



THE HOOD SCOOP

APRIL 2009

Gateway GTO Mourns The Loss of Ray Brunkhorst

By Chris Winslow



By the time you receive the newsletter this month you will have no doubt heard the sad news that on March 27th Ray Brunkhorst lost his battle with an infection he suffered following surgery. Ray was a dedicated member of Gateway GTO and huge car enthusiast. As most of you know, in recent years his hobby car was a red 1966 GTO. In the past, however, he had modified and built a number of other vehicles. We had run a story on a few of these cars in the August 2008 edition of *The Hood Scoop*. In remembrance of Ray, I have decided to run that article again in this months issue.

Ray had been a staple in the club since he joined in 2006. He attended most of the club events (the picture shown here is Ray and Ida at the Winery Tour last fall), and we could always count on his help for the Charity Car Show and other Gateway GTO projects. I know that I speak for the Officers and indeed the entire club in expressing our deepest sympathy to Ida and Ray's entire family.

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CAR OF THE MONTH Ray Brunkhorst's GTO 66 GTO

I'm a retired carpenter since 1995 and have been a member of the GTO club for just a few years. I've always had an interest in cars but couldn't afford one as a hobby until late in life. My wife Ida and I have been married for 54 years and have 2 girls and a boy. As the kids got old enough to drive, out of self-defense

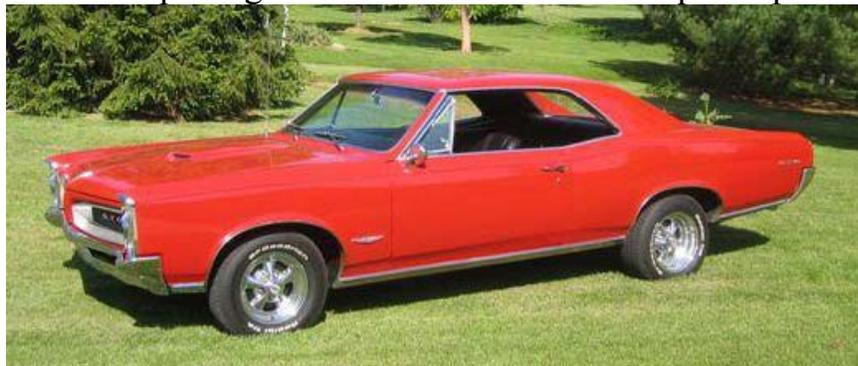


I took a couple of auto body courses at Lewis and Clark Trade School. After that it was a lot of trial and error. I cut off the back of a 68 Volkswagen and made it into a sort of clone El Camino. My wife liked it because it was easy to drive and got good gas



mileage. (Could use that now) Next I bought a very rough 31 Ford pick up and made a street rod out of it. It had independent front suspension with power disk brakes, automatic transmission, power windows, and 302 V8. It took me 9 years and much trial and error to do, but it was very interesting to build. After 2 knee replacements I needed something with more legroom. My neighbor bought a

66 GTO and I had to have one too. It needed a lot of little things and a few not so little things to get it up to standards. I hope to put in a 5 or 6 speed transmission and a/c but it may be a while, as my wife doesn't seem to understand these things. I enjoy the GTO club and their activities and am very impressed with the large number of members that attend functions and a surprising number of Ladies that also participate.



The Presidents Scoop By Tom Oxler

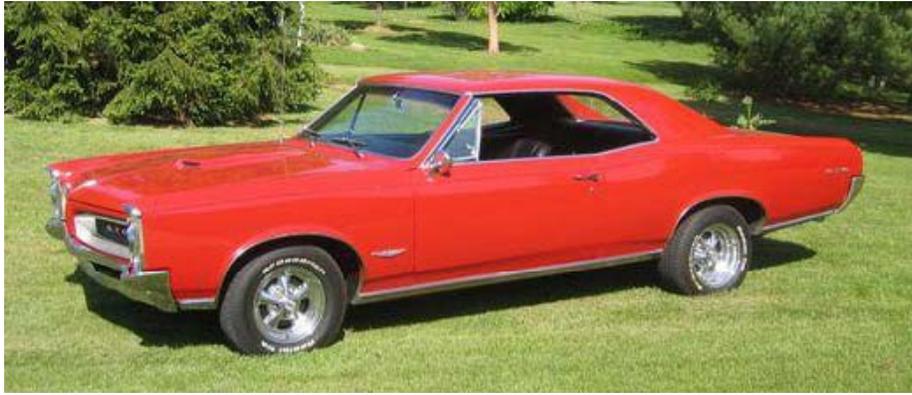
With great regret I have to inform you that Ray Brunkhorst passed away this last week. As many of you know, Ray has been fighting sever arthritis for many years and lately he has developed problems from the arthritis drugs he has taken for so long. After a recent operation, he contacted a sever MRSA infection that the doctors could not stop. He was on and off life support but he could not fight it any longer.

