



THE HOOD SCOOP

AUGUST 2009

GTO of the Month

Earl and Barbara Lewis' 1967 GTO

Gateway GTO Association



FAMILIES
INDIVIDUALS

An Official Chapter of the GTO Association of America



My name is Earl Lewis and I am married to the beautiful Barbara Lewis. We just celebrated our 27th wedding anniversary. I am a Farmers Insurance agent and have been in the insurance business for over 30 years. Barb is the gas manager of J.D.Streett. We have five children. Scott is the police chief of Cottleville, Mike is in construction, Kristie is a photographer and graphic artist, Travis is looking forward to joining a local law enforcement agency, and DJ is a lead mechanic with Sears, and pursuing a career with a local law enforcement agency as well.

My love of GTO's began in the fall of 1967. I was going to pick up a friend who needed a ride home, who just happened to work for a Pontiac dealer. As I came down the hill in my 1962 Chevy Bel Aire with a 283 bored-out to 301 with 13/1 popper piston and an Isky no float cam milled head 4 speed and I saw it. A 1967 Plume GTO-Wow!

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As I began talking to the salesman I learned it was a 400, 4 speed with a lot of power because it had no extras. No air conditioning, no power steering, and no power brakes. I took it for a test drive and knew I had to have it. After much negotiation, the goat was mine.

After that the goat and I became one. We were at Alton every Sunday at MAR-“where the big ones are.” The goat and I had a big reputation stretching from the North end of St. Charles to West Alton. It was the greatest car I have ever had.

I sold it to my brother in 1972 for \$450.00. He blew the engine and wrecked it twice.

The years went by, and before I knew it, it was 2003. I had wanted a GTO, and Barb finally struck a deal with me. I had to stop smoking and a classic GTO would be mine.

Not long after that, my son Scott called. “I saw a red, ’67 GTO for sale. You should go look at it.” I went to check it out, and although it was in good shape, it needed some major repairs. It would need a new vinyl top, paintwork, and windshield, along with a laundry list of smaller details. I made the man an offer, he declined. He wouldn’t drop his price, and I wouldn’t up mine. The search would have to continue.

I was on a mission, and found a GTO for sale in Minnesota. Off I went with my friend Pat Loy (a body man) to Minnesota. Barb packed us a lunch and we were on the road. When we arrived I saw a black ’67 with a 421. Pat took one look, and said, “Let’s go, it’s a Lemans and not in good shape. It’s aged pretty poorly.” Homeward bound we were, without a GTO.

After countless phone calls, I discovered another GTO (out-of-state, of course) that I just had to have. This one was white, 67 GTO, 4 speed, and very nice from the photos attached to the ad. Here we go again, Pat in the car with a lunch packed from Barb in the seat between us. Off we were to somewhere near Chicago. I brought the picture and the ad with me. The first thing we saw was bad rust in the trunk. Not a good start, I thought. Pat went around to check under the driver’s side dash, and when he put his hand on the floorboard, he was in water up to his wrist. I could go on, but let’s just say it WOULD start, but would not move. Then, I let the guy have it and left him by saying, “Photoshop is an amazing thing, isn’t it.” And back home we came, once again without a GTO.

Pat and I left for our third GTO adventure, along with those lunches Barb so famously made for us, when I received a call from my son. The first GTO I looked at, the ’67 red one, well the seller was ready to sell, and at my price. Needless to say we turned around and headed home. We had been everywhere, and my GTO was sitting 2 miles from my home the whole time.

Barb loved the car, and Barb’s mom Rosemary, was kind enough to let me keep it in her garage while we restored it. New vinyl top, engine dress-up, side pipe, windshield, headers, MSD box wires, and new paint job, and the goat was ready. Shortly thereafter, a new flywheel (thanks Tom!) and clutch. As a final touch, a white Tiger sits perched atop the roof at car shows.

One night, after the goats completion, we were at Sonic in St. Charles for a car cruise. I noticed there were 3 other GTO’s there and started talking to one of their owners. His name was Don Bright. He told me about the GTO club and I was hooked. Barb and I joined and have had such a great time with the shows, parties and the lifelong friends we’ve made. The trips we’ve taken-the Nationals in Daytona were a blast, if you know what I mean, Rodger, 10-4.

