



THE HOOD SCOOP

JUNE 2009

GTO of the Month

By Chris Winslow



Gateway GTO Association



I had first become interested in the new GTO when it was initially announced. I was a life long car nut who had never had a real performance car. I decided that it was time to change that when the new GTO hit the scene. Some early trips to the local dealers, however, found them adding “market adjustment premiums” to the already stiff \$34,000 price tag. That convinced me that the best option was to wait a while and see if the market cooled a bit.

By November, the 2004 GTO market situation had changed substantially. By this time, it was a fairly poorly kept secret that the 2005 GTO would have a 50-horse power increase over the 2004 model. This, and the normal seasonal slowdown in the sales of rear wheel drive performance cars, had combined to induce the dealers to start making steep discounts off of the sticker prices. This was supplemented by GM with generous cash back offers and financing.

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I took a trip to the local Pontiac dealer in St. Peters the Sunday before Thanksgiving to see what offers they had marked on the windshields. I had been there many times before but this time one car in particular caught my eye. It was a red GTO, but not the normal Torrid Red that I was used to seeing. This was a much darker shade of red. It was the only GTO I had seen in this color. A closer look revealed that the color was called Pulse Red. It was a limited edition car with red stitching on the seats and silver face gauges. I decided to come back during the week and take it for a test drive.

The week of Thanksgiving was particularly busy for me and I was not able to make it to the dealer before Thursday. On Friday morning, however, I had the whole day to myself so I headed to the dealer with my then 11-year-old son in toe. When I first arrived, I did not see the car anywhere and I was sure I had missed my chance. To my relief, I found it sitting off to side of the dealership. It turns out that they had just returned from a local custom wheel shop where they had installed the most hideous set of aftermarket wheels on it that I had ever seen. They were really proud of these wheels and had already slapped a \$2500 dealer added option sticker on the car. It was readily apparent to me that anyone that would stick wheels like that on any car, let alone a car like that, just didn't get it.

I was the only customer in the place and I soon had an anxious salesman nipping at my heels. When I asked to take the car for a test drive, he looked at me like I was crazy. He told me that they did not let customers drive the GTOs because too many people came in just to take joyrides. I was eventually able to convince him to let me take the car on a brief test drive and I was totally hooked. I was able to make a great deal on the car that included losing the ridiculous wheels they had installed for the factory wheels and tires. I had the car in my garage by 6:00 that night. (For those of you that are wondering where Paula was during all this, she was at work. I did call her and ask if it was OK with her if I bought the GTO. There is some question here on the timeline as to whether I called her before or after I had signed the papers. I am pretty sure it was before, but I would really appreciate it if nobody asked my son what he remembers on this subject. It is probably better not to revisit that one and his silence on the subject is a lot more expensive than it used to be).

Those of you who know me know that I am almost obsessive about keeping this car bone stock. My goal is to eventually show this car in a concours show when it gets old enough. I basically want this to be the car that everyone looks to when they are trying to figure out exactly how these cars left the factory. To date I have made exactly 4 modifications to this car, all of which are reversible. They are:

- Installation of a skip shift eliminator (That 1 to 4 shift drove me nuts!!!)
- Replacement of the leaky AC Delco battery with a Red Top Optima battery
- Installation of a dead pedal
- Modification of the left fuel rail cover to prevent chaffing of the fuel line

The dead pedal installation was a custom set up that I made from a spare GTO gas pedal. I built a special bracket that mounts to the floor and kick panel such that it can be removed easily with no evidence it was ever there.

The fuel rail cover mod is one that I have been meaning to share with everyone. As such, I have included more information on that one as the Tech Article of the Month in this edition of the *Hoodscoop*.



The Presidents Scoop
By Tom Oxler
THE DEMISE OF PONTIAC
WHAT HAPPENED???
IT IS ALL IN THE ALPHABET

By now you know, Pontiac is officially dead. It will not be sold nor will it ever come back. How can such a venerable company, Pontiac, end up on the cast-off pile when it outsold 2 of the 3 remaining companies; Buick and Cadillac? How could this happen???

Pontiac is not politically correct anymore!!!!