The visitation was held at Ida's parents funeral home, Hilleman's in Overland and a many members of our Gateway GTO Club were present. The ever thoughtful Chris Winslow made a picture collage of Ray and his activities with the Club. Chris presented the collage to Ida who was greatly moved by this very nice gesture. We talked with Ray's daughters and his sister and all they talked about was Ray and his GTO. As you already know, Ray loved his car, a red 1966 GTO. His daughter Karen said Ray had the GTO apart getting the shifter linkage repaired and asked if necessary, would the GTO Club be willing to help put it back together? I responded "absolutely we would love to help" so you may be getting an email or phone call in the near future.

Ray's family said they were hoping to get the GTO ready for Drag Day as Ray had such a good time at the last one and was really looking forward racing again. Since Ray had such fun at the Drag Day, Shauna suggested why not change the name to the Ray Brunkhorst Memorial Drag Day. Everyone agreed and below is the new flier.

Rest in peace Ray. Your Gateway GTO Club members will be thinking of you on Drag Day.





Ray Brunkhorst Memorial Drag Day

BENTON IL

6112 Hill City Road Benton, Il 62812

I-64 E

I-57 S

Exit #71/Benton/Christopher

Left on Main St (IL-14E)

Right on S Maple St

Left on W Church

Right on S Main (IL-37)

Right on Yellow Banks Rd

Right on Hill City Rd



MAY 30, 2009

9AM – 3PM



\$35 per Car pre-pay deadline May 14

Gateway GTO, 1 Goshen Woods, Edwardsville, IL 62025

Run down track as many times as you can

RAIN DATE JULY 18, 2009

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<http://www.gatewaygto.org>

http://www.i57dragstrip.com/html/i-57_dragstrip.html

GATEWAY GTO CLUB APRIL MEETING MINUTES
April 1, 2009

The monthly Gateway GTO meeting was held at Culpeppers on St. Charles Rock Road in Bridgeton. Members began arriving by 6:00 PM for dinner and fellowship.

The meeting was called to order at 7:00 PM by President Tom Oxler. Officers in attendance: Tom Oxler, Darrell May, Mark Melrose and Kerry Friedman.

NEW MEMBER: George Jeter, a new member from several months ago was present for the first time. He introduced himself as having a red 2005 GTO with a stick shift. He likes his car. George works at the Record Center on Page.

OLD BUSINESS:

Easter Show: The annual Easter Car show will be on April 12 at the Muny Parking lot for cars 25 years or older, and down below for newer cars. This year we will be doing both. The reservations are closed for those showing on the upper lot with POCI and Gateway. The lower lot is \$20 prepay, and \$25 at the gate, which includes a tee shirt. We will all meet at McDonalds on Hampton at 8:30 and leave at 9:00 am. Club Sponsored.

NEW BUSINESS:

Francis Howell Car Show: Will be held this Saturday Morning April 4.

Fastlane Classic Cars: April 18. Meet at 12:00 pm at Fastlane, for a private tour of the facility. Marty has arranged with the owner. We will go to Chuck-a-Burger afterwards. Please notify Marty if you are going to be there, so he can arrange the visit. Also if you have specific questions

to ask, let Marty know also. Club Sponsored.

This may be the last year for Chuck-a-Burger. Let's support them!

Ranken Tech Alumni Car Show: April 19, FYI.

Gateway Swap Meet: The old Riverport Swap Meet is now held at the Gateway Raceway in Illinois. It will be held on April 26. Steve Hedrick will have a spot as he always does, with hot dogs, brats, and drinks for club members. It is also a good spot to store your new treasures while you look for more. John Johnson has the spot next to Steve.

King Louie Drive-In Cruise: As a joint cruise with Bluff City Pontiac May 9th in Wood River, IL. Free Dash Plaques. Good food. Rain date May 16. Jeff and Debbie Bond are coordinating the event. Missouri members will meet at 10:00AM at Behlmann to cruise to Wood River. 270 to Hwy 3, North to the Wood River exit. Club Sponsored. Rain date May 16.