The goat has won countless trophies, including 3 best of shows. I hope the goat will go in this winter for a makeover. I think everyone will enjoy what happens.

Barb and I currently have a lot of work going on now in order to get over the shop fire at our home. We lost a ’68 RS-SS and ’97 Camaro and all the tools and equipment. We are both very happy to be a part of the Gateway GTO Club..

The Presidents Scoop

By Tom Oxler

We are all back from an absolutely great GTOAA National Co-Venture in Dayton, Ohio. This event was held at the Nutter Center, the arena for Wright State University. What a superb location to show over 1100 Pontiacs and GTOs.

Inside the Nutter Center, approximately 80 very rare and pristine cars were on the arena floor as part of the Concours Judged cars. Around the arena ring were extremely rare "Show" cars including the '62 Catalina with the Mickey Thompson aluminum engine that our own John Novelli restored for a customer. There were so many Concours cars that a large tent was erected outside to house all of the Concours cars including our members John Johnson, Doug Wolgast and John Novelli.

On Thursday, several members went to the race track to cheer on our members participating in the Autocross, Brian Ray, Shauna Wollmershauser and Mark Melrose, and in the Drag Races, Tony Bezzole. Although we had no finalists, the Gateway GTO Club showed everyone their abilities in both acceleration and in handling.

On Friday, Jim Wangers gave an uninhibited talk on the demise of GM and named several of the past General Managers of GM and Pontiac who were to blame. As I have stated in previous "President's Scoops", Pontiac started a slow death when leaders of both GM and Pontiac were no longer "car people" but accountants and "bean counters". I am sure we will all get to hear much more on this issue as now Jim Wangers can take off the gloves and really let GM have it.

Saturday began as a cool morning, just perfect for the Popular Vote car show. Hundreds of Pontiacs and GTOs were on the show field just outside the Nutter Center. Our Gateway GTO Club, with the help of Earl and Barb Lewis, set up several tents and made a central meeting place in the middle of the GTO show field for our members to rest during the grueling voting process. By about 11:30am the rain rolled in and most everyone congregated under the Club tents hoping it would stop. By 1:00pm, we all gave up and headed to various locations for lunch such as the Quaker Steak Lube restaurant.

At 7:00pm the entire Gateway GTO Club arrived at section 213 in the Nutter Center to hear the award ceremony put on by both GTOAA and POCL. By 10:30pm, the ceremony was concluded and the Gateway GTO Club walked away with Outstanding Newsletter thanks to Chris Winslow, 3 Concours Gold awards and 1 Concours Silver award to John Novelli and Doug Wolgast, 7 First Place awards, 4 Second Place awards, 1 Third Place and 4 Honorable Mention awards in Popular Vote. Frank and Cheryl Chapman had the distinction of receiving the "Most Popular" Award for the beautiful GTO Judge.

Looking back, it was a very eventful, fun filled event that those attending will remember for many, many years. With over 60 of our members attending with 26 GTOs or daily drivers, this may be the largest attendance at a National Convention except for our own Nationals in 2005. Only one mishap happened on Saturday morning when John Novelli spied a beautiful GTO while riding his bicycle from the hotel to the Nutter Center. Needless to say, John damaged one of his major attributes. See below.



GATEWAY GTO CLUB AUGUST
MEETING MINUTES
AUGUST 5, 2009

The monthly Gateway GTO meeting was held at JJ's at 1215 South Duchense in St. Charles, MO, 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, Steve Hedrick, Will Bowers and Kerry Friedman.

Tom Oxler announced that The Culpepper's in Bridgeton was closed permanently, and we are trying JJ's this evening as a possible location for our monthly meeting. This room with tables and booths, is available every first Wednesday, and can hold as many as 65 people. The food was good, and the service was very good. The Club agreed to stay here for the rest of 2009.

