions, he'd like to hear from you. Likewise, Steve Hedrick,

our Convention Coordinator, is busy developing a Convention Questionnaire to see what we can improve to make more members want to attend the Nationals. Here too, if you have any suggestions, please let Steve know.

I am a member of POCI, and POCI President Merle Green is a member of GTOAA. This gives both organizations a unique opportunity to discuss the future and what we can do to help assure the longevity of the entire Pontiac hobby. Merle and I concur that keeping a constructive dialogue going is a good thing.

Our 41 chapters are a vital part of the GTOAA. Nearly 40% of our entire membership belongs to a chapter, and our chapters this past year averaged 83% GTOAA participation—a 12% jump from 2013. We now have 16 chapters at 100% GTOAA. Clearly, this is another indicator of the GTOAA's good health.

As a chapter officer, you represent the GTOAA to your community as well as to your membership. I'd like to see the GTOAA's leadership—board mem-

bers, national officers, and chapter officers—work in unity toward the betterment of our organization. This doesn't mean that we can't have differences of opinion. Differences can be beneficial, provided that everyone acts professionally and constructively.

Unfortunately, there are a few people out there who do not support the GTOAA—mostly, it seems to me, for personal reasons. It is time to move in a direction of unity rather than animosity. It is vitally important to the *entire* GTOAA membership—all 3,500-plus of us—that our chapter leaders do their best to foster a cooperative and constructive attitude and work with the national organization. If we work together as leaders, the future of our hobby, and that of the uniquely American performance car—the Pontiac GTO, which brings us so much pleasure and satisfaction—will continue to be bright.

The future of the GTOAA is in all our hands. Pontiac may be gone from the GM lineup, and we may never see a new GTO roll off an assembly line in the United States, Canada, or Australia. All the more reason for solidarity!

HPP: Gone, But Not Forgotten



By, now, most of you know that Source Interlink Media has stopped publishing *High Performance Pontiac* magazine, along with many other specialty titles devoted to particular car makes and models (*Popular Hot Rodding*, *Rod & Custom*, *Custom Classic Trucks*, *4 Wheel Drive & SUV*, *Mud Life*, *5.0 Mustang*, *Modified Mustangs & Fords*, *Camaro Performers*, *GM Hi-Tech*, *Import Tuner*, and *Honda Tuning*).

HPP was the last of the consumer magazines dedicated to Pontiacs, including GTOs. *Hot Rod*, *Car Craft*, *Motor Trend*, and *Automobile*, all general-interest publications, are the only remaining Source Interlink automotive magazines. The company, majority-owned by New York hedge fund Golden Tree Asset Management, now calls itself TEN: The Enthusiast Network.

Most *HPP* subscribers are now automatically receiving *Hot Rod* magazine until their subscription lapses. GTOAA President Tom Oxler was already subscribing to *Hot Rod* and is now getting *Car Craft*. "This is not much of a replacement for a magazine that was dedicated entirely to Pontiacs," he says. I agree, as I imagine most of us do. I have little interest in reading *Hot Rod* and will not renew my subscription.

Source Interlink Media's decision to deep-six *HPP* makes *The Legend* that much more valuable to GTO and A-Body enthusiasts. *The Legend* is now the only publication dedicated entirely to the venerable GTO. Every month, under the astute editorship of Tom "Spellcheck" Szymczyk, all GTOAA members get 30-plus pages of feature articles, technical reports, chapter activities, classified ads, and display advertising to support our cars and our hobby. *All* of this content is about GTOs and other Pontiac A-Bodies.

Speaking for the GTOAA officers and board, I'm saddened to witness *HPP*'s demise, just as I was when *Pontiac Enthusiast* went away. I've spent 22 years in the publishing business as editor of a trade magazine (in the railroad industry), and I've been part of my publication's transition from a print monthly to a print-plus-digital monthly with a website filled with up-to-the-minute news and a daily electronic newslet-

ter. We will always have subscribers who prefer reading a printed magazine, but our readership is increasingly shifting to accessing content on desktop computers, laptops, iPads, iPhones, etc., etc. *HPP*'s demise, I believe, is due partially to the general movement away from print magazines, but it may also be a sign of the times for the entire Pontiac hobby. Publishing a for-profit magazine, consumer or trade, with printing and postage costs, requires lots of advertising revenue, which has been dwindling throughout much of the publishing industry. If it's not enough to pay the bills, well, goodbye (fill in the blank) magazine.