Pontiac was in the original GM reorganization plans just prior to their meeting with the Federal Government who due to the “Bailout Funds” had to approve the plan. Immediately after the meeting, it was announced that Pontiac would be discontinued. What happened? How could Pontiac be in then so quickly out?

Pontiac was to be the “PERFORMANCE” Division of GM.

In this new era of the G word (Green) there is no room for the P word (Performance). The current thinking in Washington centers around the environment, fuel economy and emissions. The Feds have already increased the Corporate Average Fuel Economy (CAFE) to 35 mpg by 2014 and there is talk of 50 mpg sometime in the future. With this thinking, performance automobiles with 400 plus horsepower do not figure into the future of a company with 60% ownership by the people making the CAFE rules, the Federal Government. Thus, the V-8 is dead and so is Pontiac.

Now, you may think I am blaming the entire demise of Pontiac on the Federal Government, I am not. The Feds “drove the stake through the heart” of Pontiac but Pontiac was well on its way out long before the Feds took control of GM. In this month’s edition of Pontiac Enthusiast, Jim Wangers discusses how Pontiac began down this path shortly after John Delorean left Pontiac. The best example of how GM management slowly but surely killed Pontiac over a 30 year period is with management like Lynn Myers who was quoted saying that the new 2004 GTO would never be referred to as an M car (muscle). I am looking forward to more of Jim Wanger’s thoughts on the whole Pontiac demise. Now that Pontiac is officially gone, I believe Jim will take off the gloves and really let GM have it. For more insight into Pontiac’s demise, read the entire Pontiac Enthusiast article by Jim Wangers or come to the GTOAA/POCI Nationals in Dayton, Ohio. I am sure Jim will have much more to say on this. At least I hope he will.

GATEWAY GTO CLUB JUNE
MEETING MINUTES
JUNE 3, 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, Steve Hedrick, Will Bowers and Kerry Friedman.

NEW MEMBER: Mike Ewens, grandson of Ray and Ida Brunkhorst was in attendance and introduced. Mike's girlfriend Kathleen was also there. Mike has a red '06 GTO.

OLD BUSINESS:

King Louie Drive-In Cruise: Was held on May 9 in conjunction with the Bluff City Pontiacs, Jeff and Debbie Bond. There was a good turnout. Good burgers and ice cream.

Dave Sinclair Show: On a sunny, May 16, a large turn out of Pontiacs and GTO's could be seen at the Dealership on South Lindbergh. The show was held by POCL. There were free hot dogs, soda.

Centralia Anchorfest: Sunday May 31, a group of members met at Francis Howell High School and traveled to Centralia, MO for the annual show. It took about 2 hours to get there. There was a very turnout for the car show, about 250 cars, including a 2010 Camaro. Gateway GTO had seven cars, including John Johnson with his '69 Judge. The club brought home three trophies, Tom Oxler, Keith Kyle, and of course Earl Lewis. Dinner was at the

Liberty Diner in Mexico, with the Johnson's.

Ray Brunkhorst Drag Day: Due to thunderstorms in the St. Louis area and on the way to Benton, IL, the drags were called off. Please mark your calendars for the rain date of July 18.

Ames, IA Car Show: Brian, Amy and Andrew O'Sullivan, cruised up to Ames and went to a car show with mostly new Goats at a dealership of Pontiacs, Buicks, and GMC. They had a good, safe trip.

Topeka Drag Races: Tony Tosto, his brother, and nephew participated. Tony took 3rd place in his class.

NEW BUSINESS:

Wentzville Nostalgia Cruise: Will be held on this Friday, June 5. Meet at Pearce Blvd. and cruise up and down the street. No proof of insurance needed. Open headers, but no burn-outs.

Bob's Gasoline Alley: This Saturday, June 6, will be the cruise from Terry and Gail Schott's house to the location in Cuba, MO. Lunch will be served with prior reservations. Club Sponsored.

Oldsmobile Club Show: Will be an indoor car show at Tan Tara in the Lake of the Ozarks. June 5 and 6.