NEW MEMBERS: Vic and Joyce Nettle gave \$20 for readmission to Will at the GTOAA Nationals in Dayton. The Officers have been trying to get the Nettle's to relinquish the Website gatewaygto.com , or at a minimum have there be a direct link to www.gatewaygto.org, or a choice to go to www.gatewaygto.org or powerdrivers.com. The officers felt they needed to hold the Nettle's readmission in abeyance until the web site issue was reviewed by the membership. The Nettle's were again asked to give up the website, since it is confusing to visitors to the site. The Nettle's response was to have the Club Members vote on this.

Considerable discussion was held about the Website including a failed motion to hold the Nettle's reinstatement until they turned over the web site. The motion was

rescinded when the membership agreed that the Club should not have to make concessions to secure property they already own. The topic then progressed to the possibility of not renewing their membership. Tony Tosto made a motion to deny the application for their membership. Mike Ewens seconded the motion.

31 Members and Associates were present. This was a quorum sufficient to have a vote, per the Constitution. A secret ballot was taken and when counted, the result was 27 to 4 in favor of denying the membership. The motion was passed.

A discussion ensued about the Current Officers and a Motion was brought up by Chris Simmons and seconded by John Taylor to give a vote of confidence on the job being done currently. This motion was also passed, and the membership is in favor of the Current Officers.

OLD BUSINESS:

GTOAA 2009 Convention: Was held July 7 – 11, in Dayton, Ohio. There were nearly 1100 Pontiac's at the show with 2000 attendees. It was a very good co-vention, a huge success. The Gateway GTO had 60 members and 22 cars in attendance. We received many awards for our cars, including two gold concourse awards for John Novelli's '67 triple black convertible.

Ray Brunkhorst Drag Day: Was held on July 18, in Benton, IL. It was a very nice day and we had 47 cars racing. Due to the large number of runs made, the organizers decided to pick the award winners for the day. Darrell Thompson with a black 70 Judge took the old car award. Mike Ewens took the new GTO prize, and Glen Yund was awarded for Others with his '83 Regal Station Wagon.

Shauna Wollmershauser organized the event, and it was decided to be held again next year. The club made about \$700.00.

A video with music was assembled by Chris Winslow, and shown at the meeting. Thanks to Shauna and Chris.

NEW BUSINESS:

Wentzville Nostalgia Cruise: The next Cruise will be held on this Friday, August 7. Meet at Pearce Blvd. and cruise up and down the street. No proof of insurance needed. Open headers, but no burn-outs. \$5 or \$10 is charged to fund DARE. Meet Terry Schneider there.

Hazelwood Drive-In Move: August 8, a free movie and car show.

Tri-Power Nationals: Drag races in Norwalk, OH. August, 7, 8, and 9. Several members are going. Contact Tom Oxler for more information.

Lake Carlyle Dam Cruz: Friday August 14 is the cruise at Lake Carlyle. Starts at 4:30 at Carl's 4-Wheel drive in Bartelso and cruise at 5:30 to the Mariner's Resort at Lake Carlyle. Cars will be allowed to drive over the dam. Food, drinks, games and performances by the Rockin' Radio Review.

Pontiac Rendezvous: August 16. 10:00AM to 2:00PM. At the Museum of Transportation on Barrett Station Rd, in St. Louis County. With POCl. Participants will get free entry into Museum. Club Sponsored.

Confederate Air Force Tour: August 22. Bob Blattel has organized a visit to Smart Airfield on Hwy 94, on the road to the Grafton Ferry. They have a B17, Torpedo Bomber, and more. There will be planes outside to take pictures of our cars in front

of them. Meet at Fastlane at 9:30 or at the airfield at 10:00. There is a 40's restaurant with sandwiches on site. Club Sponsored.

Wagner Pontiac Show: In Belleville, IL with POCl. September, 12. Wagner has been notified by GM that they will lose their Dealership. They just built a new \$3M facility.

Wheels In Motion: Charity Car Show at West Port Plaza. September 13. **Please start gathering auction items from vendors, members, and companies**, to be raffled for the National Children's Cancer Society. Bob Blattel is our Chairman. We will run raffle and also park cars and collect \$15 entrance fee. Food and entertainment. Volunteers needed. Show is run by St. Charles Classic Car Club. Club Sponsored.

