



THE HOOD SCOOP

JANUARY 2010

GTO of the Month

By Cecil Morton

Gateway GTO
Association



FAMILIES & INDIVIDUALS

An Official Chapter of the GTO Association of America



The love for the almighty American automobile has gone on most of my life. In May of 1965, I graduated from high school and started a job at the auto body shop in an Olds, Pontiac and Buick dealership in Edwardsville.

The Pontiac G.T.O was most popular followed by the Olds 4-4-2 and Buick's Grand Sport.

Road testing these cars was a great perk of the job. The G.T.O was always my car of choice. That lasted for about two years and was traded for a drab green Jeep (ARMY Issue).

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I played around with many different cars for several years and in 1989 I bought my first G.T.O, a 1967 Hardtop. This car was a real basket case with two truck loads of parts. Since then I have had several G.T.O s and still haven't used up all the parts.

As of right now we have a 1965 Hardtop in process of being restored, a 1966 hardtop with 60,000 original miles, this is a vary fun and reliable car. We also have the "Show Stopper" a 1968 covetable 4-speed and a 1969 Hardtop with original bench seats.

Some day I will be able to have all of these cars finished, but once I do I will be ready to buy more. I really appreciate the help I get from the Gateway G.T.O Support Group.



The Presidents Scoop

By Mark Melrose

First of all let me convey to you best wishes for the New Year. I know we are all looking to 2010 to be an improvement over 2009 in many different areas. While I'd love to be able to tell you that I have grand plans to improve Gateway GTO, my predecessors are definitely a tough act to follow. I do have a few ideas that the officers will evaluate shortly, but the main thrust of my term as your president will be to continue on the path the club has been on so successfully since I joined in 2003.

Yes, I am something of a "short-termer" and those of you who know me are aware that I am much more comfortable driving than wrenching. But then we all have our own reasons for owning GTOs and belonging to Gateway GTO. I joined Gateway initially because 1) it was recommended by GTOAA, which I joined first, and 2) I wasn't comfortable being "The Lone Ranger" – finding like-minded GTO lovers and knowledgeable "wrenchers" and restorers has been invaluable to the ongoing process of restifying my '68. But I have since realized that the real benefit has been and continues to be the new friends Sandra and I make through this wonderful hobby. From April through October I find myself eagerly anticipating club and/or national events almost every weekend and sometimes 2-3 per weekend. From November through March it seems like time as well as the car is standing still. In 2007 we bought our 2006 GTO mainly because we were missing out on fun either due to poor old car weather or mechanical problems with the '68.

In short, what I believe is important is that we all have as much fun as possible. After all, why did the DeLorean/Estes/Wangers team build the GTO if not to have fun and lots of it? By the way, if you believe Gateway GTO is missing out on some fun events or activities please let your officers know – our calendar is flexible and is never closed. My "door" is always open so please do not hesitate to contact me about any club matters.

I thank you for your best wishes as I take the helm and will draw on your support, creativity and hard work to continue the Gateway GTO Associations' reputation as one of the best and most enjoyable car clubs in the Saint Louis area. This is your club and if you put a little in to it you will get even more out of it.



GATEWAY GTO ASSOCIATION
 INCOME AND EXPENSE SUMMARY AS OF 12/31/09

CHECKING ACCOUNT BALANCE 12/31/08		\$4,108.17
INCOME		
DUES	1,585.00	
50/50	375	
DRAG DAY	2,075.00	
EASTER SHOW	90	
SPONSORSHIPS/ADVERTISING	800	
GASOLINE ALLEY	220	
GEAR SHIRTS/HATS	443	
CHRISTMAS PARTY	702.5	
BEHLMANN SHOW	60	
CHARITY SHOW	235	
MISC. INCOME	45	
TOTAL INCOME	6,630.50	6,630.50
EXPENSES		
PIZZA PARTY	353.26	
PRINTING NEWSLETTERS MAILINGS	327.69	
DRAG DAY	1,133.00	
EASTER SHOW	90	
SCRAP BOOK	280.31	
BEHLMANN SHOW	145.63	
CHRISTMAS PARTY	1,201.31	
GASOLINE ALLEY	220	
INCORPORATION/WEB SITE	119.88	
PICNIC	226.71	
CHANGE BOX	100	
INSURANCE	150	
SHIRTS, HATS	1,440.92	
CHARITY	135	
MISC. EXPENSES	94.2	
TOTAL EXPENSES	6,017.91	-6,017.91
CHECKING ACCOUNT BALANCE 12/31/09		\$4,720.76