Motoexotica Car Auction: Some members will be meeting at the Auction on Friday at 3:00 PM at St. Charles Rock Road and Earth City Expressway. \$5.00 to get in.

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. 10:00 to 3:00. 3 trophies plus Behlmann choice.

Taste of Cottleville: Will be held on June 27, at the City on Hall on Mid Rivers. Food, music and good times.

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. Several caravans will be forming to cruise to the event. You can go to www.gtoaa.org for a link to the Co-Vention. 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. See website for new schedule. Very unusual cars will be on Display.

We will meet at Pocahontas Exit 36 on I-70, in IL. 2 cruises to Nationals; Tuesday July 7 and Wednesday July 8, at 8:00 am.

Jim Wangers Article: See the current Pontiac Enthusiast Magazine for an in-depth article by Jim on the current demise of Pontiac Motors.

Ray Brunkhorst Drag Day: **Rain date of July 18.**

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.

Pontiac Rendezvous: August 16. At the Museum of Transportation on Barrett Station Rd, in St. Louis County. With POCI. Participants will get free entry into Museum.

Wagner Pontiac Show: In Belleville, IL with POCI. September, 12.

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.

Sign Up Sheets:

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

TECH ISSUES

Earl Lewis announced he is having an aluminum battery tie down made. It is custom to your design. More information after he gets it.

Shauna has finally got her engine back in the car. It needs a tuning and car wash. The car has a new cam and other parts making it ready for a future supercharger.

John Novelli has the '62 Catalina running. This car has an all aluminum block and rear end. It will be on display at the Nationals, and maybe the Tri-Power's.

Tom's new engine did 450 HP at the rear wheels. He is now running a max of 33 degrees timing.

John Taylor's engine is running, but not back in car yet.

Steve Hedrick announced that Dan the Wax Man has his goods available to the Club. He will try to get him to the July meeting.

Kerry Friedman has his car back together with a new Tremec 5 speed, and body work by Cee-Jay Auto Body. Very pleased with tranny and work by Cecil and his crew.

Tom read an article about the acceleration of a dragster.

The NHRA is working on safety issues and may restrict engines to get the races back to ¼ mile from the current 1000 feet.

Jim Kibburz's father is in the hospital. He has a bad infection and will be going to a nursing home, to continue receiving medications.

Terry and Gail Schott's parents are in hospitals. They are very busy taking care of things and visiting the hospital.

The meeting adjourned after Jerry Novak won \$31.00 in the 50-50 drawing, hosted by Darrell May.

Minutes by Kerry Friedman, Secretary

GOOD OF THE CLUB

Bob Blattel's mother passed away. She had Alzheimer's.

GATEWAY GTO ASSOCIATION
INCOME AND EXPENSES

May-09

CHECKING ACCOUNT BALANCE 12/31/08		4,108.17
INCOME		
DUES	1,285.00	
50/50	168.00	
DRAG DAY	530.00	
EASTER SHOW	90.00	
SPONSORSHIPS/ADVERTISING	800.00	
GASOLINE ALLEY	170.00	
SHIRTS	60.00	
MISC. INCOME	57.50	
TOTAL INCOME	3,160.50	3,160.50
EXPENSES		
PIZZA PARTY	353.26	
PRINTING, NEWSLETTERS, MAILINGS, PLAQUES	365.39	
DRAG DAY	928.00	
EASTER SHOW	90.00	
SCRAP BOOK	113.63	
MISC.	56.50	
BEHLMANN SHOW	123.63	
CHRISTMAS PARTY	166.50	
TOTAL EXPENSES	2,196.91	-2,196.91
CHECKING ACCOUNT BALANCE 3/31/09	5/31/2009	5,071.76

Technical Article Of the Month

Fuel Rail Cover Modification

As many of you know, there have been a few of the new GTO's lost to engine fires. Many of us believe that the source of these fires is the failure of the fuel line that routes under the left hand fuel rail cover. On the 2004 GTO's specifically, and to a lesser extent the 2005 and 2006 cars, this line is a bit too long and tends to rub against



the fuel rail cover. Since one end of this line is fixed to the firewall and the other to the fuel rail, this line is constantly rubbing against the edge of the fuel rail cover as the engine shifts left and right during normal driving. Obviously, more aggressive driving causes even more relative motion and consequently more rubbing.