Annual Club Picnic: Sept. 20 from 10-4 at Vago Park. At Fee Fee Road and Midland in Maryland Heights. Club will furnish pork steaks, chicken, hot dogs, burgers, and Harry Timmermann Brats. Bring your own drinks, and a side dish to share or desert. Free to Members only. Bring your GTO. We will eat at 12:00.

Route 66 Festival: Springfield, IL. Sept. 25, 26, and 27. The Chain of Rocks Bridge will be open to drive across, the cruise to Springfield on old route 66. On Friday, 5-600 cars will cruise the streets of Springfield. The cars will be safely parked and hotels available. A good time is in store. The Hilton has rooms available at \$119.00 per night. Annette Morton is coordinating the event for the club. Early on line registration will be beneficial to save time.

www.visit-springfieldillinois.com/Route66

Computer Video Projector: A motion to purchase a projector as was used for the Drag Day video was tabled. The club will

borrow units from Bob Blattel and Kerry Friedman.

Drags at Gateway Friday and Saturday: John Taylor announced that free tickets are available for two days of drags this weekend.

2010 GTOAA Convention: Will be held on July 1- 4, 2010 in Wichita, Kansas, at the Hyatt Regency Hotel and Convention Center. All of the cars and events will be held inside in air conditioned space. Should be a great event with visit to Cow Town. Steve Hedrick for questions.

Pontiac Uprising: In Wichita, Kansas. An annual event. This year, October 9-10, drag racing under the lights at night. Steve Hedrick has more information.

Sign Up Sheets:

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

TECH ISSUES

Mark Melrose had a bad alternator and voltage regulator. This was this year's drag racing excuse.

Chris Simmons displayed the new GTO book.

Shauna will be making some suspension changes to her car.

GOOD OF THE CLUB

Earl Lewis had a fire in his garage while he was coming home from the July meeting. Previous lightning damage to electrical wiring was the cause. Earl lost a '68 Camaro and a '97 anniversary Camaro, along with his son's race car and many tools.

See Joe and Bev Mayweather in the August edition of the Legend.

Earl Lewis will be the GTO of the month.

The meeting adjourned after Jerry Novak again won the 50-50 drawing worth \$34.00

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Minutes by Kerry Friedman, Secretary



2009 GTOAA-POCI Covention

Article by Brian Ray
Photos by Chris Winslow

Well, that was one for the record books – with 1090 Pontiacs (and a couple of GMCs) and over 3000 registrants & spectators, the combined GTOAA/POCI “Co-Vention” was the largest Pontiac show in the world. There were four or five RA V cars there, at least 3 of the Randy Williams SD cars, a couple of other aluminum front-end SD Catalina’s and Grand Prix’s, dozens of RA IVs, a couple of 57 Fuelie Bonneville’s, a new Solstice Coupe, literally hundreds of GTOs, and everything else Pontiac.

I left Cabot on Sunday, July 5th for the 700 mile trip to Huber Heights, OH, which is only about 8 miles from the Nutter Center (Wright State University’s main arena where the Co-Vention was held) and it is where Mary Ann’s parents live. I figured I would have a whole day to clean the car up before registration opened on Tue. By the time Mary Ann’s Dad, George Verbanic and I showed up at the check-in station (he has a 49 Pontiac Silverstreak), there were quite a few cars and no lines

for the vehicle tech area. There was a mix-up on my GTOAA registration (but the POCI one was good), so I went in to have it fixed. Everyone was helpful and the problem was solved so within an hour or so we were all checked in and parked in our designated spots (that we had all week). We looked around some as some of the swap meet vendors were already set up, and there were already a couple hundred cars there – including many of the concourse cars. Some of the Gateway GTO members arrived on Tue, as did a few of the Arch Chapter (POCI) members. As

usual, it was great to see our friends from St. Louis (and California, Arizona, & OH!) throughout the week.