Fortunately, *The Legend* is the GTOAA's publication, paid for largely by membership dues (yes, we do sell display advertising, but most of the publishing costs are covered by dues). Tom Szymczyk and *The Legend*'s numerous contributors—which potentially includes all GTOAA members, because, as Tom points out every month in his 1st Gear column, "*The Legend* is a magazine of the members, by the members, and for the members"—will endeavor to publish a quality magazine. That's not something a hedge-fund-directed bean counter in a suit can ever change.

Bill Vantuono, GTOAA Chapter Coordinator

Gateway GTO Activities

Elvis Poker Run By Frank Chapman

The day began as a brisk and sunny fall day, just as we had hoped for after an extended period of rain and nasty weather. For the cruise we invited other clubs to join us and we started out with a good mix of all makes to include a 56 Chevy and newer Mustangs.

We started the day at Gateway Classic Cars where hot coffee and chocolate were enjoyed by many, not to mention the cars on display inside the showroom. After a total of 26 cars signed up for the Poker run we left Gateway Classic and made our way to our first stop near German town, IL. This was a stone replica of a Civil War era stone fort. A most interesting stop that included displays of Civil war,



Gateway GTO Activities





pioneer days, and Indian exhibits. This could have easily been a 4-6 hour stop, but we needed to travel on to our lunch stop.

After leaving the fort we made our way to Breese, IL and sampled the locally famous Wally Burger. The comment heard most often was simply a great basic hamburger. From there we

proceeded to our last stop in Trenton, IL to Jailhouse Rock.

We arrived at Jailhouse Rock about an hour and half before show time. We took advantage on this time to draw our final cards, buy 50-50 tickets, and get to know some of the people from the other clubs.



Gateway GTO Activities



As the time drew closer for the Elvis performance we took the time to award the prizes for the winning poker hand, with both a first and second place awarded cash prizes. After that the 50-50 was given out.

At last Elvis (Jeff Caldwell) entered the building and the show began. It was noticed that several people in the audience were singing along, smiling, and enjoying themselves. After over an hour of Elvis memories, several Teddy Bears thrown to the crowd, and

many scarves given to the ladies the performance ended and after an encore performance, Elvis left the building.

Everyone began to leave to go home, several people thanked us for a good time and having something different than normal and a cruise that had something for almost everyone. A good way to spend a Saturday, good friends, cars, food, and songs, just a good day.





Gateway GTO Activities



Financial Results of Wheels In Motion Car Show

Elliott,

Here is the final show tally.

Once our Wheels bank account adds an additional \$1,300+ donation to the show's \$11,696.44 we will have a \$13,000 total donation to the NCCS this year. A new record!

We can also increase the donation if First Capitol Classics makes a donation from their bank account. I think the club will discuss that in November.

Sharon

WHEELS IN MOTION	9/7/2014
# CARS	257

	<u>TOTAL</u>
GATE	\$ 5,135.00
FOOD	2,164.80
GTO RAFFLE	1,341.00
50/50	412.00
MODEL T	99.00
BUICK -SNOW CONES	326.00
Tent auction	85.00
Hot wheels sale	377.32
CHECKS - DONATIONS	3,875.00
MISC CASH DONATIONS	55.00
TTL PROCEEDS - SHOW	\$ 13,870.12

EXPENSES	
Food/drinks	\$ (926.22)
Flyers	(655.28)
postage	(64.68)
trophies/dash plaques	(202.50)
Insurance	(175.00)
DJ	(150.00)
Registration supplies	-
	<u>(2,173.68)</u>
2014 Wheels show	\$ 11,696.44

Refurbishing the Key on a Next Generation GTO By Chris Winslow

During our recent Elvis cruise and Poker Run event organized by Frank Chapman (a great event by the way) former Gateway GTO president and current GTOAA president Tom Olxer showed me the key to Mrs. GTO's 2006 Torrid Red GTO coupe. The rubber buttons on the key fob were totally gone, exposing the small push button switches underneath. Because of this, the only way to use the key to open the car was to insert something through the open holes left behind by the missing rubber to press the small switches.

