



THE HOOD SCOOP

SEPTEMBER 2010

GTO of the Month

My GTO

By Jim Mutz

Gateway GTO Association



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I got started with more than a driving interest in cars when I was a teenager. I had a friend whose father agreed to rebuild his 1955 Mercury. His dad said he would buy the parts if my friend would do the work, with dad's supervision of course. My buddy asked me if I would be interested in helping, and I said "you bet". So, while his dad provided tools, parts and training, we provided the grunt work through pulling the engine, breaking it down, honing the cylinders, rebuilding top and bottom, and reassembly. The feeling of accomplishment the first time we started it was awesome. Since then, and until I got too busy, I've always performed the basic maintenance procedures on my vehicles.

My first car was a used 1957 Chevy Bel Air 4 door hardtop, 283 CID 4 bar-





and Scott. Since then they have blessed us with four grandchildren.

Shortly after my discharge from the service, I traded off the 1962 Volkswagen Bug that I had brought back from Germany for my first NEW vehicle. This was a 1969 Pontiac Firebird, 350 CID, 2 barrel, 4 on the floor. This was as close to a “muscle” car I came. The common sense enforced by my father earlier in life was still with me. During some senseless moments, I tried to run my

rel, power glide. I really wanted a 57 Chevy because my dad had a 1957 Bel Air 2 door hardtop. With the popularity of these vehicles today, its mind boggling to think we had 2 of these in the garage at one point in time. If only this were still the case! What a lost opportunity.

Next came an unsuccessful attempt to purchase a used 1962 Corvette convertible, 283 CID 4 barrel, 4 speed My father wouldn't co-sign the loan for me. His reasoning was something about concern for me killing myself. Go figure! I eventually ended up with a Rambler American 2 door hardtop, 6 cylinder 3 on the floor. What a change enforced common sense can make! I don't think I could have hurt myself with it if I tried.

This was followed by a 4 year tour of duty in the US Air Force during which I married Ginnie, the love of my life and wife of 45 years and started our family of two sons, Jim

Firebird against the likes of real muscle cars and of course, always got beat. This just wetted my appetite more for a “real” muscle car.

Fast forward about 20 years to when my eldest son was in college. At the time, I had given him our 1976 Dodge California Surfer Van, to travel back and forth to school in Warrensburg, Missouri. It was old and well traveled, so one year during Christmas break, I made him a deal. I would buy the parts to rebuild the van if



he and his brother would supply the labor. Sound familiar? I had a friend who was a very knowledgeable mechanic with an engine hoist and was willing to provide the technical training, so the project began. The look on the boy's faces when they started it for the first time after the rebuild brought back sweet memories. I was very happy that I could provide this experience for them.

Fast forward through another 20 some years of very conservative family and business life, raising children and grand-children, trying to be president of something, and finally retiring. When I got close to retirement, I decided that I needed to get a second opinion on whether or not I was in a financial position to retire, so I sought and found a Financial Planner who confirmed that retirement could be financially supported. As it turned out, this Financial Planner has a hobby, muscle cars.

I retired in 2008 and toyed with the idea of either buying a "third childhood" 2 seater sports car or an old muscle car. I looked at the Pontiac Solstice and Saturn Sky Redline series, but could not pull the trigger on either and let the idea die of apathy. By this time I had gone "cruising" in a couple of muscle cars and was bitten by the bug again.

When I'm asked how retirement is, I usually respond that "Life is good" and "My accomplishment of note is that my wife hasn't locked me in the basement, yet." One day my wonderful wife told me that I needed to find a hobby or something that would get me out of the house occasionally. I guess she needed a break, from me. You think? Anyway, my response to her was that I could quickly think of 4 different things I could get involved with. 1) a Redhead, 2) a Brunette, 3) a Blond, or 4) a Muscle car. She liked the muscle car idea. So I went shopping.

In August of 2009 I purchased my 1970 GTO 2 door hardtop, 455 CID, 4 on the floor. The color is the biggest detractor, Palisades Green (Granny Green as I call it.), but the original interior really caught my interest. After I purchased the GTO, my wife, who is into quilting, was looking to upgrade her sewing machine. She was very interested in an embroidery machine and when I asked "How much does it cost?", she responded "Less than a GTO!" Ouch!! I won't ask that question again. Yes, she bought the sewing machine, and yes, I know exactly how much it cost!

The car needs some mechanical work to build my confidence. I plan on having that done after the current cruising season, although the season never really ends, it just presents fewer opportunities to take it for a ride. I have purchased a rear spoiler for it and also want to add an in hood tachometer. Since I've only owned it for about a year, I haven't done much with it but drive it, which was my main reason for buying it. I really want a cruiser rather than a real show car or a real performance car. I guess I have never really overcome that enforced common sense. There must be something to it I'm writing this article.



