



THE HOOD SCOOP

February 2023

Our GTO Goes Full Circle

By Will Bowers

Gateway GTO
Association



I really wasn't looking for another car; however, it was a slow day at work being the Friday before Labor Day weekend in 1989. Someone had brought in a copy of the St. Louis Post-Dispatch, so, out of habit, I started scanning the classic car ads. The car was advertised as a '67 HO, 4 speed with Tri-Power added and Rally 1 wheels. Needless to say, I called the number several times that day but didn't get an answer until about 4:00 PM. The seller asked if I had called before because his answer machine was not working and he had just gotten home. He did not want to show the car until Saturday; however, he agreed to let me see it since I was going out of town for the holiday weekend. At that time I was working at McDonnell Douglas and he was located in Florissant. I immediately hit a cash machine for deposit money and was on my way. This was great...I would be the first person to see the car! As soon as the garage door went up, I wanted it. After driving it, I knew it was sold. I didn't even try to get him down on price, (which is totally unlike me). After giving him a deposit, I returned after the holiday and paid the remaining balance. Over the weekend, he had received over 30 calls on the car. Most of the people were offering more than the full asking price. Fortunately, he honored our deal and the car was mine. I later learned that Terry Schott was one of the unlucky callers.

In addition to the options listed in the ad, it had A/C, full tinted glass, power disc brakes, power steering, rally dash, wood wheel, Cordova top, 3:73 12 bolt posi, front and rear seat belts, and a push button radio with a rear speaker. Over the years I added a number of options including; AM/FM,

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8 track, defogger, map lights, rear headrests and a reclining passenger bucket seat. The rear end had been replaced with a date correct and proper 3:23,10 bolt rear end. The A/C had been stripped out by one of the previous owners. I was able to locate original replacement parts and eventually converted to 134A. The car retains its original interior and a few worn spots were repaired with material from another set of original seat covers that had been found at a swap meet.



The build date was November 1966. With the rare combination of options, it was obviously an early special order car. The PHS documents included the engine unit number that confirmed it still retained its original HO motor. All that could be determined from PHS was that it had been delivered to a dealer in Pontiac's Northern District.

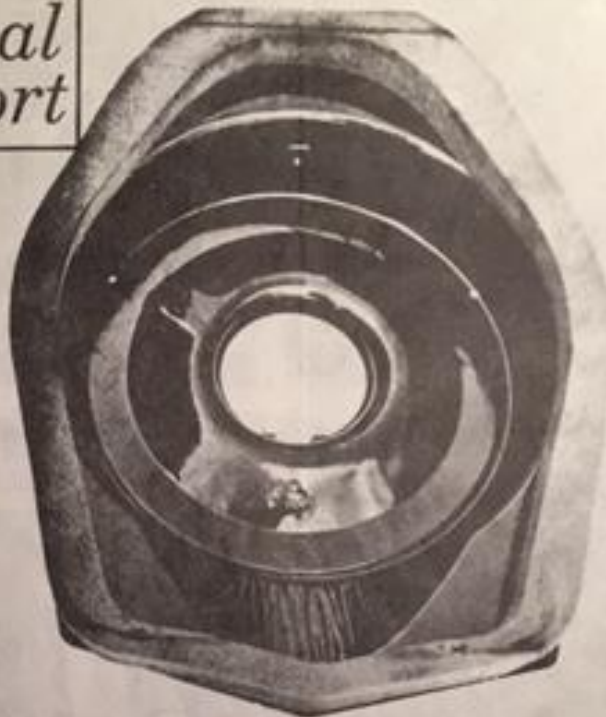
Prior to having a base coat clear coat finish applied in the original Gulf Turquoise color, I had to replace several panels. All parts were replaced with available NOS or reproduction items. The motor has always performed well and has not required a rebuild. However I returned it to a 4 barrel with a correct Q-jet carburetor. The first year for the Q-Jet Pontiac was 1967. Pontiac was apparently concerned that performance minded buyers would be concerned that Tri-Power was no longer being offered. They included a re-print from Super Stock magazine in the glove compartment comparing the two carburetor configurations, confirming that they performed almost identically.

Shortly after the purchase, I decided a trip to Mid America Raceway in Wentzville. MO was in order. My first time out; it turned in the 13.90's with street tires.

