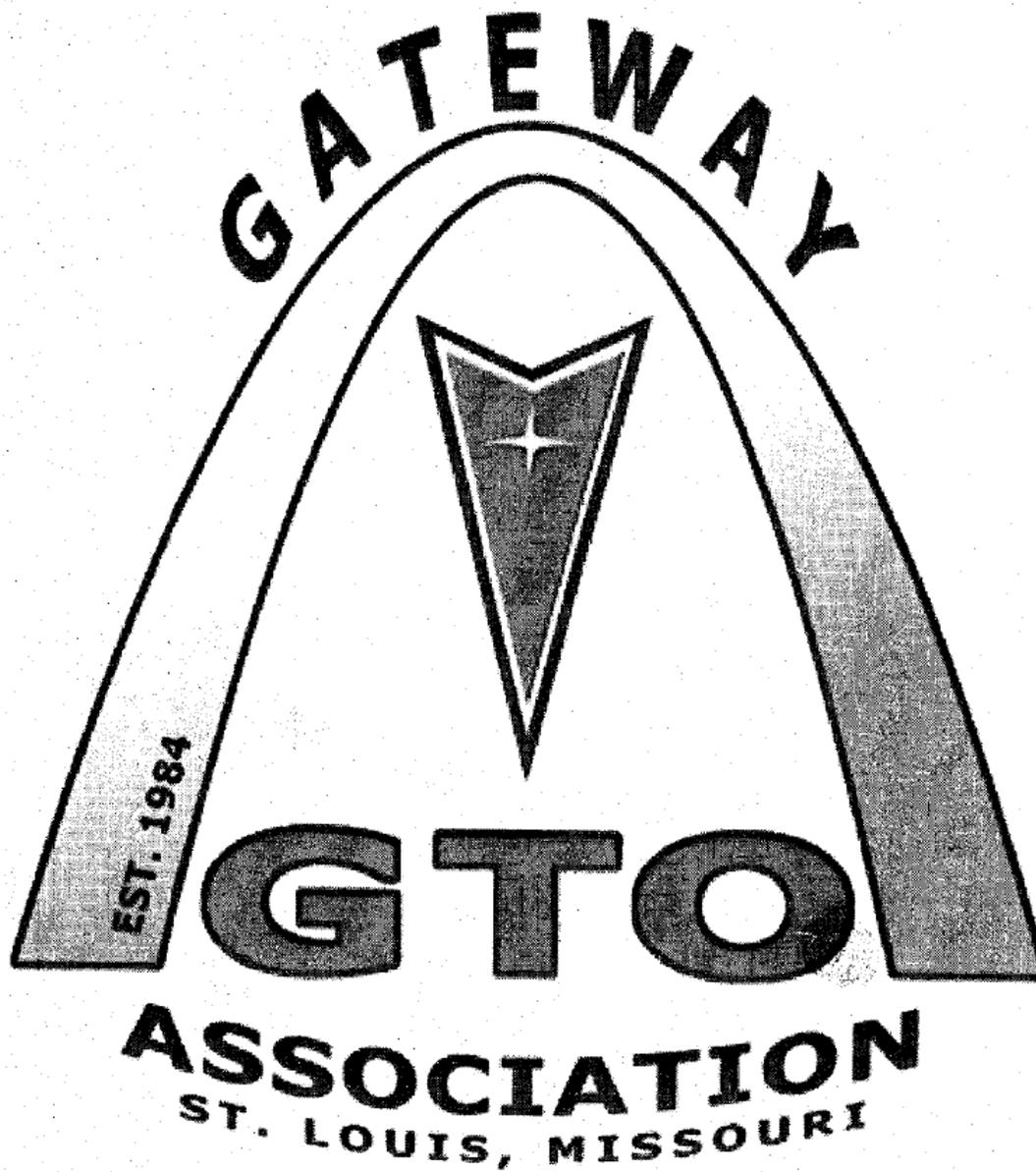


# *The Hoodscope*

March 2003



[Http://clubs.hemmings.com/thehoodscope](http://clubs.hemmings.com/thehoodscope)