The Presidents Scoop

By Mark Melrose

Back On Track

July through September is typically the hyperactive period in the classic car hobby every year. This year has been no exception, just about every weekend brings a couple of shows or driving activities for the discerning hobbyist to choose from. Last month's newsletter was wholly given over to coverage of the 2010 GTOAA Nationals in Wichita and our members' solid participation in and enjoyment of that event. After just skimming through the August Newsletter you get an idea of the enthusiasm Gateway GTO has for this event as well as the fellowship and camaraderie among our members.

This month's Newsletter has us trying to get back on track with our usual coverage of club events and members' activities. To kick things off, the September Goat-Of-The-Month is Jim Mutz' 1970 Hardtop. Jim is a relatively new member of Gateway but you only need to start talking GTOs and his passion for the nameplate becomes apparent – he has a list of intended improvements and resto projects just like the rest of us Goat-crazy people.

In addition to articles outlining participation in club-sponsored events, John Kehrein's article about the CNG-powered (Compressed Natural Gas) 1966 GTO owned by Mark and Libby McConville is featured. Why CNG? While the car averages about 10 mpg (about average for this vintage vehicle) CNG costs about \$1.35 per gallon – less than half the cost of 91+ octane gasoline. John got up-close with Mark and Libby and the article describes the car's tire-smoking performance and the accompanying photos of the engine bay show what looks like an almost conventional tri-power setup. The car came through St. Louis on the July 4th weekend and stopped over in our town for fuel from Laclede Gas and to spend the night before travelling the final legs of old Route 66 to Chicago. Fascinating car and a great article. Thanks to John for covering this portion of the McConville's adventure for the club while many of us were in Wichita.

Just this past Labor Day weekend I attended no less than seven car shows – mainly to distribute flyers for the *Wheels in Motion Day* show benefitting The Children's Cancer Society. While some of the same cars were seen at multiple events, I was taken aback by the sheer numbers of hi-quality restorations and resto-mods in our area. I believe I saw in excess of 1,000 vehicles on display over a four day span – everything from a drop dead gorgeous 1939 Packard convertible to Rat Rods, to Mustangs, Corvettes and all of the Big Three's muscle-cars from back in the day. There are lots of great classic cars out there and many belong to members of Gateway GTO.

Upcoming events include the club-sponsored *Wheels in Motion* charity show, the *Busch Stadium tour*, *Wine Cruises*, *MOT Fall Colors Tour* and we're working on a *Poker Run* as well and possibly an end of the season car show at Behlmann. I look forward to seeing you at the shows/cruises in the coming weeks.



Gateway GTO Club MARCH MEETING MINUTES

September 1, 2010

The monthly Gateway GTO meeting was held at JJ's at 1215 South Duchesne in St. Charles, MO. Members began arriving by 6:00PM for dinner and conversation.

President Mark Melrose called the meeting to order at 7:03PM. Officers in attendance: Mark Melrose, Will Bowers, Darrell May, Kerry Friedman, Steve Hedrick, and Shauna Wollmershasuer.

NEW MEMBERS: No new members were in attendance.

Old Business:

Crestwood/Sunset Hills Route 66 Cruise: The first annual cruise was August 16. It was a very warm day. Most of the event was held at Crestwood Mall. See the newsletter for more information.

Pontiac Rendezvous: Another warm day for this event. Between the Gateway GTO Club and the Arch POCI club there were 45 cars at this event.

Woodward Dream Cruise: Mark Melrose, Tom Oxler, Steve Hedrick, and Shauna Wollmershauser made the trip to Detroit. Mark wants to go back next year. Tom went through a tank of gas in 40 miles. The Detroit GTO club had a car show the next day. If you want to make the trip contact one of the officers of the club and they will get you in contact with the Detroit GTO club so you can make hotel accommodations.

Arch Skyview Drive-In: The club saw the movie the Takers. The movie was pretty good. The meeting spot prior to going to the Drive-In was Geo's Wings and more.

Faith Christian Church: Earl Lewis won the GTO class. John Kehrein, Tom Oxler, Jim and Kathy Kiburz, and Mark Melrose attended this event.

New Business:

Roster: If you need access to the roster it is still up and functioning. If you have any roster questions please contact Mark Melrose.

Wheels In Motion: This show is September 12, 2010. The club is still collecting raffle items. Elliot called and said they needed more goodie bag items. If you can help please contact Bob Blatel. Terrie Oxler has been helpful getting items organized. The show starts at 9AM.

Busch Stadium Tour: We will park our cars at the City Garden. Which is located right across from the AT&T building. Then take the tour of Busch Stadium. After the tour we will go to the Gateway Geyser and watch the noon show. After viewing the Geyser we will go to Tip Top Food and Spirits in Soulard for lunch. Tip Top is a family friendly establishment. Keep and eye on your email for more information.