Norman

**SUPER STOCK
MAGAZINE**

Technical Report



'67 GTO CARBURETOR TESTS PROVE THAT **3=4!**

If you're worried that Pontiac's '67 GTO won't measure up to last year's model because the Tri-power has been dropped . . . forget it!!

WHEN THE WORD got out that GM was eliminating multiple carburetion on all '67 models except the 427-cu. in. Corvette, many drag racing enthusiasts automatically assumed the '67's would be slower.

We decided that a little comparison test would be in order so we contacted our good friends at Bill Knafel Pontiac in Akron, Ohio, and asked them if it would be possible to come up with some concrete answers. Their answer was an emphatic "Yes!"

At that time a complete '67 car was not available but the new 400-cubic inch engine was. The basic difference in this engine from last year's 389 was an increase of 11 cubic inches, the addition of the first really new heads for Pontiac since 1955, and a Quadra-jet four-barrel carb. The plan was to take the '66 GTO "Tin Indian" and make several runs under controlled conditions with the original 389 engine installed. It would then be removed and the 400-cubic inch engine dropped in and additional runs made under the same conditions.

The '66 engine and car was set up as follows: Tri-power, ram-induction scoop, 4-speed close-ratio trans, 456 safety-track rear, 9.00 x 15 7-inch Firestone tires, Forgedtrue pistons at zero deck clearance and the heads cr'd at 65. The '67 engine in the same car was set up identically except for the Quadra-jet carburetor instead of the tri-power. (For you fellows that aren't interested in running NHRA legal, you might like to know that the '66 tri-power manifold will bolt directly to the new '67 heads.) Both engines used Doug's Headers and Champion G66Y spark plugs.

Well-known engine tuner Arlen Vanko and equally competent Bill Abraham, both employed at Knafel Pontiac, performed the work on both engines. The tests were conducted with Vanko and Doc Dixon driving at Quaker City Dragway in Salem, Ohio. (Comparison tests have shown that approximately .25-second must be taken off all listed elapsed times to correct for the fact that this particular strip is uphill. In other words, an et given as 12.85 should be corrected to 12.60.)



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SUPER STOCK MAGAZINE

Our GTO Goes Full Circle

owner saw all the GTO's and couldn't resist stopping. I was able to get his picture with the car. Over the years I have met all but the third owner.

I have had a number of interesting experiences with the car. I don't recall the exact year, but, the Club did a road trip to Indy for their clubs show called "A Day at the Track". It was on the grounds of the Indianapolis Speedway and was reminiscent of the early GTOAA Nationals that were held at the track. We did some driving around the night before the show, even going to a local cruise night. While driving the car I noticed that the timing seemed to be off and had to adjust the distributor several times. On the way home the engine popped and we experienced a total shut down. After opening the hood it was obvious what had happened. The distributor had locked up, spun around, tangling and damaging all of the plug wires. We were stopped on the shoulder of I-70 being blown around by 18 wheelers doing 70 plus MPH! This was before cell phones. I recalled that a club member had also had problems with his car and was waiting at the motel for his father to trailer him home. One of the club members agreed to go back to the motel to see if I could borrow his distributor, and wires, while I pulled the damaged one. As luck would have it, the club member was still there and loaned me the needed parts. We were back on the road in a little over an hour.

Another adventure took place on a club cruise up the River Road concluding with a ferry trip to St. Charles County. The river was high at that time and the ferry could not dock at its regular location. The ferry was loaded with cars 3 across. I was in the first row on the far right. We were sitting high enough that the ramp could not be seen from the car. A crewmember was in charge of the unloading process, when it was my turn he motioned me forward. Unfortunately, when I pulled forward, the ramp was not there. He should have motioned me to the center. The good news was that I did not end up in the river! The bad news was that I ran into a heavy duty metal "T" that was used to tie up the ferry when docking. We pushed the car off and called a rollback to pick us up. Fortunately, the "T" was low enough that it went under the bumper and hit the core support and lower radiator tank. If I recall correctly, it was covered by insurance including the towing.



Our GTO Goes Full Circle

These cars are intended to be driven and sooner or later you are bound to have a mis-adventure!

This car has always been Donna's favorite. In 1990, we drove her to the church when we got married. (My luck with this car continued once again). They say you cannot put a price on your wife's happiness. In this case, I got the car and Donna too!!