The next day was better, with more cars, more vendors, more friends, and a wife and son! Mary Ann picked Eric up in Nashville as he was on his way back from marching with the Cabot HS Band for the July 4th parade in Washington DC. They arrived in mid-afternoon and we, along with her folks, went back over to the Nutter center in



2009 GTOAA-POCI Covention

the evening. All of the Concourse cars that were to be inside the Nutter Center were set up and there were very few people around – perfect for taking a few virtually unobstructed pictures! The upper deck was lined with more Super Duty Pontiacs than I have ever seen in one place, including a couple of “Swiss Cheese” and Aluminum cars. There was a GTO from every year (except only one representative of the new GTOs), and the Randy Williams SD Tempests were there. The Turquoise & White RA V *Cars Magazine* Test car was there, as was the late John Sawruk’s 71 GT-37. Milt Schornack’s group brought his Royal Pontiac 66 GTO race car recreation as well as a couple of other race GTOs and two RA V cars. It was a veritable who’s-who of Pontiac Royalty!



Eric and I spent Thursday at a couple of tech sessions and searching through the swap meet treasures. To say the swap meet was better than other years would be an understatement. Yes parts were priced a little high, but where else could you see 7 complete Tri-power set-ups from air cleaner to intake, all on one table, or some original, uncut SD 455 heads? Need sheet metal, seats, gauges? There was a little of everything there. While I didn’t get to see all of the technical seminars I originally wanted to see, we did catch the most important one – Jim Wangers’ presentation on what he thought went wrong with GM and Pontiac. It was an excellent presentation and essentially said what you’ve probably heard before – that most Pontiac General Managers after John DeLorean either were themselves, or gave precedence to, Bean Counters. None were true “Car Guys” and most just wanted to use their position to get to Chevrolet or to the top seat at GM. Also, marketing of the really great Pontiacs took a back seat to just about everything – they didn’t know how to, or were afraid to market their best cars. He did put a positive spin on his talk by stating and re-stating that they can’t take away the Pontiac enthusiasts! We love our cars and will continue to do so for the foreseeable future. That evening we got together with several of our St. Louis friends for pizza, then cruised over to the GTOAA parking lot party at the Holiday Inn. They had a live band and

2009 GTOAA-POCI Covention

were selling...um...refreshments in the parking lot. While I really enjoyed the band, we did sit a little too close and the majority of the group was very happy with Led Zeppelin, SRV, etc classic rock, but the teenage guitarist was very, very good!

Friday was race day, so Eric and I got to the track early to check things out. I had signed up (and paid) for the autocross, and I really wanted to drag race too, like I did at the St. Louis GTOAA Convention. Unfortunately the set-up was not very good to do both – the two were separate events on the same grounds (but not really close). I did go down the drag strip twice, but the car fell on its face at the top of third and fourth gears, so I figured I was meant to do just the autocross that day! The autocross was set up on Kilkare Raceway's oval track and the cones were spaced out at a reasonable distance, allowing boats like the GTO to physically fit. There were around 20 GTOs, though only 3 were old ones, and there were about 12 other Pontiacs, which is how the two "classes" were broken up. Needless to say, the old GTOs didn't stand a chance against the new ones, though I did manage to beat a few of them. The real stand-out was an early Formula (70-73?) with race rubber on it. It cleaned everyone's clock, and it did it on just one run...at the end of the run it started billowing white smoke – and I could smell the anti-freeze on the other side of the track! The other stand-out in that heat was a very quick and nimble Fiero – very impressive! Of course the drag race was really what most folks came for and for the most part they were not disappointed. Arnie "The Farmer" Beswick had a bad day, only getting down the track well once, and the blown alcohol funny car "Dirty Bird" never managed a full pass, but the F.A.S.T. cars and the Nostalgia Super Stock cars put on a great show, as did "The Bag Boys" in their 63 Tempest wagon. While the numbers were down from what was originally expected (economy) there were many fantastic cars at the track, many of them were racing – including several Concourse show cars. Now that's dedication!

Saturday was showtime. George & I cruised over to the Nutter Center together as the morning started out very nice. As soon as I got set up, I began selecting my favorite cars in all of the GTOAA popular vote categories and in 5 of the POCI categories. The rest of the family got to the show around 10 AM, but unfortunately by 11:30 it began to rain. And it continued to rain, with



occasional down-pours until the end of the show at 3PM, when it finally started to subside. The awards ceremony started at 7PM, and considering it was two organizations with a combined car count over 1000, three hours wasn't bad. And the showing for our St. Louis area friends wasn't bad either, with 12 GTOAA awards and 15 POCI awards going to members of the Gateway GTO Association and the Arch Chapter POCI. The one who really cleaned up was Frank Chapman and his stunning black 1970 GTO Judge RA III 4-speed, winning both his GTOAA and his POCI

2009 GTOAA-POCI Covention

classes, and being selected as the “Most Popular” GTO on the GTOAA showfield – congrats Frank!