Technical Article of the Month

REPLACEMENT OF IGNITION LOCK CYLINDER ON 2004-2006 GTO

By Chris Winslow

Many of you with the newer GTO's have probably either heard of or experienced a problem with the ignition lock cylinder. The problem is one of a fairly poor design, both in terms of the cylinder itself and in terms of the material selected in its fabrication. The net result is that the cylinder can wind up locked up to the point that the key cannot be turned from the locked position. Since it is necessary to turn the key to the unlocked position to remove and replace the cylinder, this locked condition has led to more than a few GTO's (and Monaros) needing the entire steering column replaced.

GM has recognized the problem and issued a TSB to correct it. TSB 09-02-35-003 discusses the problem in some detail and then describes removal of the old cylinder. For that removal, the TSB describes both a normal procedure for those instances where the key will still work, and a fairly novel procedure for instances where the key will not turn.

The key to the new TSB, however, is the new part the GM has issued. The new cylinder is revised in both the shape of the ramps that were such a problem on the old part and in the selection of a harder material that hopefully will prove more durable.

In my case, I had been fortunate enough not to have had any issues, but then again, my GTO still has relatively low miles. After giving it some thought, I decided to go ahead and replace the cylinder on my car as a preventative measure.

The first step in this process is to make sure to get the new part. The old lock cylinder is still available and some Pontiac parts counter guys may not be aware of the new part number. The part required is GM part number 92234035. This part is key (no pun intended!). Unless you want to be doing this again at some point in the future, you should be sure to get the new part. I tried to order mine from a local dealer. First I was told no such part existed. When they were confronted with a copy of the GM TSB listing that part number, they backed off that and changed their story to indefinite backorder. I finally ended up ordering it on-line from GMpartshouse.com.

The actual replacement is fairly straightforward. The first step, after disconnecting the battery to disable the airbags, is to remove the upper and lower steering column covers. To do this, first extend and lower the steering column to the maximum extent possible. Then remove the knee bolster from beneath the column. With the bolster off, remove the screw that secures the lower cover to the steering column and then GENTLY separate the upper cover from the lower. These two are snapped together and will come apart with a little wiggling. If you are too aggressive, you