## GATEWAY GTO ASSOCIATION OFFICERS

### President

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Imperial Mo. 63152  
636-942-4020

### Vice President Mo/ Club Events Chairman

Jim Kiburz  
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Ballwin Mo. 63011  
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618-452-9553

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636-230-6120

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### Photo Album Editor

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314-892-3639

### Newsletter Editor

Donald Bright  
1150 Villa Flora Dr.  
O'Fallon Mo. 63366  
636-240-2229

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**The Hood Scoop** is published as an informative news bulletin to keep our members up to date on past, present, and future events.

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### Gateway GTO Association Meetings

Are held monthly. Dates, times, and locations are listed in the **Upcoming Events** section of the newsletter.

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### 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 put your name and date and a description of the event on the back and send them to the Photo Album Editor.

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**The Gateway GTO Association** is an official chapter of the **GTO Association of America**

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### 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 for of communication we publish a monthly newsletter called "The Hood Scoop". The purpose of this newsletter is to keep our members informed of all upcoming activities as well as providing interesting event coverage. The club meets every first Wednesday of the month at Culpeppers Restaurant St. Charles Mo. 3010 West Clay 636-916-3105

**Membership dues are \$20.00 per year and all renewals are required to be paid by December 31st. You are allowed to have one associate member.**

### Club Sponsors



820 McDonnell Blvd. 314-895-1600  
Hazelwood Mo. 63042 1-800-892-8267  
www.behlmann.com



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### Advertising Guidelines

Classified ads up to 50 words are free to members, add 10 cents per word for any ad over 50 words. Payment is due upon submission. (members need to update ads at 3 month intervals or ads will be dropped).

Classified ads up to 50 words for non-members are \$5.00 per issue. Advertising rates are: full page \$25.00, 1/2 page \$15.00, 1/4 page \$7.00 for three (3) months running time. Payment is due upon submission, discount of 10% for one year pre-paid. Acceptance is at the sole discretion of the editor. All ads should be submitted to Don Bright by the 10th of the month.

# Gateway GTO Association Ads

## FOR SALE

### **Air Compressor**

Upright industrial duty 3 hp, 30 Gal. 2Cyl. V twin. 9 cfm. 26 amps on 115v, can be wired for 220 and 13 amps. 10" rubber rear tires for moving but very heavy. Approx. 24" X 24" X 60" tall. Excellent condition. Paid over \$1100.00. Asking \$600.00 OBO

### **Posi Track Rear-end**

4:10 12 Bolt Posi rear-end \$1000.00 OBO

Contact Chris Simmons @ 636-456-3653

### **Aluminum Intake with crossover**

P/N 488945 (1972 HO) \$500.00

**Alternator** PN 1100700

**Distributor** PN 1111148 (1970)

**ignition Coil** PN 1115238 Delco Remy

New in box (NOS)

Contact Tony Bezzole @ 314-878-6892

### **Literature:**

1964-1972 GTO Restoration Guides

New from club store \$15.00

Contact Chris Simmons @ 636-456-3653

GMP 1:18 Die-Cast GTO's -1970 Black Judge, 1970 Blue Judge, 1972 Red GTO, 1972 Gold GTO \$99 each.

Contact Harry Smelcer @ 636-230-6120  
or email Harry71GTO@aol.com

## Cars For Sale

### **1968 Catalina**

2 door Hdtp. 400 2bl., was column and bench. Now 4 speed and buckets. Body OK, frame rusted. Have a few spare parts. \$500.00 OBO

Contact Ed after 9pm or week-ends @ 314-882-0790

## WANTED

1967 Right side molding

Must be in nice condition

Contact Cecil Morton @ 618-452-9553

Back issues of Pontiac Enthusiast, Muscle Car Review, and High Performance Pontiac Magazines

Contact Harry Smelcer @ 636-230-6120  
or E-Mail me at Harry71gto@aol.com

71-72 Core Support

71-72 Air Scoop insert (left side)

Contact Don Bright @ 636-240-2229

Frame for a 1967 Tempest, LeMans, or GTO

Contact Bill Craft @ 636-332-3422

## Services Available

### **ABC DJ Productions**

All types of occasions from weddings to retirement parties. Disc Jockey & Video.