I left for home on Monday and luckily, the car ran fine, though my mileage was down a little. I managed about 16.5 mpg at 70-75 mph and on one leg I got around 18.3 mpg. Not bad considering it's shaped like a brick. I had a great time and put 1500 miles on the car with only a leaky fuel pump (end of the trip) as a mechanical issue. While I don't see this happening again any time soon, you can bet if it does, I'll be there!

GATEWAY GTO 2009 CO-VENTION RESULTS

GTOAA CONCOURS

JOHN NOVELLI GOLD
DOUG WOLGAST SILVER

POCI CONCOURS

JOHN NOVELLI GOLD
DOUG WOLGAST GOLD

GTOAA POPULAR VOTE

MOST POPULAR CAR
FRANK CHAPMAN

FIRST PLACE
FRANK CHAPMAN
CHRIS WINSLOW
HARRY TIMMERMANN

SECOND PLACE
TOM OXLER
DAVE HUESGEN
KERRY FRIEDMAN

HONORABLE MENTION

STEVE HEDRICK
BRIAN RAY
EARL LEWIS
MARTY HOWARD

POCI POPULAR VOTE

FIRST PLACE
WILL BOWERS
TERRY SCHOTT
FRANK CHAPMAN
HARRY TIMMERMANN

SECOND PLACE
DARRELL MAY

THIRD PLACE
MARK MELROSE

CLUB AWARDS

OUTSTANDING NEWSLETTER

Gateway GTO Activities

Ray Brunkhorst Memorial Drag Day 2009
By Chris Winslow

The original date for the Gateway GTO Club Drag Day was rained out before it ever started. This pushed the event to the rain date of July 18th. As it turned out, despite being the middle of July in the Midwest, the weather was absolutely perfect. For most of us, the morning started at the parking lot of Fed Ex Kinko's with a briefing by Shauna on the plan for the day. We then headed out in a caravan for the drag strip.

The unbelievably moderate July day had resulted in a huge turnout of 47 cars. Attendees ranged from total amateurs (such as myself) all the way through semi professional racers with purpose built race cars. After a few minutes of test and tune time to allow everyone to get ready, Shauna called the attendees together to outline the planned events for the day. (Apparently Shauna was not happy that I was taking her picture during this briefing!)



Shauna started her presentation with a minute of silence in remembrance of Ray Brunkhorst. Ida and several other members of Ray's family were in attendance and had driven Ray's GTO to the event. Those of us who had gotten to know Ray over the last few years knew that he loved bringing his GTO to the drag strip. It meant a lot to everyone that Ray's family had come out along with Ray's GTO to the event.

There was an amazing mix of cars at the event. Of course the field was heavy with GTOs, but there were also a number of

other cars. Participants included a Ford Mustang, a number of Chevys including Novas and Camaros, a Plymouth Valiant, and even a Henry.

Activities for the day included



Gateway GTO Activities

bracket racing and a wheel standing contest, but many of the members came just to race as much as they wanted or run the occasional grudge match. Of course, the clubs own racing Tonys, Tony Tosto and Tony Bezzole were both present and put on quite a show.



Of course, it would not be a day of racing if there weren't a few mechanical failures. This year there were a few victims. Terry Schott's car suffered a broken driveshaft while attempting to launch. Hopefully Terry will have it fixed and back on the track soon. We also had problems with two of the officer's cars. Mark Melrose's GTO suffered from a general lack of power after the first few runs. It was initially attributed to bad gas, but in the end, Mark found it was actually a failed alternator and voltage regulator. The other officer car problem was Darrell May, whose GTO also had performance problems. As of the Gateway GTO Club August meeting, Darrell had not had a chance to run down the problem.