Technical Article of the Month

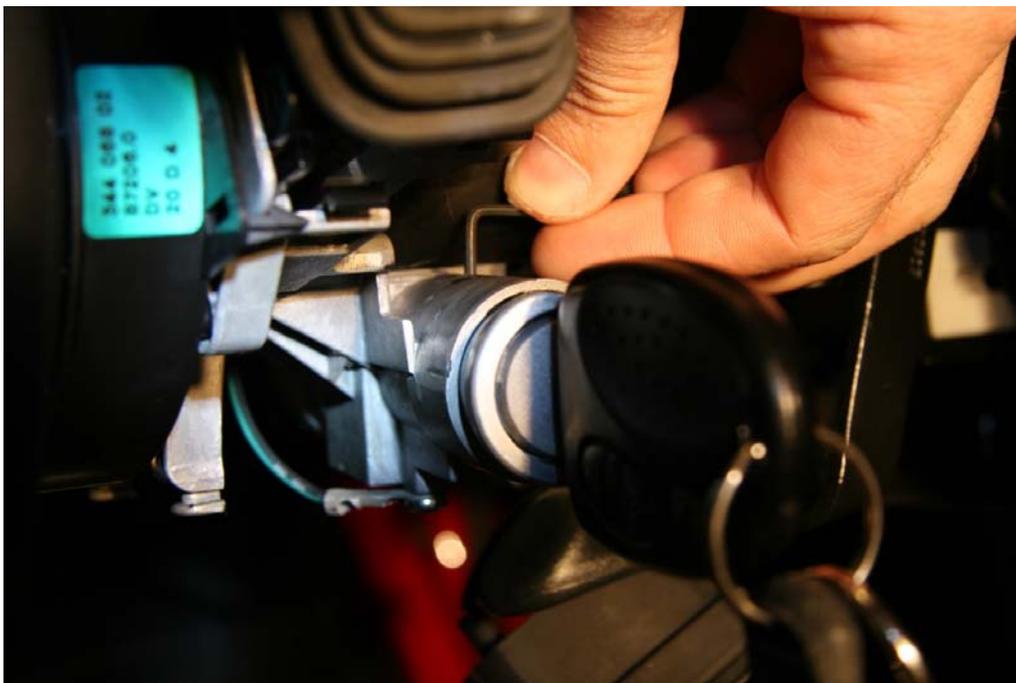
will break the tabs on the housings, so take your time. With the upper cover off, push the lower cover towards the steering wheel a bit to work it off of its seat and then pull it off. With both covers off, what you will see should look like the picture at the right.



The next step is to remove the key reader/ignition light. This assembly simply snaps on to the ignition lock cylinder, so to remove it, just pull it off towards the passenger side of the car. The TSB and the factory service manuals both say to disconnect this unit, but I found that it could just be pushed aside without disconnecting the wires.



With the reader out of the way, the next step is to remove the cylinder assembly from the steering column. In my case, with a lock that is still working, this is a very straightforward process. Simply insert the key and rotate it while at the same time inserting a small probe into the hole on the top of the cylinder housing. I ended up using a 2mm hex wrench. The short side easily cleared the control stalk above. As you turn the key, you will feel the cylinder start to move outward towards the passenger side of the car. Then simply remove the probe and the cylinder will be free to remove. See the series of photos below:



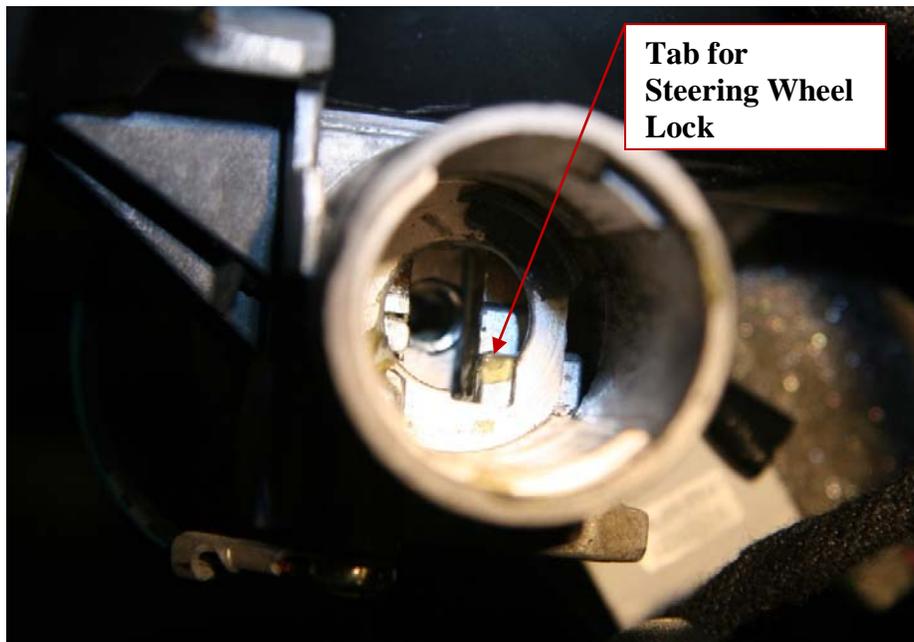
Releasing Cylinder with Hex Wrench

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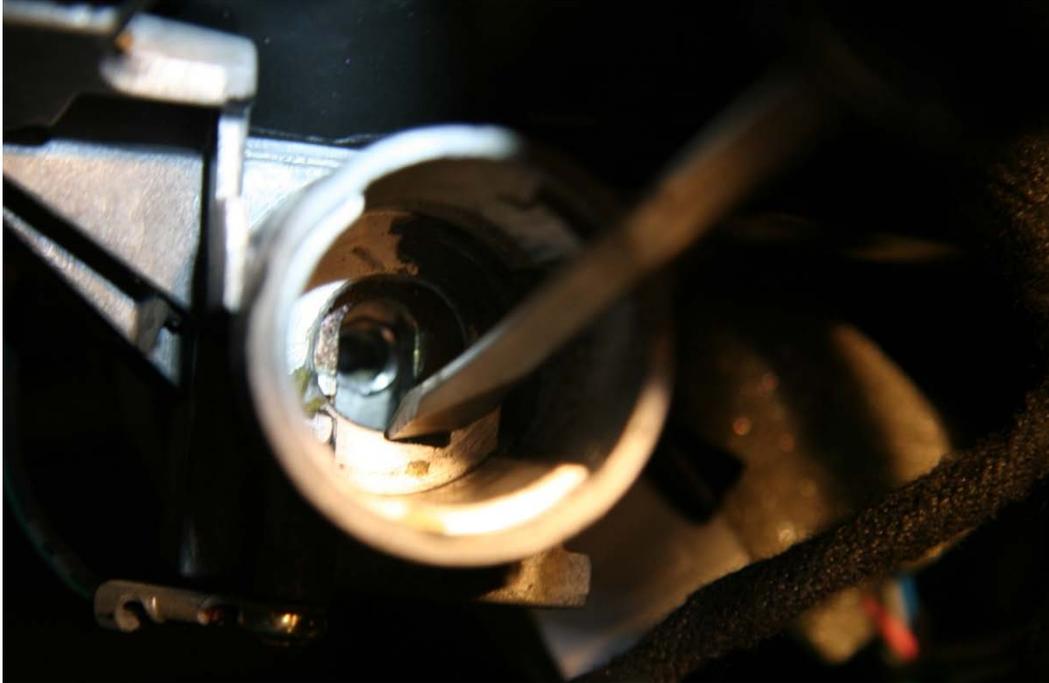
Extracting Released Cylinder

With the cylinder out of the way, you will need to latch the steering wheel locking mechanism out of the way so that you will be able to get the cylinder back in later. This is a really pretty easy if you know what you are looking for. Essentially, there is a small latch that you need to push down until it locks. The next three photos illustrate the process.