Nick Decker's family also had a strong relationship with the GTO. In addition to Jeff, who had moved to Indianapolis, his sister Cindy contacted me in 2017. She was turning 50 and so was the GTO. She wanted to see it, go for a ride and take some pictures. We agreed and even popped open a bottle of wine to celebrate her birthday.

Nick has not been getting around too well and has not been able to attend the Easter Show. However the next year she, Cindy, Nick's grandson and former-wife came to the show for more pictures.

About a year later I got a call from the second owner wanting to know if I knew where the '67 was, I told him it better be in my garage! He wanted to know if it was for sale. I told him that if it was he would be second in line after the original owner's family.

Moving on to 2020, Donna and I are in the process of downsizing, selling our house and leaving the great state of Illinois and moving to Missouri. I decided to contact Jeff to see



Our GTO Goes Full Circle

if he was interested in purchasing the car. He said he was definitely interested and wanted time to sell his Firebird and ZR1 Corvette. I told him no problem I would hold it for 60 days with no deposit required. We continued to correspond by email and more information on the car was provided, along with pictures and several phone calls. After a couple of weeks he said he definitely wanted the GTO back in the family. I suggested a visit. He and his wife arrived the day after Labor Day. After an inspection and a drive he wrote out a check and they drove it 250 miles home with no problems.

After 31 years almost to the day the '67 was gone. It was a sad day for Donna and I since we also had a special connection to the car; however, were glad that if the GTO was going to be sold that it was going full circle back to the original owner's family! Jeff and I continue to keep in touch. I send more information as I come across it and he keeps me up to date on the work he is doing on the GTO.

Jeff gives me updates on little things he is sorting on the car. I enjoyed a couple of his early texts. He said when he comes home from work he always goes into the house through the garage. The first time he came home after buying the GTO he could not believe it when he opened the garage door and it was sitting there. Another text said he and his wife would go out in the evening sit in their lawn chairs and look at the trees and flowers. Now they turn their chairs around and enjoy the view with garage door open!

I had another set of seats that I gave Jeff since I didn't think I was going to need them. He actually converted them to an office chair!

If we were going to sell the '67 we are happy that the GTO was able to go full circle back to the original owner's family.



Presidents Scoop

The President's Scoop

By Chris Winslow

2023 is starting to look like a mild winter overall. We have already had the Trans Am out a few times this month and the GTO will be coming out soon. I have to get the spring maintenance done to get both of them ready for the drive to the GTOAA convention in Springfield in June.

Before that, we have a number of activities on the books or in the planning stages. One of the first big events will be the annual Easter Car Shows. For 2023, the show put on by the St. Louis Street Rod Association will once again be at the Family Arena in St. Charles. For those that are interested in that, I have included the flyer and registration information in this newsletter and also on our website. There are no significant changes in that show for 2023.

The Easter Car Show put on by the Horseless Carriage Club has made two changes for 2023. First, fire extinguishers are strongly encouraged, even in the club car display area. The second change is a one that really surprised me. They have changed the rules for what cars are allowed on the show field. Normally the requirements is 25 years or older, which would translate to 1998. For 2023, however, they will allow cars newer than 1998 into the club area of the show field. This means that the 2004-2006 GTO's will be allowed at the show. The rules are the same as for the classic cars in that the cars must be original (or at least appear original). For those that are interested in attending this show, the cost is \$15 per car and you must let me know that you are planning to attend by March 22nd so that I can get the required registration information turned in to their coordinator. We will talk more about that at our March meeting or as always just give me a call if you have any questions.

As I have mentioned before, would be great if I could get some articles submitted for the newsletter. I have quite a few articles from past newsletters I can run. The one I ran this month from Will, for example, is one of my favorites. But it would also be nice if we could get some new ones. So, if you have a good tech article and maybe a new project you have undertaken on your car, please consider snapping a few photos and sending me an article.

See you all at the March meeting at Gingham's!





Gateway GTO Meeting Minutes



Minutes
2/2/2022

7:04 PM – Meeting Start – Chris Winslow
Lead

Old Business

New Members- Not in attendance
Norman Dauderman
Scott Brohammer

2022 Financial report

7:07 – New Business

Pinball Wizard Tournaments—2/26

Easter Car shows (Forest Park & Family
Arena)

Forest Park show recommends a fire
extinguisher in each car.