I had not seen anything like this myself before. Both keys on my 2004 are still intact. I don't carry my keys on a daily basis, which is probably while they are holding up so well. When I started asking other club members about their keys, it turned out most had already experienced this problem. Some had rigged up new buttons on the keys by using tape or other similar means.

Of course, part of the problem here is that GM Holden designed these keys to be non-reparable. Essentially it was their intention that when the key went bad, you take your car to the dealer and pay \$75 for the key and then \$100 or more for programming to match it to your car with the Tech 2 programmer. A pretty hefty price for a key. As part of this approach, they made the battery, which is actually a pretty common CR2032 cell, a permanently soldered part of the key fob card.

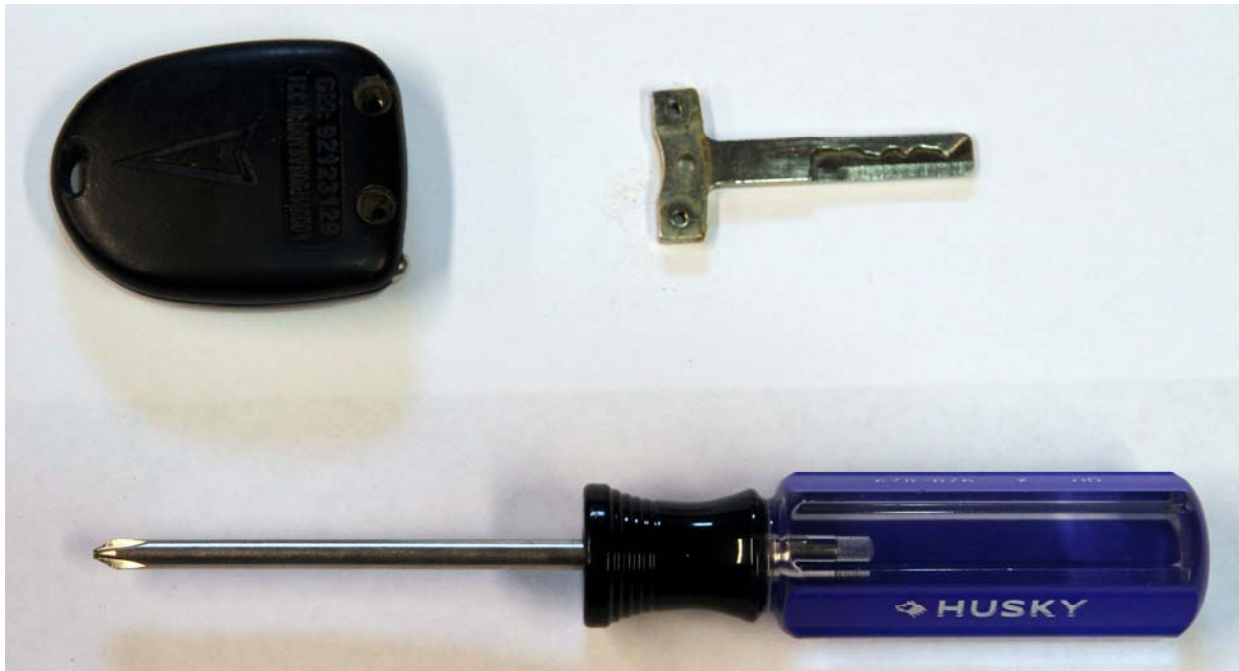
When Tom showed me the key, I offered to take a shot at refurbishing it. To do that, I first needed to find a new housing. That turned out to be a pretty easy find. There were multiple on-line sources for the fob. The only problem was that I could not find one that had the Pontiac logo on the back of the fob like the factory part. When I let Tom know that the replacement would have a blank back instead of having the logo, he said that would be okay. I ended up ordering the fob from Amazon for \$8.