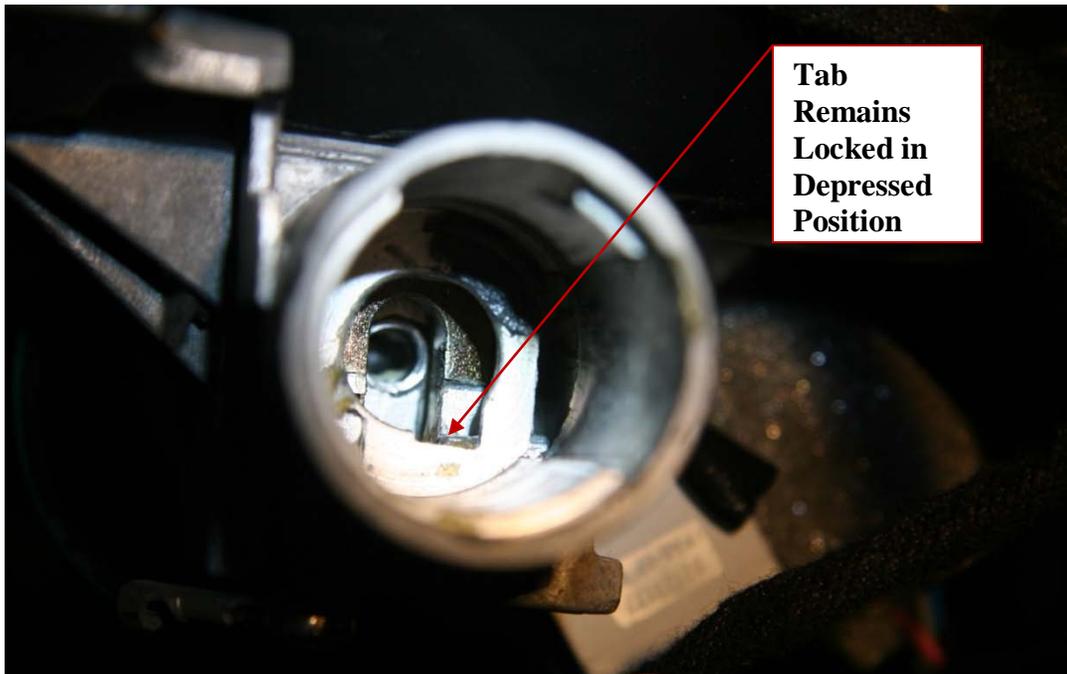


Cylinder Housing with Cylinder Removed

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Using a Small Screwdriver to Press Down the Steering Wheel Locking Tab