Contact Mobile Marty Howard  
@ 636-946-8641

### **Cee-Jay Auto Body**

ASE & I-CAR Certified shop

2123 East 23rd Street

Granite City Il.

Contact Cecil Morton@618-452-9553

### **Card Services Inc.**

#13 Hawks Nest Plaza

St. Charles Mo.

Contact Craig Glenn @ 636-946-9892

### **M.B.J. Machine**

Pontiac engines from restoration to race 30 years experience

Contact Jim Moran @ 618-797-1843

## 2003 Upcoming Events

The following events are a compilation of events from several clubs.

### **March 2003**

- 20<sup>th</sup> Events Committee – Helen Fitzgerald's 7:00pm
- 30<sup>th</sup> Swap meet at Bell Clare Exposition Hall 8am-1:30pm 260-484-6013  
Belleville Illinois.

### **April 2003**

- 2<sup>nd</sup> **GGTOA Meeting @ Culpeppers 7:00 pm**
- 12<sup>th</sup> Roadhouse cruise at JJ's
- 17<sup>th</sup> Events Committee – Helen Fitzgerald's 7:00pm
- 27<sup>th</sup> Gateway GTO/Roadhouse Route 66 Cruise. More details later.
- 27<sup>th</sup> 3rd annual Troy TSA Car Show 1-4 pm R.P. Lumber/Plaza Cinema 4

### **May 2003**

- 3<sup>rd</sup> Gateway GTO club cruise at Steak-N-Shake on Lemay Ferry
- 10<sup>th</sup> Roadhouse cruise at JJ's
- 20<sup>th</sup> Events Committee – Helen Fitzgerald's 7:00pm
- 17<sup>th</sup> -18<sup>th</sup> Classical Pontiac Meet. Go to [www.classicalpontiac.com](http://www.classicalpontiac.com)
- 23<sup>rd</sup> Wentzville Cruise
- 24<sup>th</sup> Chris Fry Memorial event. More details to follow.
- 7<sup>th</sup> **GGTOA Meeting @ Culpeppers 7:00 pm**

### **June 2003**

- 4<sup>th</sup> **GGTOA Meeting @ Culpeppers 7:00 pm**
- 14<sup>th</sup> **Behlmann club cruise** More details later
- 28<sup>th</sup> Indy all day at the track 1978 & earlier. Indianapolis Motor Speedway

### **July 2003**

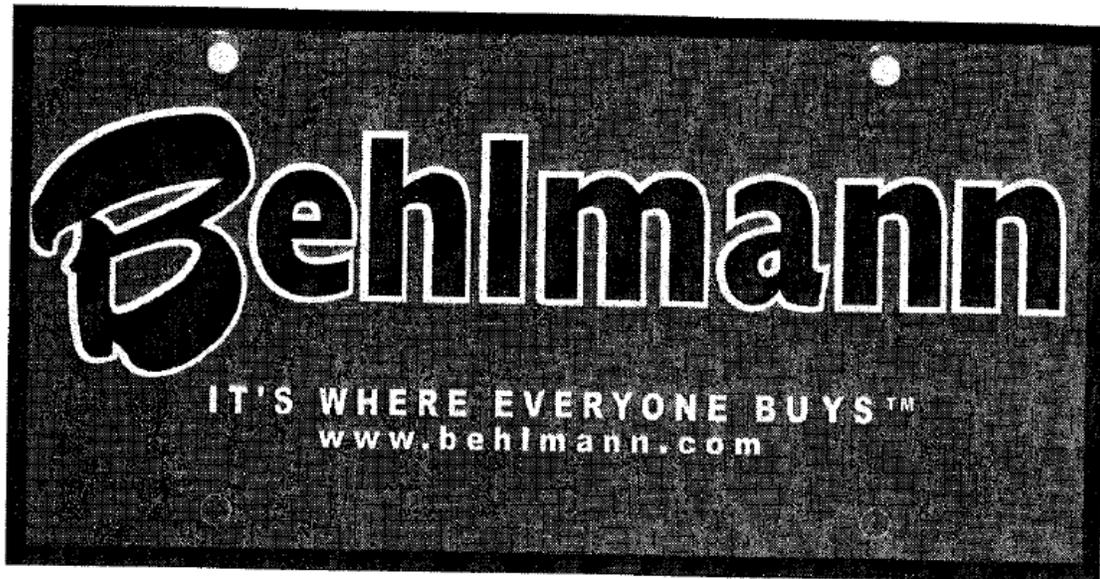
- 2<sup>nd</sup> **GGTOA Meeting @ Culpeppers 7:00 pm**
- 8<sup>th</sup>-12 POCI Nationals in St Louis
- 12<sup>th</sup> Roadhouse Cruise @ JJ's in St Charles
- 14<sup>th</sup>-18<sup>th</sup> GTOAA Nationals in Columbus Ohio
- 27<sup>th</sup> Pool Party @ the Hedricks  
Cruise in @ Cullpepers (tentative)