The next thing I thought about was the battery. It seemed to me that if I was going to crack open the housing, I should replace the battery while I was in there. As I mentioned above, the battery is a standard CR2032 battery, but with solder tabs tacked to it on both sides. After looking around I found a battery, Panasonic part number CR2032-1F2, that looked close enough. It came with the tabs pre-attached. I got those for about \$5 each, also on Amazon.

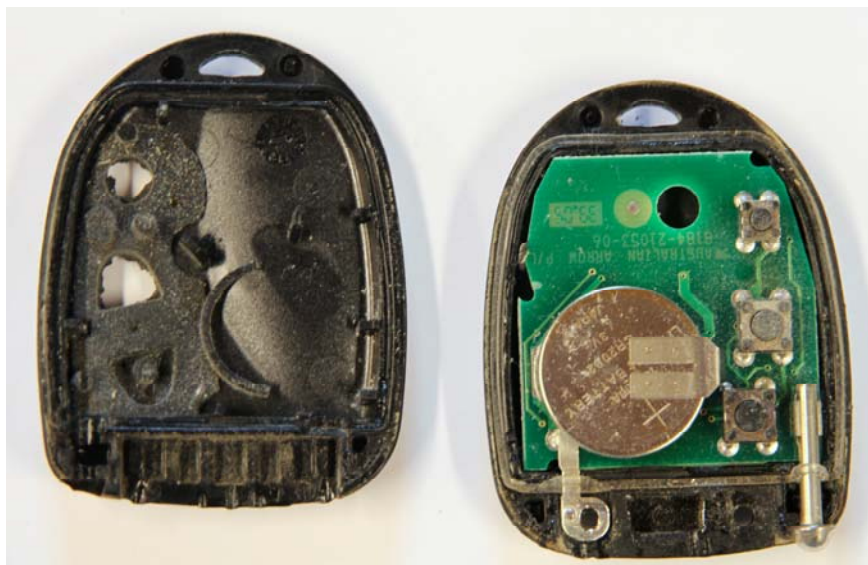


With all of the parts in hand, I got the key from Tom and set off to repair it. As you can see from the before photo above, all three buttons on the key were gone, exposing the switches underneath.

The first step was to remove the actual key from the fob. That part was pretty simple. The key is held to the fob with 2 Phillips screws. One took a bit of persuasion, but once both were out the key pulled right out.



The next step was to separate the two halves of the old housing. In this case, I really did not need to try to save the old housing since I was going to replace it, but I decided to try to save it just in case I have to crack open a good one in the future to replace the battery only. I first tried to crack it open using my plastic door panel removal tools, but none of those really worked. In the end, I used my largest blade screwdriver inserted into the slot where the key was. Once I got it started, I carefully worked around the housing. In the end, I got it separated and it could actually have been glued back together and reused it if the buttons had not been gone.



One important thing to note from the photo above of the separated housing is the orientation of the battery. The positive pole of the battery is connected to the circuit card near the buttons. It is key to note this before removing the battery because the polarity of the battery is not marked anywhere on the circuit card.

With the housing separated, I removed the card from the rear housing and discovered that there is actually a small silicone gasket sitting in a groove in the housing that surrounds the card. There is a small tab that grounds the card to the key and another post that connects to the ring surrounding the key slot on the steering column that this gasket also surrounds, so the gasket stays with the card when it is removed.

With the housing fully apart and empty, I compared the old and new housings. The new housing was, of course, not a factory part, so there was always a possibility that it would not quite fit correctly. Looking at the two side by side, however, they appeared pretty close. In the photo to the right, the new key fob is on the left and the old one is on the right.



The one key difference between the two is the way that the screws work. On the factory part, the screws pass through the rear housing and thread into the key, which has a machine thread cut into each mounting hole. In the new part, the screws are smaller in diameter and have a thread designed for screwing into two small holes at the bottom of the front cover. These screws are small enough to pass through the key holes and then essentially screw the two halves of the fob housing together while at the same time sandwiching the key between. Theoretically, this meant that the new fob could be opened so that the battery could be replaced in the future by just removing the screws. In reality, that did not turn out to be the case, but more on that later.