Over time, the interaction between the fuel rail cover and the fuel line can result in a cut forming in the fuel line. This can eventually lead the fuel line to fail causing gas to spray all over the inside of the engine compartment. GM apparently recognized this problem because for the 2005 model year, they shortened the fuel line and changed the opening where the fuel line enters the fuel rail cover to make it considerably larger. These two things helped a bit, but I would still recommend that those of you with 2005 and 2006 cars check your fuel lines for damage.

So the question is, what can one do about this? Some people have actually just removed the fuel rail covers altogether. I am not a big fan of that look myself, so I did not go that route. The other mod I have seen is the ever popular shade tree mechanic trick of taking a short length of hose, splitting it down the middle, and securing it in place in the area where chaffing is a concern to act as the sacrificial layer. While this option will work, it leaves the end of the hose sticking out past the fuel rail cover, which is something that I was not prepared to live with.

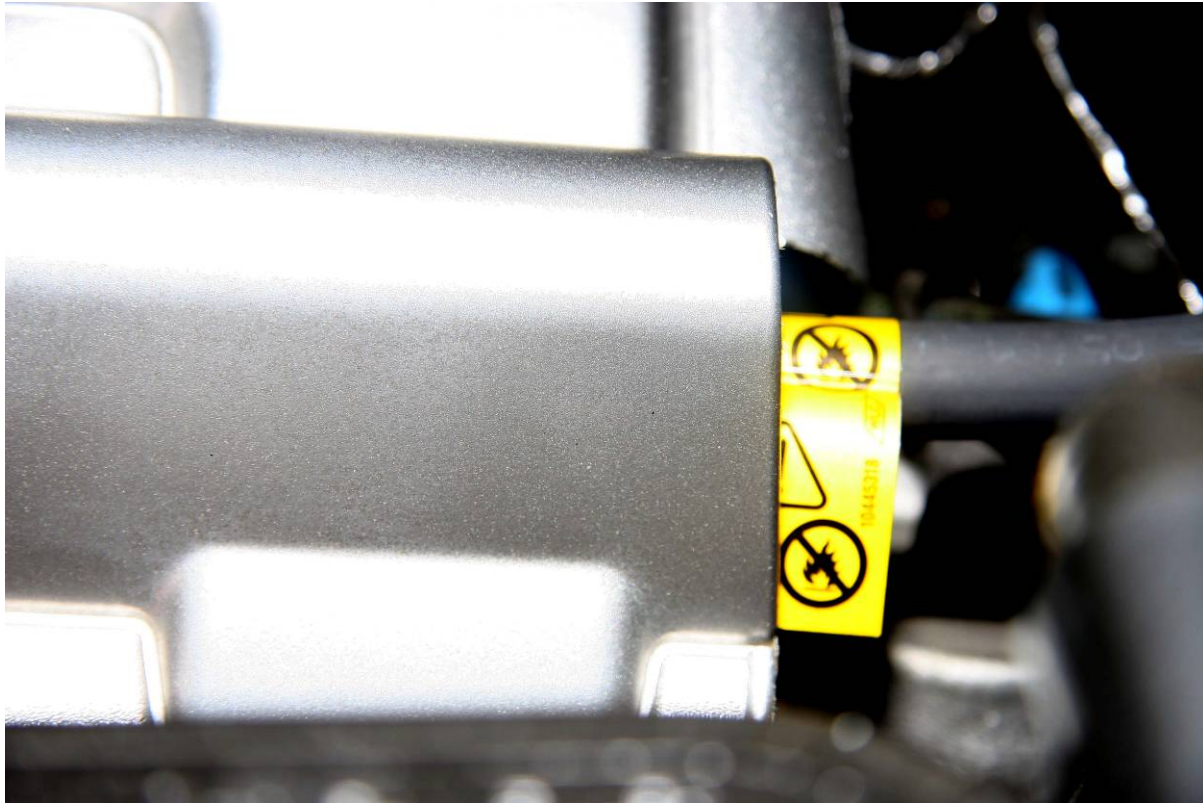
In my case, when I first heard about this problem, I inspected my car and found that it had the condition. I immediately took the car to the Pontiac dealer to get the line replaced under warranty. The dealer I went to was surprisingly difficult to deal with on this issue and only reluctantly agreed to change the hose. Once I had the new hose installed, I needed to figure out a way to prevent the problem from occurring again.