### **August 2003**

- 2<sup>nd</sup> **Club cruise at Steak –n-Shake on Lemay Ferry 7pm**
- 6<sup>th</sup> **GGTOA Meeting @ Culpeppers 7:00 pm**
- 9<sup>th</sup> Roadhouse cruise at JJ's
- 15<sup>th</sup>-17<sup>th</sup> GTO Classic Weekend
- 16<sup>th</sup> Woodward Cruise  
Cruise in @ Cullpepers (tentative)

If you don't think this is enough to keep you busy this year, send me some more. I will make sure it gets in here.

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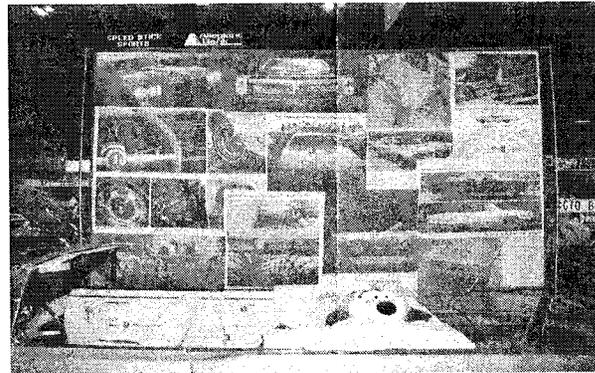
*And by*



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WE SELL  
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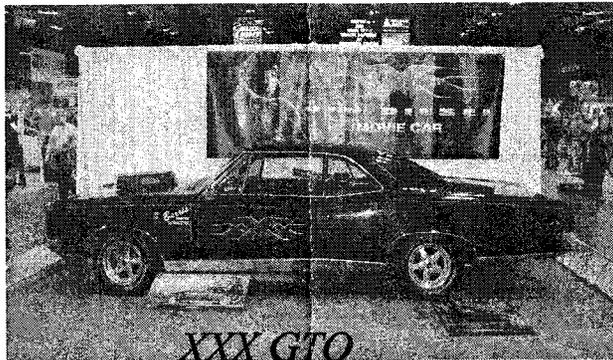
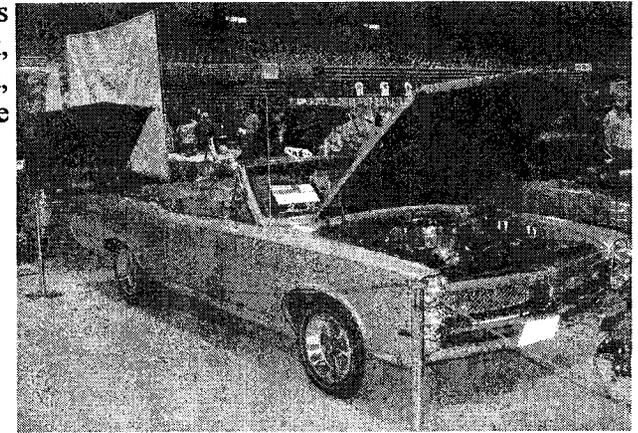
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Check out our web sight @ [www.qualitypontiac.net](http://www.qualitypontiac.net)