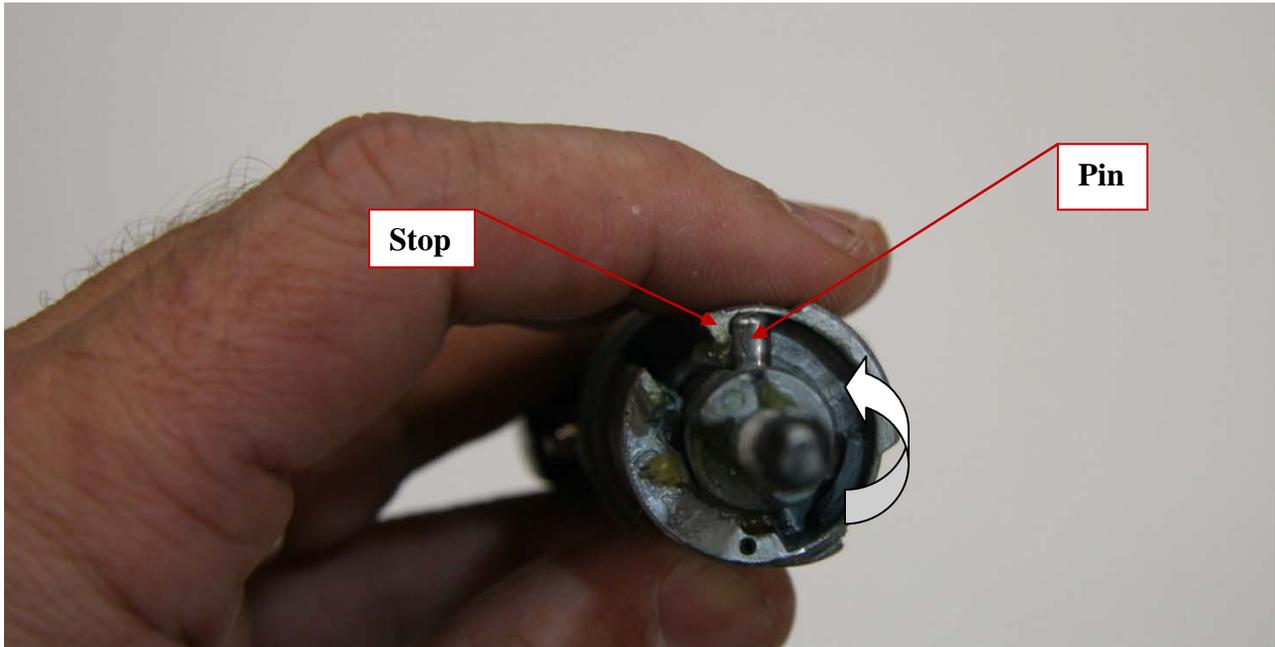


Tab is Now Locked

The next step is to actually replace the lock cylinder. This can sound like a really involved process, but it is actually very simple, provided that you take your time. There is one absolute rule that you **MUST** follow for this procedure and that is you **MUST NOT** remove the key at any time. Doing so will release all of the lock elements and will require that they all be reinstalled in the correct locations and orientations for your particular key. That is something you do not want to deal with, so just be sure the key stays in the lock. With that warning in mind, the lock itself

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needs to be removed from the lock cylinder so that the lock can be transferred to the new cylinder. To accomplish this, first turn the assembly so that you are looking at the end opposite to where the key goes in. You will see a pin on that side of the assembly that is riding inside of a groove machined into the cylinder. Rotate the key such that the pin rotates counterclockwise until it hits the stop. See the photo below.



Assembly Positioned for Pin Removal

The next step is very easy, but must be done with extreme care. The pin shown in the photo above is spring loaded. In order to extract the lock from the cylinder, that pin must be depressed towards the centerline of the assembly while rotating the key such that the lock turns counterclockwise. This will allow the pin to clear the stop. **BEFORE YOU DO THIS PLEASE READ THIS WARNING!!!!!!!!!!** The spring that keeps the pin in place is very strong. You must make sure that as you rotate the pin past the stop that you keep control of it. If you do not, the pin and the spring can become projectiles and you will be spending the next hour and a half looking for them. GM is serious enough about the concern that these objects could become projectiles that they actually recommend that the service techs wear safety glasses for this step.

Once the pin is clear of the stop, your assembly should look like the next photo.

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Assembly with Pin Clear of Stop

With the pin clear of the stop, it can now be removed from the lock. Simply pull it out. Make sure to keep track of the spring during this process. In my case, the spring stayed in place inside of the lock, and I did not try to extract it. With the pin removed, carefully pull the lock from the cylinder making sure not to dislodge the key during the process. The photo below shows what this will look like.



Lock Removed from Cylinder

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From this point forward, the process is to reverse the removal process, except use the new cylinder in place of the old one. One key step is to lubricate the new cylinder. In my case I used a good synthetic grease that will provide lubrication over a wide temperature range. Once the cylinder is lubed up, insert the lock into the new cylinder, position the pin in place, depress it, and rotate the assembly clockwise so that the pin is once again captive. The assembly is now ready to re-install back into the car.

Installing the assembly back into the car is relatively straightforward. The one thing that you need to do is make sure that the key is in the unlocked position. When the key is in the unlocked position, you will be able to depress the locking tab on the outside of the cylinder assembly. See the photos below.



Positioning Key so that Locking Tab can be Depressed

With the key oriented in the unlocked position, simply insert the cylinder into the steering column. If you have the steering wheel locking tab correctly locked out of the way, the cylinder will simply slide in and lock itself into position.

After this step, the rest is easy. Just snap the key reader back on, reinstall the steering column covers, reinstall the knee bolster, and reconnect the battery.

2010 GATEWAY GTO CALENDAR OF EVENTS

- Jan 17 GATEWAY GTO MEETING PIZZA PARTY 1pm Serra's Pizza, 12218 McKelvey Rd, Maryland Heights (CLUB SPONSORED)
- Feb 3 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- March 3 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- April 4 EASTER CAR SHOW Munny Upper Parking Lot (CLUB SPONSORED)
- 7 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- May 5 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)

SEE THE CALENDAR AT WWW.GATEWAYGTO.ORG



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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 J. J.'s Restaurant, 1215 S. Duchesne Rd, St. Charles, Mo. 63301.

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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is an official chapter of the
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**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.

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