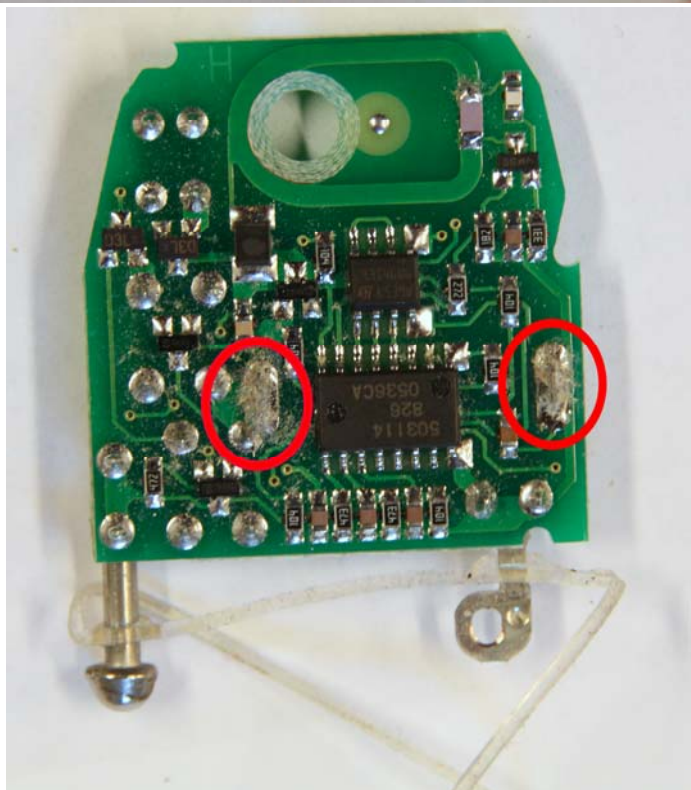
The next step in the process was to replace the battery. For this I broke out my small soldering iron, some solder wick, solder, and a small pair of diagonal cutters. The card within the key fob is very small and the ICs that are the heart of the device are located between the battery tabs, so de-soldering the old battery and soldering in the new one would be tricky and need to be done quickly to avoid overheating the adjacent components. In the photo below, I have circled the two tabs that need to be de-soldered. Also note in that photo that the silicone gasket

mentioned early can be readily seen. For this step, I just flipped it out of the way.



Using the de-soldering wick, I removed the solder from the two pads using short application times and allowing the tabs to cool a bit before removing more solder. Part to reason for the extra care here, in addition to concern about overheating the adjacent electronics, is that these tabs are tied to a lithium battery. It is **never** a good idea to overheat a lithium battery!

With the battery out, the next step was to prepare the new battery to go in. As I noted earlier, I had found a battery that was similar to the one that I was replacing, but it was not identical. The tabs on this new battery would need to be bent to match with the old battery and the tab on the negative side of the new battery was just slightly wider than the one on the



old battery meaning that it was too wide to fit in the slot in the card. Using a pair of needle nose pliers I bent the tabs to the right configuration. Next, using a the small pair of diagonal cutters pictured above, I narrowed the width of the negative terminal tab to match the one of the battery that came out.

With the battery prepared, I simply slipped it into the slots, making sure to get the polarity correct, and soldered it to the board with some 60/40 rosin core solder. (Yes, real solder with actual lead in it! I know that is politically incorrect these days, and that I am probably going to die from inhaling the fumes released while I was soldering, but you cannot beat it for a good solder joint).

With the new battery in place, the next step was to put the card into the new housing. This turned out to be just a bit tricky. The card itself just snapped right into the new housing. It was a perfect fit. The tricky part was that silicone gasket. It has to sit in a small groove in the housing. It is really small and really flexible, so it took some persistence to get it fully worked into the groove. Once it was in, though, it never moved.



Tech Article of the Month

The final step was to put the two halves of the housing together and install the screws. That went really well, but that is where I ran into the first real issue. The housing did not really close up fully at the end where the key ring slot is located. The new fob had two small cylinders that mate into holes in the mating half, but these were not enough to keep the two halves together snugly. After giving it some thought, I decided the best thing to do was to glue the fob together at that end. Using some 2 part super glue specially formulated for plastic, I glued the fob housing together at that end only and then screwed it together at the other end. The final result is shown below.