## 2003 World of Wheels in St. Louis

Once again this was a great show and keeps getting bigger every year. Steve Hedrick won Best of Show in the 58-67 Restored Class and the club won Best of Show for Club Display. Thanks for all the hard work of the members especially those who participated. Steve & Tammy Hedrick, Jim & Kathy Kiburz, Jerry & Tina Arnold, Marty Howard, Harry Smelcer, Will & Donna Bowers, and Don & Sue Bright.



HOLDEN MONARO CV8 PONTIAC GTO

# MAD MAX MAKES A PONTIAC

**THE NEW GTO WILL  
COME FROM AUSTRALIA,  
BUT WILL THAT BE ALL?**

**BY MARK VAUGHN**

YES, THE PONTIAC GTO IS coming to our shores from Australia at the end of this year (AW, April's, 2002) and it should be terrific fun to drive once it gets here.

But first, a few things you always wanted to know about Oz: 1) The water really does circulate counter-clockwise down the drains. 2) When seen alive and hopping across their natural habitat, kangaroos look surprisingly like enormous, bouncing rats and. 3) A well-tilung boomerang can come back and hit you real hard on the head.

Before actually going there we, like you, got all we knew about Australia from three highly reliable sources: *Mad Max* the movie, *Crocodile Dundee* the movie, and TV commercials for Foster's Lager. Now that we've actually been to Oz, it turns out the United States is the only place in the world where anyone drinks Foster's Lager. Mel Gibson was born in Peekskill, New York, and Mick "Crocodile" Dundee, okay, he was a real person.

And they have a car industry, which was why we went there. Production starts in November on the U.S. version of the Holden Monaro CV8, which will be imported here as the Pontiac GTO. The GTO was revealed at the Los Angeles and Detroit auto shows earlier this month.

The question at hand: Does the Holden Monaro CV8 make a fitting Pontiac GTO? That's no trifling matter. The GTO has been the embodiment of a long line of muscle cars about which thousands of owners are very passionate, if "very passionate" is a strong enough term.

Since John Z. DeLorean put a 389 in a Pontiac Tempest for the 1964 model year to launch a decade's worth of them, the Goat has been an icon. After a day behind the wheel in a right-hand-drive Australian-spec version going down the wrong side of the road, our answer to the Monaro-as-GTO question was a tentative "yes."

The answer got less tentative at the L.A. show, where Pontiac said the plan was for the U.S. GTO to make 340 hp, or 35 more than the Holden version. So, combined with its 360 lb-ft of torque, the answer to whether it's a fitting GTO successor is now a more enthusiastic "yes!" We're eager to see how the car feels in full American Pontiac trim when we get to drive one this summer.

While it has power, overall it's a more refined GTO than ever before, which is how it will be marketed here in the United States.

"We felt it would fulfill our customers' expectations of what a GTO should be," said Pontiac GTO marketing head Bob Kraut. "It's an icon, a halo vehicle for us."





"WE ARE A KIND OF PETROLHEAD COMPANY HERE. OUR STRENGTH, OF COURSE, IS THE REAR-WHEEL-DRIVE AND THE MOTORSPORTS."

—Peter Massenberg, Holden chairman

Does that mean we can look at it as a Firebird/Camaro replacement?

"No, that was never a consideration," said Kraut. "GTO represents a broader bandwidth than a Firebird. What's in it for us is being able to conquest people who would not in the past consider a Pontiac."

Oldsmobile was supposed to conquest all those people who would not in the past consider an Oldsmobile, too, and we all know what happened to that.