Ray Brunkhorst Memorial Drag Day: May 30 in Benton, IL for open 1/8 mile drag racing, 9:00am to 3:00 pm. \$35 per driver and guest. Spectators \$5.00. Send your checks to Will Bowers. Open to all. Invite your friends from other clubs to show them what a Pontiac can do. Meet 7:30 at FedEx Kinko's in Fairview Heights for a caravan to the track. Dinner at the same restaurant as last year. Help needed at the track. Shauna Wollmershauser is hosting the event. Club Sponsored. Rain Date July 18.

Long pants are required and helmets suggested. The concession stand will be open, and the track will be prepped.

Anyone wanting to race for prizes, can stay for the regular racing after 3:30.

Bob's Gasoline Alley Cruise: June 6th, Cruise down old Rt 66 to Cuba, MO, about an hour and a half from the Schott's house. \$10 per person catered lunch. Must pay in advance for reservation by May 21. It will be a rain or shine event. Club Sponsored. Meet at Terry and Gail Schott's house Hwy 100 and T, or jump on at Hwy 50 and 44. Checks to Will Bowers. Bring two way radios.

Centralia, MO Anchorfest: June 7th. Whole town carnival. Rides and food. Meet at Francis Howell School, take 94 to 19 to North on 54 through Mexico. All day event for \$15.00. Includes T shirt, (last year). Club Sponsored.

Behlmann Car Show: Annual event for all Buicks, Pontiacs, and GMCs. June 13. Behlmann will again be a Club Sponsor. Last year we had over 60 cars. Come out to support our longtime and faithful sponsor. Free hot dogs, drinks and trophies. Club Sponsored. Rain Date July 25.

GTOAA 2009 Convention: Will be held July 7 – 11, in Dayton, Ohio. Hotels are filling up fast. Make your reservations now. You must be a member of GTOAA or POCI to participate. If you want to show your car in both sections, you have to belong to both organizations. Currently more GTOAA have registered than POCI. Several caravans will be forming to cruise to the event. You can go to www.gtoaa.org for a link to the Convention. Steve Hedrick is the National Convention Coordinator. There are currently no main sponsors, and if you are

planning to attend, your prompt registration will help the organizers get the activities finalized. Club Sponsored.

The GTOAA website is online for renewals and the Club Store. You can use credit cards or Paypal.

Sign Up Sheets:

The monthly meeting sheets were sent around to be marked with attendance.

New Club Sponsor: We got two new sponsors last month. Each sent \$100 for full page ads and links on our website to theirs. The Classic Car Studios and Elite Pro Street/ Wise Speed Shop, are the new sponsors. Please support their businesses.

TECH ISSUES

Kerry Friedman is now in the process of having his floor, radiator support, front fenders and hood replaced by Cecil Morton. A new Tremec 5 speed will be installed as well.

Terry Schott said that Gear Vendors has an overdrive unit for your cars, and Darrell said it was heavy duty but he had to have his rebuilt once.

Chris Simmons said you can get a six speed auto from TCI.

Shauna waiting for word to pick up her engine and promised not to break it this year.

John Taylor is still waiting to get the call to pick up his engine from Morans.

Buzz Simpson was at the 'Dusting Off' Car show in Union. There were 200 cars. He is looking for more shows. Hemmings was suggested. Go online and search for St. Louis Car Shows.

GOOD OF THE CLUB

Ray Brunkhorst passed away. See Presidents Scoop.

We had an article in the Legend about our Halloween Party, with a thank you letter from Jim Wangers. He was honored that he was impersonated.

Earl Lewis turned 60.

Melrose's had their 32nd anniversary.

Will Bower's 64 Catalina was in the Pontiac Enthusiast Magazine.

Tony Tosto will be trying to make official the record setting run he has made with his '69 Camaro this Saturday at Gateway. Try to go if you can. 10.47 at 130 mph.

Kerry Friedman showed a carved GTO fender emblem he received as a gift. It was made by the Woodman Jeff Hobgood in Indiana. See www.therealwoodman.com

Marty will be teaching the AARP safe driving course for \$12. Contact him if you are interested.

The meeting adjourned after Mark Melrose won \$40.00 in the 50-50 drawing.