Spring Cruise-Cruise up to Hannibal

Lunch in Hannibal
Riverboat Dinner Cruise
Overnight stay
More details later

Gateway GTO Day at Caffeine and
Chrome at Gateway Classic Cars July 29th
9AM-12PM

The Club store has Polo shirts again in new
colors

The Schott's are looking into a Nasa muse-
um in Bon Terre, MO

7:17-Scheduled upcoming Events

Sunday April 9th- Easter car shows

7:17 GTOAA

Planning for 2023 has started for Spring-
field IL. Tom Oxler talked about volunteer-
ing and to sign up.

Only 12 ½ days slots left to volunteer.

Sign up for any excursion as they are
filling up fast.

Earl Lewis -Wheels in motion Friends with
Kids with Cancer received over \$250,000
in donations from this event over the years.

May 7th -Steve Hedrick talked about the
swap meet at GCS ballpark

7:24 Tech

Frank Chapman talked about his crank
shaft breaking in his GTO

7:31 Club Personnel's

Terry Schott's brother passed away on De-
cember 19th.

Tom Oxler's brother passed away in Janu-
ary

7:35 Adjourn

Brian O'Sullivan/Craig Glenn

Next club meeting will be Thursday, March
2nd, at Gingham's.

50/50 won by Tom Oxler \$47



ST. LOUIS STREET ROD ASSOCIATION

37TH ANNUAL

THE REAL EASTER SHOW

APRIL 9TH, 2023 - THE FAMILY ARENA - ST. CHARLES

PARTICIPANTS USE SOUTH GATE - SPECTATORS USE NORTH GATE (\$5.00 PER CAR)

SET UP: 8:00AM - NOON

AWARDS: 2:30PM

PRE-REGISTRATION BY APRIL 4TH - \$20.00 DAY OF SHOW - \$25.00

T-SHIRT AND DASH PLAQUE WITH EACH ENTRY

ONE PARKING SPACE PER ENTRY

NO LOUD MUSIC

NO GLASS CONTAINERS

CATEGORIES

CLASSIC 1900 - 1969

CLASSIC 1970 - DATE

CUSTOMS

FULL SIZE TRUCKS

MINI TRUCKS

MUSCLE CARS 1964 - 1972

MUSCLE CARS 1973 - DATE

PONY CARS 1964 - 1993

PONY CARS 1994 - 2007

PONY CARS 2008 - DATE

RAT RODS

SPECIAL INTEREST

SPORTS CARS

STREET MACHINES

STREET RODS THRU 1934

STREET RODS 1935 - 1948

UNFINISHED

ST. LOUIS STREET ROD ASSOCIATION RESERVES THE RIGHT TO REMOVE ANYONE ON THE BASIS OF OBJECTIONABLE BEHAVIOR

ALL TRAILERS MUST ENTER THRU THE SPECTATOR GATE AND BE PARKED IN THE BACK OF SPECTATOR PARKING LOT

**For more information please call:
(314)315-1712 or (636)244-0316 after 5:00pm**

SEND ENTRIES TO: Barry Gan, 25 Hutchinson Road, Ellisville, MO 63011
Make checks payable to St. Louis Street Rod Association

NAME: _____ **PHONE:** _____ **E-MAIL:** _____

ADDRESS: _____ **CITY:** _____ **STATE:** _____

CLASS: _____ **MAKE:** _____ **MODEL:** _____ **YEAR:** _____

T-SHIRT SIZE: S M L XL XXL XXXL XXXXL

ADDITIONAL SHIRTS @ \$15.00: SIZE S - M - L - XL - XXL - XXXL - XXXXL QTY _____

I agree to waive/release the St. Louis Street Rod Association and all of its members of any liability related to this event.