It sounds as if Pontiac is writing off all those guys pinning away on enthusiast websites by tiger tails, judges and screaming chickens, that's right.

"The GTO is not a retro vehicle, it's a modern expression of Pontiac Excitement," said Kraut, sounding ever the salesman.

Kraut lists the Mustang

Cobra SVT as one competitor, but then goes on to include "high-performance luxury coupes and high-sport two-seaters." He said the price for the GTO will be between \$30,000 and \$35,000. So that would mean competitors like the BMW 325Ci, Mercedes C230 Sport Coupe and SLR, we'd imagine. Tough competition with a whole new set of buyers. But if you look at the specs of the car, you don't see high-tech Euro-luxury performance. You see good old American iron.

First, it will be powered by the 5.7-liter Gen III V8 engine from the Corvette. There's no better engine choice in GM. But as good as the Gen III is, it's not the exotic powertrain high-performance luxury coupe buyers seek.

We will get a choice of GM's 4L60E four-speed auto-

matic or the six-speed manual shared with the Corvette.

There will be no cost added for either choice.

Final drive ratio will be a drag-friendly 3.46:1.

Holden engineers say there will be minimal changes to the Monaro's MacPherson strut front suspension and semi-trailing independent rear. Those include revised front and rear springs, shocks and sway bars, and a control link for the independent rear suspension. The changes will not necessarily make the Goat softer, but Holden engineers said you do have to make some concessions for potholes and frost heaves.

"Most of the changes are in the powertrain, not in the ride and handling," said Kraut. "Except the tires."

Australian CV8s come with 235/40ZR-18 tires, but all we

know of the U.S. wheel-tire combination is that it will offer all-season treads on uniquely styled, 18-inch wheels.

Steering will be speed-sensitive rack-and-pinion, with the American GTO getting its own, slightly stiffer steering gear.

So while we didn't get behind the wheel of the American GTO, we did drive four versions of the Holden Commodore platform, one of which was the Monaro CV8. And how was that?

It wasn't a Corvette, of course, but it wasn't a Bonneville, either. After getting over being in the wrong side of the car and on the wrong side of the road, driving the Monaro was fun. The throws in the six-speed felt about as long as they do in the Corvette, which is

long, but the steering felt nicely weighted and responded quickly enough to a crank on the wheel. The wheel itself has a fat, GM-sized grip, which was comfortable.

The four-wheel discs felt a little less tight than we'd have preferred, but they were good by GM standards for pedal feel.

Feedback through the wheel and through the seat was a bit muffled, in a GM kind of way. The car doesn't communicate what it's doing with the immediacy of a high-performance entry-luxury coupe or a high-sport-two-seater. That will put off a lot of those BMW cross-shoppers. Yet neither does it spaz out when it hits a bump in a fast corner, the way a solid-beam rear-axled Camaro/Firebird would have.

The control of all that curb weight was impressive. While it does roll more than a BMW, the transition from one side to the other is smooth and even. It doesn't just flip over and squeal like an old Buick. The curb weight is listed at 3615 pounds for the car we drove but 3584 pounds is the weight target for the GTO version (that's a pretty specific figure for a target).

Holden says the Australian version gets to 62 mph in 6.6 seconds. With its lighter curb weight and added power, we expect the Pontiac GTO will achieve its promised 0-to-60 time of 5.9 seconds.

So the Monaro/GTO sounds promising. But that's not all we learned in Oz. On the same trip Down Under, we drove three other Holdens with varying chances of seeing U.S. showrooms.

The not-for-U.S. sale Monaro CV6 we drove with an automatic was perfectly fine as a comfortable commuter, but the V8 would surely convey all that Pontiac Excitement stuff better.

There was a VY SS Ute V8 automatic that would loosely translate as an El Camino if it ever came over here. The Ute V8 is highly sought after in Oz by aspirational young male buyers looking to impress the mates down at the shearing station. It carries much the

day of driving was the HSV GTS sedan. HSV stands for Holden Special Vehicles, sort of like Ford's SVT division or BMW's M. HSV makes all sorts of fun things, including race cars that have won seemingly every touring car race ever held south of the equator.