Minutes by Kerry Friedman, Secretary

Gateway GTO Financial Summary

INCOME AND EXPENSES

Mar-09

CHECKING ACCOUNT BALANCE 12/31/08 4,108.17

INCOME

DUES	1,285.00	
50/50	79.00	
DRAG DAY	70.00	
EASTER SHOW	30.00	
MISC. INCOME	57.50	
TOTAL INCOME	1,521.50	1,521.50

EXPENSES

PIZZA PARTY	353.26	
PRINTING, NEWSLETTERS, MAILINGS, PLAQUES	276.59	
DRAG DAY	743.00	
EASTER SHOW	90.00	
SCRAP BOOK	113.63	
MISC.	56.50	
CHRISTMAS PARTY	166.50	
TOTAL EXPENSES	1,799.48	-1,799.48

CHECKING ACCOUNT BALANCE 3/31/09 3,830.19

Technical Article Of the Month

Introduction to Fuel Cell Technology

Editors Note:

This article was written by Mr. Gary Sereico, the son of Mr. Greg Sereico of *Wide Tracking*, the newsletter of the GTO Association of Pennsylvania. Gary is 20 years old and a student of mechanical engineering at the Rochester Institute of Engineering in Rochester New York. This article is based on his work as a co-op on a General Motors/Department of Energy project on fuel cell development. The article is reprinted here with permission of *Wide Tracking*. - Chris

For as long as the modern automobile has been on the road, it has been powered by common gasoline or diesel internal combustion engines. Today, that relationship is threatened by various environmental, geological and political factors. Climatologists warn that the earth's average temperature is rising and geologists warn that the earth is approaching its peak oil output, and both insist that automobile petroleum use is a key factor. It is clear that more sustainable ways of moving about the planet must be developed. Additionally, the United States currently must import over 65% of its oil to keep up with demand. This means we must rely on many countries with which we have not had strong long-lasting relationships. It is clear that decreasing petroleum consumption would benefit the country and the entire planet. Minor improvements are being implemented, including vehicles that use gasoline more efficiently and increasing use of fuel additives such as ethanol. However, these are not complete solutions to the problem.

A promising technology which could severely decrease the need for petroleum is the hydrogen fuel cell. A fuel cell is an electrochemical device which produces electricity from combining hydrogen and oxygen to make water. Fuel cells are compact, operate at a low temperature, and have a quick response, which makes them ideal for automotive applications. Fuel cells convert chemical energy in fuel directly and efficiently into electricity, where as the standard four-stroke engine converts chemical energy to thermal energy during the combustion stroke, and then to mechanical energy during the power stroke. Comparatively, this is a very inefficient and fuel intensive process.

The concept of the fuel cell was first developed by William Grove in 1838 with his creation of a 'gas battery' which created electricity from zinc sulfate and nitric acid. Interestingly, this was almost forty years before the development of the Otto Cycle (commonly known as four-stroke) engine. The modern Proton

Exchange Membrane (PEM for short) fuel cell was not developed until the 1960s by General Electric. NASA refined the design and used fuel cells for power generation on early Gemini space missions. NASA's funding of fuel cell research was critical to the understanding and further development of fuel cells. Spurred by the gasoline usage concerns of the 1970s and 1980s, fuel cells began to be considered for automotive use. This progress advanced throughout the next few decades and continues today.

Though there are many complicated technical aspects associated with fuel cells, the overall operating principle is fairly simple. Though several different types of fuel cell have been developed, the most suited for automotive applications is the PEM fuel cell. A PEM fuel cell consists of several layers of specialized materials stacked together. The central layer of this stack is the proton exchange membrane, from which the PEM fuel cell gets its name. The PEM is made of material which is similar in feel to Saran Wrap. Both faces of the PEM are then coated with a thin layer of a catalyst, typically Platinum. The catalyst coated PEM is then sandwiched between two layers of specialized carbon paper, known as Gas Diffusion Layers, or GDLs. Finally, the entire assembly is sandwiched by two bipolar plates, which are typically made of thin stamped steel or graphite. The bipolar plates have small channels manufactured into their inner faces, which allows for the flow of gasses or liquids. In fuel cell lingo, the catalyst, GDL, and bipolar plate on one side of the PEM make up the 'Anode' side, while everything on the other side of the PEM is the 'Cathode' side.