The winners for the day, as selected by the event organizers, were:

Darrell Thompson – Black 1970 Judge

Mike Ewens – 2006 GTO

Glen Yund – 1983 Buick Regal Station Wagon



TECH ARTICLE OF THE MONTH

Installing The Motor in my GTO

By Shauna WOLLMERSHAUSER

Well it's been a while since I've updated what's been going on with the car. So here goes.

On June 1, 2009 I picked up the motor and transmission completely assembled from Omer Phelps. To say that I was a happy camper was a bit of an understatement. This is what I was greeted with when I arrived at his shop.



The plastic bag sitting on top of the intake has my cam documents in it. When I picked up the motor it was roughly 7PM. So the install started early the next morning. In case you're wondering, no I didn't sleep much that night. Helping me install the motor was my cousin Red (in the blue shirt) and my nephew James (in the red shirt). After a short breakfast of doughnuts and Pepsi we were ready to go.



TECH ARTICLE OF THE MONTH

Going into the car. Which was much easier than taking it out. Oh yeah no thighs were bruised during the install.

Around 4PM we were still bolting things up when a nasty rainstorm moved in. During that rain delay we worked on my brother's 63 Nova. Oddly enough he was swapping motors out too. Roughly an



hour into the rain the power went out at my brother's house. Turns out that lightning struck a tree causing a branch to fall and take out a transformer. Thank goodness this install was done with hand tools.

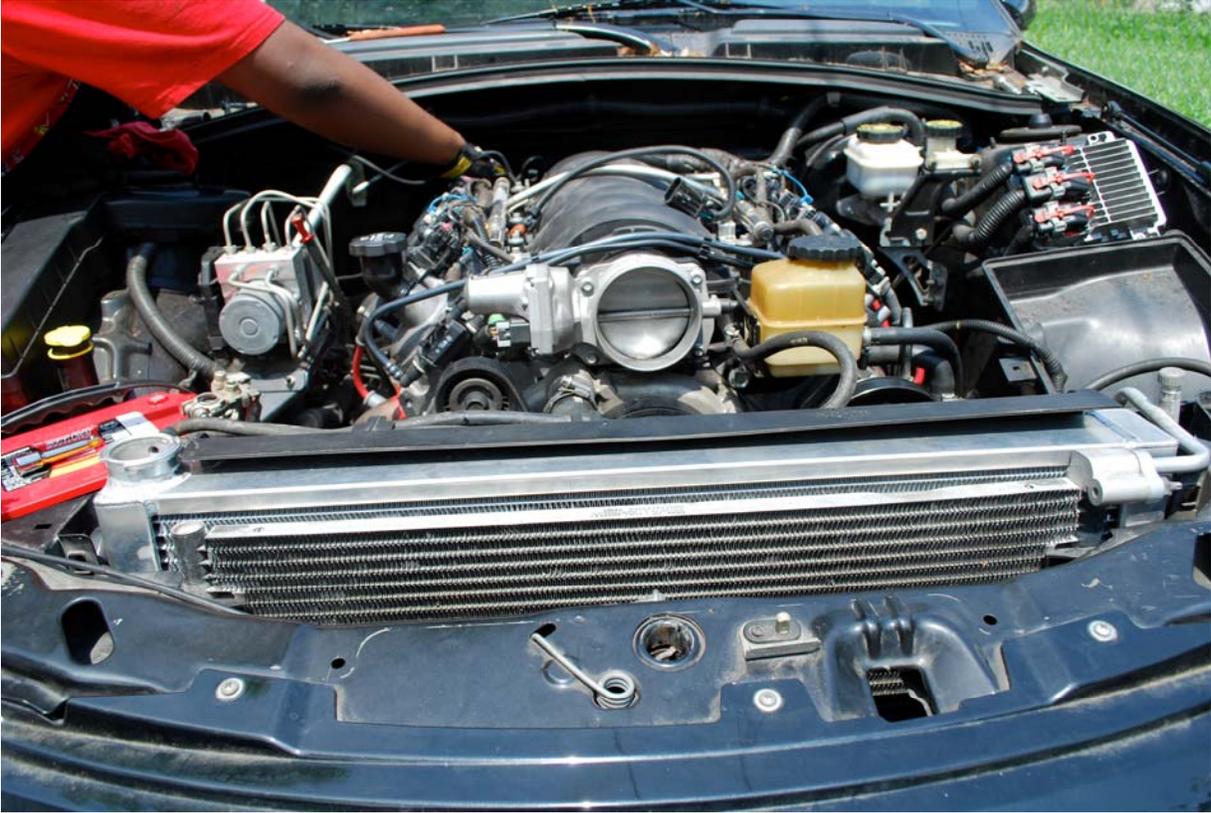
At 7PM we started the car for the first time. That was a bit of a tense moment for me. I said a silent prayer and turned the key. When the motor roared to life I breathed a huge sigh of relief. Then I noticed that the car sounded stock and I got a bit confused. Then about 5 minutes later the car started to shake violently. I knew right then that the new cam was making its presence known. Right about then I didn't feel so bad about the build cost.