The Australian-built Holden Monaro (above), with 340 hp and 360 lb-ft in U.S. spec, should be worthy to wear the Pontiac GTO badge. Holden's reputation for building performance vehicles includes an El Camino-type truck, the VY SS Ute V8 (below).



same platform and drivetrain as the V8 Monaro coupe we drove and we wouldn't be at all surprised to see it arrive on our shores someday, especially given the continuing American infatuation with all things truck.

And, most fun of all in our

The HSV GTS is based on a Commodore sedan (same platform as our GTO), but felt nothing like a big floater of a four-door. It was tuned to be so responsive that we quickly stopped worrying about being on the right-hand side of everything and just

simply hammered it for miles and miles along the coast road toward Sydney.

At the GTO's unveiling in Los Angeles, Bob Lutz said that virtually everything HSV makes for the Monaro would be available to American GTO buyers as soon as the car arrives on our shores. This startled everyone else we spoke to that day, including Holden and Pontiac people, who said there were no such plans. But if they can make the entire GTO ready for us in so short a time, they can certainly throw together some HSV GTO springs and shocks for the dealer parts catalog, eh mates?

Of the four Holdens we drove, from passenger cars to pickups, all seemed to have a strong element of fun to them. How was that possible when the same parent company that built the Holdens in Australia also made all those front-drive GM10 Olds Cutlass Supreme and Pontiac Grand Prix cars in America?

"We are a kind of petrolhead company here," said Holden chairman Peter Hansenberger, using the Australian/British word for gearhead. "Our strength, of course, is the rear-wheel-drive. And the motor-sports."

Like Mel Gibson, Hansenberger is not Australian. He came from Opel, where he was director of the Technical Development Center in Russelsheim. But like Gibson's Mad Max, Hansenberger likes muscle cars—big V8-powered, rear-drive muscle cars. And that breed is something of a specialty at Holden.

So yes, the Holden-made Pontiac GTO will be here later this year and that's a good thing. But the real news will come when and if GM starts offering us more of its rear-drive V8-powered Holden muscle cars. Let's hope it does. ■

## *Meeting Minutes*

Ray Kromer of The Waxstation (waxstation.com) gave a presentation on proper cleaning and waxing techniques. Ray is a distributor of Mothers products and you can check out his products at his website. We can put together a club order from time to time. Send the item number, your name, address, and phone number to Steve Hedrick. There will be a 10% discount on club orders. Dave Stevenson of Quality Pontiac renewed their sponsorship of our club for 2003. Let's show our appreciation by buying a new Pontiac. We are having a show at their dealership on May 31<sup>st</sup>. The club Christmas party is slated for December 13<sup>th</sup>. Tom and Kathy Oxler are going to be our generous hosts this year. We are planning a race day at Mid-America Raceway on June 8<sup>th</sup>. Details to follow. Ted Bertish was the winner of the Blues hockey tickets. We sold 110 tickets and we'll announce the profit at the April meeting. The Gateway GTO Association was well represented at the World of Wheels show March 6,7, and 8<sup>th</sup> with seven members and their GTOs participating. The GTOs of Marty Howard, Jerry and Tina Arnold, Don and Sue Bright, Steve and Tammy Hedrick, Will and Donna Bowers, Jim and Kathy Kiburz, and Harry and Erin Smelcer were shined and polished to perfection. We talked about GTOs and the club to thousands of attendees and even signed up one new member. Jim Kiburz had a collage of GTO ads made into a huge poster similar to our club banner. The display was quite impressive. There should be some pictures at the April 6<sup>th</sup> meeting. If you didn't attend this year, be sure to make plans for next year. The judges were impressed also and we won The Best Club Display award along with a cash award of \$300. We want to thank everyone for all of their hard work.

50/50 Winner – 3 guesses

Warm weather is here! Its time to brush the cobwebs off of the GTOs and start cruising! See you at the April meeting!