Technical Article Of the Month

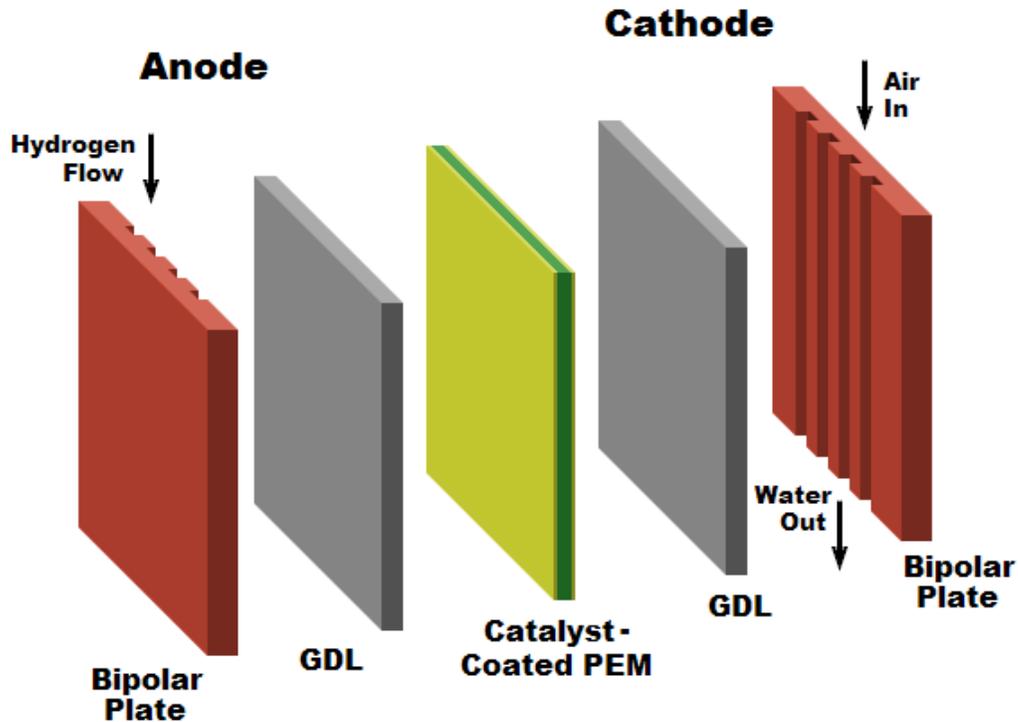


Figure 1 (above) – Exploded view of layers of PEM fuel cell. This represents one single fuel cell. For automotive applications, several hundred are stacked together.

In a way, the PEM fuel cell operates by tricking electrons to flow through a wire, thus creating useful electricity. Hydrogen gas flows through the gas channels in the anode bipolar plate and diffuses into the adjacent GDL. The hydrogen then flows through the GDL where it is spread out evenly, and finally comes in contact with the anode platinum catalyst. On a molecular level, the hydrogen gas is made up of protons and electrons. When the gas comes in contact with the catalyst, the electrons split away from the protons and leave what is known as hydrogen ions (hydrogen with a positive charge). The next layer in the fuel cell, the proton exchange membrane, only allows for protons to pass through. Therefore the protons travel through to the cathode side while the electrons must travel back to the anode bipolar plate, where they are collected and travel out of the fuel cell through a wire. While all this is happening, oxygen enters the cell via the cathode side bipolar plate channels and diffuses through the GDL towards the cathode catalyst. When the hydrogen ions and oxygen are combined in the presence of the catalyst, they want to react to form water. However, this reaction requires electrons. The electrons leaving the anode side are carried through a wire to the cathode side. The flow of electrons through this external circuit creates electricity which can be used to power a load, such as an electric motor. Finally, the water formed at the catalyst diffuses back through the GDL and exits the fuel cell through the cathode side channels. A single cell of average area can create voltage of around 0.7V when loaded. For automotive applications, several hundred individual cells are stacked and connected in series so that the voltages add. This can then be used to power electric motors which drive the vehicle.

Figure 1 (above) – Exploded view of layers of PEM fuel cell. This represents one single fuel cell. For automotive applications, several hundred are stacked together.

Though this concept has been proven feasible, work must still be done to become completely viable. Research and development projects are underway to reduce the cost, weight and size, and to improve efficiency. Some of the key areas being focused on by researchers are operation in freezing conditions, effective removal of the water produced within the cell, and efficient hydrogen fuel production. Though hydrogen is the most abundant element in the universe, it does not occur naturally as a pure gas. The most common method of hydrogen production today is by the process of reformation, which requires the use of

Technical Article Of the Month

natural gas and does create emissions. An alternative method is through a process known as electrolysis, in which hydrogen is extracted from water using electricity. If renewable energy, such as hydro, wind or solar power is used to generate hydrogen fuel, then the entire process of fuel production and vehicle use is pollution free.