With the key back together, the next step was to try it out. So, Paula and I headed over to the Oxler's. There was some chatter on the internet that if the battery was removed from the board that the key would need to be reprogrammed to the car, so I came prepared with the procedure for programming the key using the car, but it turned out to be unnecessary. When we walked up to the car, it operated the doors and the trunk and when we put it in the ignition, it started right up.

In the end, this was not a super complicated project. I suspect I may be doing a few more of these in the not too distant future once this article runs...

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**





Gateway GTO Christmas Party

SATURDAY, DECEMBER 6, 2014, 5:30-10:30PM

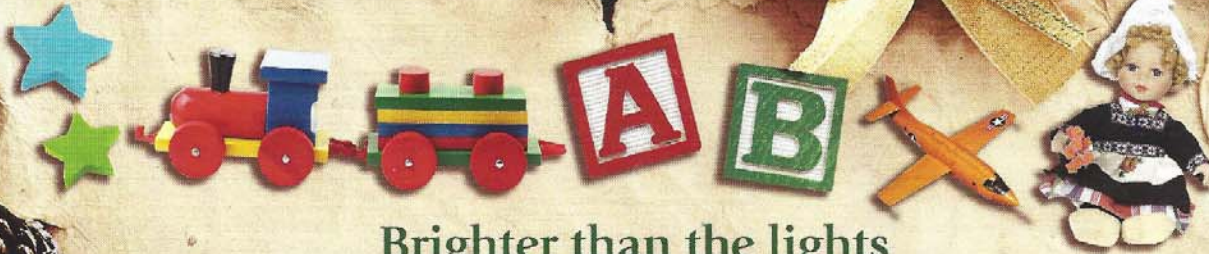
BRING A "ROB-YOUR-NEIGHBOR" GIFT (\$20-\$30)

Webster Groves Barn
1155 South Rock Hill Road
Webster Groves, Missouri 63119

Buffet Meal, BYOB, \$15 per person, \$25 per couple

For Reservations send a check by November 22nd to:

Will Bowers
#1 Goshen Woods
Edwardsville, Illinois 62025



Brighter than the lights
on a Christmas tree...

the light in the eyes of a needy
child opening a gift from his
"Secret Santa."

Christmas is a time of joy and magic for us all – but especially for our children as they anxiously await the arrival of December 25th and the presents they whispered in Santa’s ear. Sadly, many less-fortunate children in our community never get what they’ve wished for.

But you can be their Secret Santa!

Blattel & Associates invites you to bring a message of hope to the needy children in our community with a donation of new or gently used, unwrapped toys to our

2014 Holiday Magic Toy Drive
November 1 – December 5

Drop-off sites:

Blattel & Associates
1 Mid Rivers Mall Drive, Suite 260
(St. Peters)

U.S. Bank
1 Mid Rivers Mall Drive
(St. Peters)

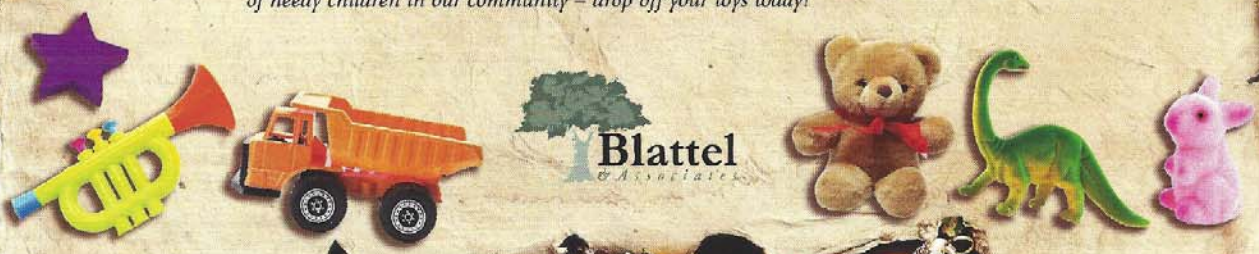
Nutrition Stop
4101 Mexico Road
(St. Peters)

Cutter & Company
15415 Clayton Road
(Ballwin)