Technical Article Of the Month

After giving it some thought, I came up with a solution. It is basically a modified version of the split hose option. What I did was take a short section of hose and split it down the middle. Instead of installing it on the fuel line, however, I used silicone adhesive and glued it to the under side of the fuel rail cover. I was careful to position it such that the end of the hose is just shy of flush with the edge of the cover. The result is that there is no relative movement between the hose piece I installed on the fuel rail cover and the cover itself. Essentially I end up with rubber on rubber contact between the hose section and the fuel line.



The result can be seen in the photo below. When the cover is installed, the hose section glued onto the underside of the cover cannot be seen. This solution allows the hose to be fully protected, but in a way that is not visible once the cover is installed.



Gateway GTO Activities

Anchor Fest Car Show in Centralia, Missouri May 31, 2009

By Mark Melrose

It was a beautiful day and perfect for a cruise on some of Missouri's more scenic two-lane roads. We met as-planned at Francis Howell High School and got out on Hwy 94 about 8AM – Tom Oxler, Earl and Barb Lewis, Chris and Paula Winslow and yours truly. We continued west on 94 enjoying the great weather, scenery and the serpentine nature of the route.

While we waited for Kerry Friedman to join us at the 94-19 junction filling station our cars were ogled appreciatively by several bikers. Kerry finally arrived and sheepishly explained that he had been delayed by the local Sheriff for slightly exceeding the speed limit. Since his speedometer was disconnected the officer took pity and only wrote out a summons for not having a current proof-of-insurance card (I should be so lucky).



We got to the show a little late and our six cars filled half the remaining show spaces just inside the entrance – not bad spots as we were among the first to get out of the downtown area when the show ended. We caught up with Kyle Keith who had arrived earlier and about an hour

later were joined by John Johnson who brought out his beautiful 1969 Ram Air IV Judge. We all enjoyed the show which included over 240 vehicles – the largest turnout ever for this show. There was plenty of food available from vendors, the usual “fair-food” of dogs, burgers, brats, kabobs, funnel cakes, cotton candy, ice cream, lemonade, etc. There were probably close to two thousand people at the event with lots of kids enjoying the carnival rides.



Gateway GTO Activities

When 4PM rolled around we left the shade of our canopies and headed for the awards ceremony. With only seven cars at the event Gateway GTO members collected three trophies, not a bad showing. Winners in their respective classes were Kyle Keith, Tom Oxler and Earl Lewis. We packed up our stuff and headed back east toward Mexico, MO where we met up with John and Diana Johnson for dinner at the Liberty Café on the southside of town.

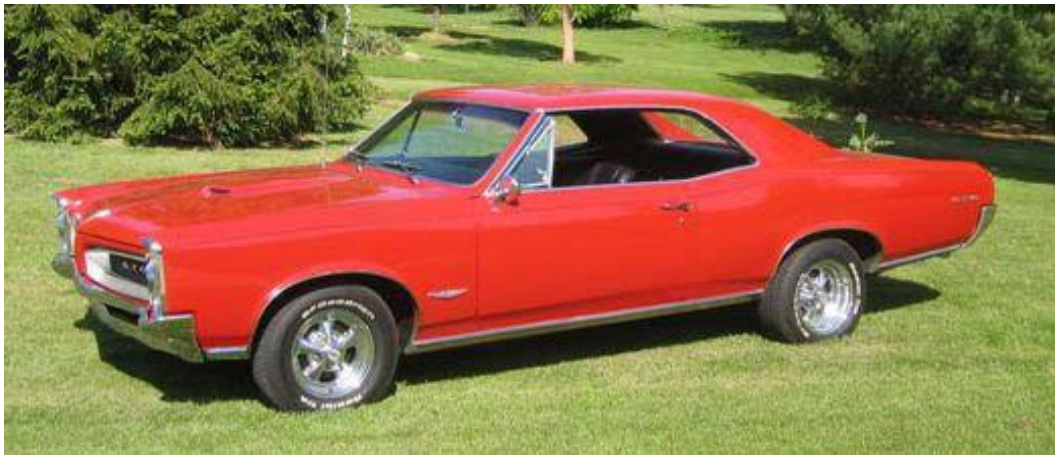
After puttin' on the feedbag we broke ranks and headed back to St. Louis on several different routes. Most everybody was home before dark. It was a great day with the weather cooperating completely, not so the day before when Drag Day was rained-out. Everyone said they had a good time (the three trophies didn't hurt) and are looking forward to next year's Anchor Fest Car Show.