Currently automotive hydrogen fuel cells are still in the developmental stage, though nearly every major auto maker has test fuel cell vehicles on the road. Some popular examples are the Chevy Equinox FC, Honda FCX Clarity, and Ford Focus FCV. These models, as well as many others by different brands, are currently being leased to select customers in southern California, New York City, and Washington DC - where a hydrogen fuel infrastructure is already in place. Most of these fuel cell vehicles carry a storage tank which holds hydrogen at 5000-10,000psi, and have driving ranges of 150-300 miles on one tank.

In addition to vehicles being leased to normal consumers, several demo fuel cell vehicles are being used in fleets, such as city busses or mail trucks. The benefits of fuel cell use in fleets are that a widespread infrastructure is not necessary, and the vehicles can usually be maintained better. For these reasons, it is expected that fuel cells will see widespread use in these areas before hitting the consumer market.

Despite further research that needs to be done, hydrogen fuel cells are a promising technology for future. With growing concerns about the environment and rising oil prices, the world needs sustainable vehicles more than ever. As the march of technology continues, fuel cells only improve. You may end up riding a hydrogen powered bus or driving a fuel cell vehicle before you even know it.

For more information on fuel cell vehicles currently in production visit www.hydrogencarsnow.com

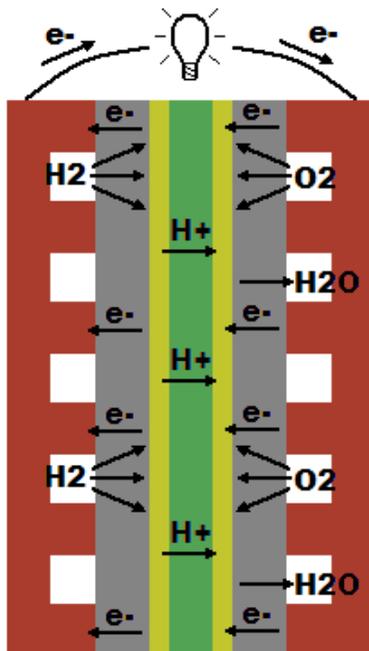


Figure 2 (left)– Diagram of working principles of PEM fuel cell. Hydrogen gas (H₂) enters the anode channels on the left and diffuses through to the anode catalyst. Here it is split into hydrogen ions (H⁺) and electrons (e⁻). The hydrogen ions diffuse to the cathode catalyst where they react with oxygen (O₂). The electrons travel through an external circuit, supplying power to a load, and arrive at the cathode bipolar plate. Finally the hydrogen ions, oxygen, and electrons react to produce water (H₂O) at the cathode catalyst. The water diffuses through the cathode GDL and flows out the flow channels.

I wanted to make this a two-part article but felt that it would be better presented in it's entirety. Thanks Gary for explaining this upcoming technology to us.