Dudas Fitness
1053 Wolfrum Road
(Weldon Springs)

Rosciglione’s Bakery
2265 Bluestone Drive
(St. Charles)

Your donations of new or gently used, unwrapped toys will be distributed to the North St. Louis community at Saints Teresa & Bridget’s Church. *Light up the eyes of needy children in our community – drop off your toys today!*



Gateway Classic Cars

U P C O M I N G E V E N T S

B I G
HALLOWEEN
CAR CRUISE

25TH
OCTOBER
11:00-4:00

BEST = \$100
DECORATED
GIFT CARD

TAKE YOUR PIC
WITH A WITCH! 10-NOON

VENDORS DASH PLAQUES

FOOD F A C E
U S P A I N T I N G

KEJIF
C A R A M E L A P P L E S

HOLIDAY
VENDOR EXPO

NOV 15
NOV 11:00-4:00

50+ VENDORS
FOR GIFT SHOPPING!

CATERING BY:



\$3 ADMISSION

OPEN HOUSE
CHRISTMAS PARTY

DECEMBER 6TH

FREE FOOD* &
ADMISSION

*WHILE SUPPLIES LAST

PHOTO WITH

SANTA



1 PIC = \$7.50
2 FOR \$10

VENDORS FOR
CHRISTMAS SHOPPING



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

To access form from GatewayGTO.com, click below
<http://www.gatewaygto.org/clubpoints.html>

2014 GATEWAY GTO CALENDAR OF EVENTS

November

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

December

6 - GATEWAY GTO CHRISTMAS PARTY - Hawken House in Webster Groves, MO, details to follow (CLUB SPONSORED)

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

Gateway GTO Classifieds

For Sale

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

2 Aluminum slots 15"x10", 3 1/2" back-space unilug. GC \$225 OBO. Contact Chris Simmons 636-887-3653

Wanted

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

Looking for any vintage "mag" wheels 15" x 3", 4", 5", 8", 9", 10". Contact Chris Simmons 636-887-3653

CEE-JAY AUTO BODY

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Hail & Storm Damage Repair

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Granite City, IL 62040

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Fax (618)452-9552

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Owner

Jack Morton

Owner

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Manager



CAR



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Insurance Consultant
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St. Charles, MO 63304
Bus: 636-926-3333 ER#: 636-219-4932
Fax: 636-441-2482
elewis@farmersagent.com

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GATEWAY GTO ASSOCIATION OFFICERS

President

Kerry Friedman
11580 State Road WW
Dittmer, MO 63023
573-678-2353

kfriedman@hughes.net

Vice President II.

Frank Chapman
10120 Hickory Lane
Bartelso, IL 62218
618-523-4636

cchapman7328@att.net

Secretary

Brian O'Sullivan
10537 St. Phillip Lane
St. Anne, MO 63074
314-2257240

bosullivan@hunter.com

Photo Album Editor

Terrie Oxler
450 Muirfield Dr.
St. Charles Mo. 63304
636-928-5548

toxler@prodigy.net

Web

Chris Winslow
44 Marcus Drive
St. Peters Mo. 63376
636-939-2770

chriswinslow@charter.net

Charity Chairman

Bob Blattel
4564 Austin Knoll Court
St. Charles Mo 63304
636-441-3141

bob@blattels.com

Vice President Mo

Terry Schott
18903 Saint Albans Road
Glencoe, MO 63038
636-273-6313

tschott@kelp.com

Treasurer

Will Bowers
#1 Goshen Woods
Edwardsville IL. 62025
618-791-3110

wwbdsb@yahoo.com

GTOAA Chapter Rep.

Steve Hedrick
3676 Morgan Way
Imperial Mo. 63152
636-942-4020

shedrick@aol.com

Club Events Chairman

Marty Howard
7 Newcastle CT
St. Charles Mo. 63301
636-724-8641

nycgto@att.net

Newsletter Editor

Chris Winslow
44 Marcus Drive
St. Peters Mo. 63376
636-939-2770

chriswinslow@charter.net

Photographer

Chris Winslow
44 Marcus Drive
St. Peters MO 63376
636-937-2770

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**

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

44 Marcus Drive
St. Peters, MO 63376