Sadly I wasn't able to take the car home that day because we ran out of daylight and didn't get the carrier bearing bolts installed. The bolts and an oil change happened the next day.

This particular install took 11 hours, which includes the two-hour rain delay. Much to my surprise there weren't any bolts left over. We did an excellent job labeling everything when we took the motor out of the car.

TECH ARTICLE OF THE MONTH

I have to say thank you to everyone that helped me.



Hours that the car was down...5760

Rebuild Tally...\$5825.89

Being able to drive the car again...PRICELESS



2009 GATEWAY GTO CALENDAR OF EVENTS

- AUG 5 GTO Meeting 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 7-9 TRI-POWER NATIONALS – Norwalk, OH. www.pontiacnationals.com
- 8 HAZELWOOD DRIVE IN MOVIE – 6pm Hazelwood Sports Complex
- 16 PONTIAC RENDEZVOUS ALL PONTIAC DISPLAY – Museum of Transport 3015 Barrett Station Rd. (CLUB SPONSORED) Free admission and participants receive free admission to the Transportation Museum.
- 22 Confederate Air Force Display of vintage WWII aircraft – 10am to 2pm, St. Charles County Smartt Field, Hwy 94 north from St. Charles to Grafton Ferry rd. Turn left. Diner will be open for lunch. (CLUB SPONSORED)
- SEPT 2 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 12 Wagner All Pontiac Display - Wagner Pontiac, Bellville, IL 11am - 3pm
- 13 Wheels in Motion Children's Cancer Charity Car Show - Westport - More info to follow (CLUB SPONSORED)
- 20 GTO PICNIC at Vago Park 11am to 4pm Club supplies the pork steaks, brats, hotdogs, burgers & chicken. Members bring a desert or chips or covered dish. Bring your GTO for a group display. (CLUB SPONSORED-MEMBERS ONLY)
- 25-27 Route 66 Festival – Downtown Springfield, IL. They close off the streets Downtown and have a huge car show all day Saturday & Sunday. They also have a huge “Cruise” through Springfield Friday Night with over 500 cars. The Chain of Rocks Bridge will be open on Friday morning for cruises to cross on their way to the Route 66 Festival. More info to follow.
- Oct 7 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 10 EPC Car Show at 3941 Harry Truman Blvd. St. Charles, Mo. 63301 (CLUB SPONSORED)
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information on our Website Related Links page. \$35 -

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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.

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



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As a Gateway GTO member please consider joining the GTO Association of America

**The Gateway GTO Association
is an official chapter of the
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Gateway GTO Association Photo Album

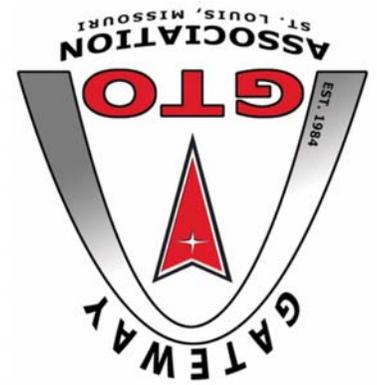
If you have photos of past events or if you take pictures of future events that you think would be good for our Photo Album, please put your name and date and a description of the event on the back and send them to the Photo Album Editor.

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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