2009 GATEWAY GTO CALENDAR OF EVENTS

- JUNE 3- GTO Meeting Culpeppers Restaurant 12434 St. Charles Rock Rd. Bridgeton, Mo. 63044 (CLUB SPONSORED)
- 5-6 Motoexotica Car Auction - 13813 St. Charles Rock Rd. See Motorexotica.com for more details.
- 6- CRUISE TO BOB'S GASOLINE ALLEY in Cuba, Mo. Hosted By Terry & Gail Schott. (CLUB SPONSORED-MEMBERS ONLY) 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 by May 29th.
- 13- ANNUAL BEHLMANN ALL PONTIAC, BUICK & GMC DISPLAY - 10am – 3pm at Behlmann Buick Pontiac GMC 820 McDonnell Blvd. Hazelwood, Mo. (CLUB SPONSORED) Hotdogs, brats, drinks & trophies provided.
- 27 Taste of Cottleville Car Show 11am to 4pm Hosted by Cottleville Merchants Assoc.
- 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)
- 18 RAIN DATE - Drag Day at I-57 Dragway in Benton, Illinois (CLUB SPONSORED) \$35 to drag race from 9am to 3pm. \$5 for spectators
- 25 BEHLMANN ALL PONTIAC, BUICK, GMC DISPLAY – rain date
- AUG 5 GTO Meeting 7pm Culpeppers Restaurant 12434 St. Charles Rock Rd. Bridgeton, Mo. 63044 (CLUB SPONSORED)
- 7-9 TRI-POWER NATIONALS – Norwalk, OH.
- 8 HAZELWOOD DRIVE IN MOVIE – 6pm Hazelwood Sports Complex
- 16 PONTIAC RENDEZVOUS ALL PONTIAC DISPLAY – Museum of Transport 3015 Barrett Station Rd. (CLUB SPONSORED)
- SEPT 2 GTO MEETING 7pm Culpeppers Restaurant 12434 St. Charles Rock Rd. Bridgeton, Mo. 63044 (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 in Springfield, Illinois. More details to follow.

SEE THE CALENDAR AT WWW.GATEWAYGTO.ORG



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



July 18th, 2009

9AM – 3PM



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314-428-9276 fax	





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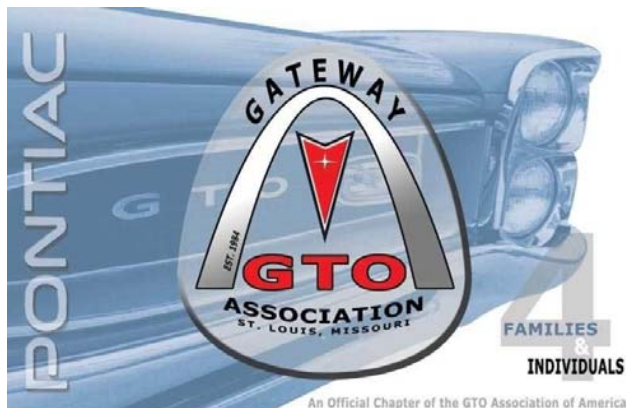
JUNE 13th 2009

RAIN DATE JUNE 25 2009

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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

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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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www.gtoaa.org**

**Visit us at
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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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