2009 GATEWAY GTO CALENDAR OF EVENTS

- APRIL 12- EASTER SHOWS – Forest Park – New GTOs Lower Lot, Old GTO’s Upper Lot (CLUB SPONSORED)
- 18- Fastlane Tour – 12 noon lunch to follow at Chuck-A-Burger.
Email Marty if coming at nycgto@charter.net (CLUB SPONSORED)
- 26- GATEWAY SWAP MEET – Gateway International Raceway
(Old Riverport Swap Meet) Steve Hedrick and John Johnson will swap spots so stop by and visit.
- MAY 6- GTO Meeting 7pm Culpeppers Restaurant 12434 St. Charles Rock Rd.
Bridgeton, Mo. 63044 (CLUB SPONSORED)
- 9- CRUISE IN @ KING LOUIE’S DRIVE IN – 11am – 3pm - Joint event with Bluff City Pontiac Club – Rain date May 16th (CLUB SPONSORED) Missouri members can cruise to King Louie by meeting at Behlmann at 10am and we will cruise together.
- 30- DRAG DAY at I-57 Dragway in Benton, Illinois – 9am to 3pm - \$35 to race all day. \$5 for spectators. Send checks to Will Bowers, 1 Goshen Woods, Edwardsville, IL. 62025. See www.gatewaygto.org for more details. (CLUB SPONSORED)
- JUNE 3- GTO Meeting 7pm Culpeppers Restaurant 12434 St. Charles Rock Rd.
Bridgeton, Mo. 63044 (CLUB SPONSORED)
- 6- CRUISE TO BOB’S GASOLINE ALLEY in Cuba, Mo. Hosted
By Terry & Gail Schott. (CLUB SPONSORED) Lunch will be provided so you must get your \$10 per person to Will Bowers, 1 Goshen Woods, Edwardsville, IL. 62025, to make your reservations.
- 7- ANCHORFEST Car Show in Centralia, Mo. (CLUB SPONSORED) We will meet at Francis Howell HS and cruise Hwy 94 and several other back roads to Centralia. More details to follow.
- 13- ANNUAL BEHLMANN ALL PONTIAC, BUICK & GMC DISPLAY -
10am – 3pm at Behlmann Buick Pontiac GMC 820 McDonnell Blvd. Hazelwood, Mo.
(CLUB SPONSORED)
- JULY 1- GTO Meeting 7pm Culpeppers Restaurant 12434 St. Charles Rock Rd.
Bridgeton, Mo. 63044 (CLUB SPONSORED)
- 7-11 GTOAA/POCI COVENTION – Dayton, OH (CLUB SPONSORED)
- 13- DRAG DAY at I-57 Dragway - Rain Date

SEE THE CALENDAR AT WWW.GATEWAYGTO.ORG



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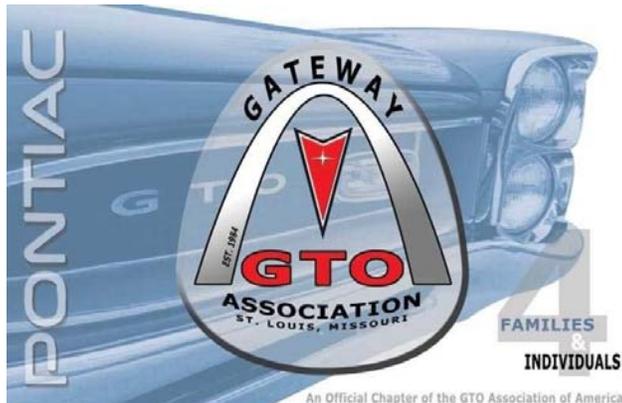
JUNE 13th 2009

RAIN DATE JUNE 25 2009

CO-SPONSORED BY:
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information on our Website Related Links page. \$35 -

Includes your logo on our Website Related Links page.

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

Gateway GTO Club Information

The Gateway GTO Association was initially formed in the summer of 1984 by a group of seven. They all had a common interest in the Original Muscle Car, the Pontiac GTO. As a form of communication we publish a monthly newsletter called "The Hood Scoop". The purpose of this newsletter is to keep our members informed of all upcoming activities as well as providing interesting event coverage. The club meets every first Wednesday of the month at Culpeppers Restaurant, 12434 St. Charles Rock Rd, Bridgeton, Mo. 63044 (314) 739-6781.

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 Sponsor



820 McDonnell Blvd.

Hazelwood Mo. 63042

www.behlmann.com

314-895-1600

1-800-892-8267



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**

Gateway GTO Association Photo Album

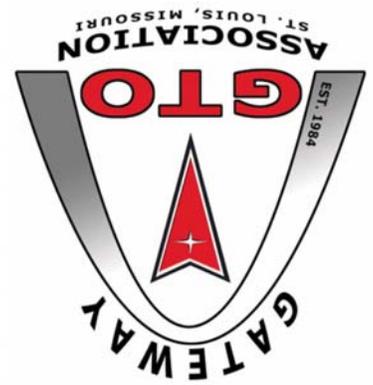
If you have photos of past events or if you take pictures of future events that you think would be good for our Photo Album, please put your name and date and a description of the event on the back and send them to the Photo Album Editor.

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:

\$300 or more -Includes your logo on our Website Home page, your logo and information on our Website Sponsor page, and Website Related Links page, ½ page ad in our Newsletter, and a trophy presented in your name at the annual car show. \$200 -Includes your logo on our Website Home page, your logo and information on our Website Sponsor page, and Website Related Links page, and ½ page ad in our Newsletter. \$50 - Includes ½ page ad in our Newsletter and your logo and



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