Signature

4/9/2023



WINGS AND WHEELS



Fly In and Cruise In



APRIL 15, 2023 7AM-4PM

ST CHARLES COUNTY REGIONAL AIRPORT - SMARTT FIELD KSET 6390 GRAFTON FERRY ROAD PORTAGE DES SIOUX, MO 63373
FOR MORE INFORMATION FOLLOW US ON FACEBOOK @ SALTRIVERAUTOMOTIVELLC OR CALL 636-900-7258
ADMISSION AND REGISTRATION ARE FREE! RAIN DATE: APRIL 16, 2023



AWARDS

- Best Airplane Employee Choice
- Best Street Rod Best Jeep
- Best Import Best Truck
- Best Daily Driver Best Classic
- Best Rat Rod
- Best Lifted Truck Best Slammed
- Best Unfinished Best Story



SCHEDULE

- 7AM - Vehicles/Planes Can Begin Arriving For Setup
 - 8AM - DYNO \$60 (First Come, First Served)
 - 8AM - 3PM - Free Bounce House
 - 8AM - 3PM - Airplane Rides for Purchase
 - 2PM - Awards
 - 4PM - Show Ends
- Food and Drinks Available for Purchase



MUST REGISTER TO PURCHASE T-SHIRTS AT

[HTTPS://STCHARLESCOUNTYVETERANSMUSEUM.ORG/](https://stcharlescountyveteransmuseum.org/)

***100% OF ALL SHOW PROCEEDS GO TO THE ST CHARLES COUNTY VETERANS MUSEUM**



Gateway GTO Membership Renewal

Gateway GTO Dues for 2023 are \$20 and are due by the annual Gateway GTO Pizza Party.

- Send dues to Will Bowers by mail or pay in person at the Next Meeting
Will's Address:
4213 Napa View Lane
St. Charles, MO 63304
- In order to Renew with Gateway GTO, members must be members in good standing with GTOAA.

Contact Chris Winslow if you have any questions on renewing your Gateway GTO membership



GATEWAY GTO ASSOCIATION Membership/**Renewal** Form

(Please print clearly)

New

Renewal

Returning

Name: _____ Date: _____

Associate Name (Spouse/Significant Other): _____

Address: _____

City, State, Zip: _____

Home Phone: () _____ Cell Phone: () _____

E-mail Address: _____

Occupation: _____

Year & Body Style of Car(s) **ALL PONTIACS:**

Auto related interests, hobbies or talents:

GTO Association of America membership number: _____

GTO Association of America membership renewal date: _____
(found on address label of *Legend*)

PLEASE FILL IN ALL FIELDS

And mail to:

Will Bowers, Treasurer
Gateway GTO Association
4213 Napa View Lane
St. Charles, MO 63304

Membership dues are \$20.

You are allowed one associate member (spouse, significant other, etc.).

All Gateway GTO Members must also be members in good standing with GTOAA

Go to WWW.GTOAA.ORG to join or renew GTOAA membership

GTOAA Membership Renewal

GTOAA Dues are to be paid directly to GTOAA

- Do not send GTOAA dues to Will Bowers. Instead renew directly with GTOAA by mail or at www.gtoaa.org.
- All Gateway GTO Members must be GTOAA members in good standing.
- Please contact GTOAA Chapter Representative Tom Oxler with any questions:

Tom Oxler Contact Info:

Phone: 636-928-5548

Email: toxler@prodigy.net



2023 GATEWAY GTO CALENDAR OF EVENTS

March

2 - GTO MEETING 7PM at Gingham's

April

2 - April Fools Car Show at GCS Credit Union Ballpark

6 - GTO MEETING 7PM at Gingham's

9 - Easter Car Shows - See website for details

15 - Wings and Wheels Fly In at St. Charles Regional Airport (See flyer in this newsletter)

May

4 - GTO MEETING 7PM at Gingham's

6 - Parade at Immanuel Lutheran Church in St. Charles

7 - Model T Swap Meet at GCS Credit Union Ballpark

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

Gateway GTO Classifieds

(314) 838-5533

Jon's Tri-Power Service

Jon F. Havens
Owner

126 Afshari Drive
Florissant, MO 63034
jfhavens@sbcglobal.net

(314) 496-7368

Jonathan's Q Jet Service

Jonathan Havens

13 Shamblin Dr.
Florissant, MO 63034

CustomAutoApparel.com

[CLICK HERE FOR GATEWAY GTO APPAREL CLUB STORE](#)



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Advertising Guidelines

Classified ads are free to members. 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 Gingham's, 1566 Country Club Plaza Drive, St. Charles, MO 63303

The yearly dues for Gateway GTO is \$20. The dues are due by the Pizza Party in January. All Gateway GTO members must be a member in good standing with GTOAA. You are allowed to have one associate member.

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 is free for members in good standing.

Advertising rates for non members 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.



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

644 Emge Road
O'Fallon, MO 63366