Gateway GTO Club Can/Bottle Coozies: The can coozies will be ordered soon. They will match the club work shirt and be available soon. The bottle coozies will be ordered later

Gateway GTO Club Picnic: is September 19, 2010. Please bring a side dish and something to drink. The club will provide brats, burgers, and possibly pork steaks. The picnic is at Vago Park again this year. We hope to see you there.

Palisades Charity Show: Will be October 24, 2010. Please make this event if you can.

Club Personals: Darrell and Tootie May are grandparents for the second time. Their grandson's name is Keegan May.

Tail of the Dragon Run: Is October 22-24, 2010. The Tail of the Dragon has 318 turns in 11 miles.

Tech Session:

Shauna Wollmershauser had her car pin striped by Jason Sprengel of Springel's Innovative Kustoms. Jason is located at 1500 Centreville Avenue, Belleville, IL 62202 and can be reached at (618) 236-7800.

Mark Melrose tightened some loose intake bolts on his old GTO.





Tech Article of the Month



Compressed Natural Gas (CNG) Powered 1966 GTO

By John Kehrein

We recently had the opportunity to meet with Mark and Libby McConville on their St. Louis refueling stop-over on their Old Route 66 cross-country tour in their 1966 GTO that they converted to run on compressed natural gas. Also there was Bruce Kruz from the Post Dispatch.



The week before starting their adventure, they had trailed the GTO to Barrett Jackson where Bridgestone Tires provided them with a set of their new “green” tires, EP100’s, for a two day display and then a test run on their trip across country. They spent a day on display on the Santa Monica pier. Then they started off from LA with fuel stops in Flagstaff, Santa Fe, Amarillo, Oklahoma City/Tulsa, with St. Louis on day six, and Springfield and Chicago to follow.

The McConvilles are from Birmingham, AL, and have owned an airport shuttle business between Birmingham and Atlanta since 2001. With the high cost of gasoline, Mark started to convert his shuttle fleet to compressed natural gas as other transit systems had done. With CNG available in Birmingham at \$1.35 per gallon, he figures he has cut his fuel costs in half. That gave him the idea to make an “energy independence statement” by converting his GTO to CNG, and then driving it so people could see it. To do this he chose the 2200 mile Rt 66 trip across eight states from California to Illinois.

Mark had owned the ’66 GTO hardtop for six years having made an Internet purchase from Oregon. It had been a frame-off restoration, with a 455/469 cu in 1973 block with tri-





Tech Article of the Month



power on #64 heads. He runs an MSD ignition system. He removed the gasoline tank and installed two aluminum tanks in the trunk reinforced with carbon fiber, which holds 3600 psi of compressed natural gas, equivalent to 13/14 gallons of gasoline. Also installed were stainless steel feed lines and three IMPCO throttle body “mixers”, that mount to the stock tri-power manifold. Mark told me these are the same mixers used on propane forklifts, and the three will flow 600 cfm.



He was also able to use the stock tri-power progressive throttle linkage. Feeding the mixers are three regulators that reduce the gas pressure to ½ psi, and with no chokes the car starts instantly. Mark explained that’s because “it’s already a gas”. He estimates that gives him about 375 HP. He didn’t estimate the torque, but I’ve seen him smoke the tires big time; he does a great donut drift. Bridgestone should be proud. His range is about 130/140 miles on a fill-up. He has two Silverado pickups that run with him (driven by two of his 3 daughters)





Tech Article of the Month



which contain two 36 gallon CNG tanks to refill the GTO in route. One of the trucks pulls his enclosed car trailer that is the GTO's garage at night.

Libby has the folks they meet sign the outside walls of the trailer. My wife Linda signed it for us and the St. Louis Gateway GTO Club.

Mark gave us a demonstration of a fill from the pickup tanks to the GTO tanks. It's a straight forward hookup of a high pressure hose with a quick disconnect and a valve. And just like stock, he put the GTO's valve behind the license plate door.





Tech Article of the Month



Mark and Libby hadn't seen another GTO on their trip and asked us to park our '67 Goat with theirs so we could all take pictures. We did all this in their hotel parking lot, and many people came out to see the cars which gave Mark the opportunity to explain his vision to several groups of people.



Also with Mark and Libby was Keith Barfield who assisted both in converting the GTO and on the trip with his Ford Focus which runs on gasoline and CNG. Keith told me that it would convert between either fuel with a couple of switches while driving, and you cannot feel it.

That evening, GTO refueling was scheduled with the Laclede Gas refueling station at Shrewsbury Ave near I44, where Mark did a great burn-out for the Laclede folks. The next day they were headed to a display at Navy Pier in Chicago. And after that the CNG GTO was headed to the POCI convention in Charleston, WV.



Libby has since emailed me with thanks for support from the Gateway GTO Club. Personally, I'm very glad to have met this generous and forward-thinking couple.



Gateway GTO Activities



Pontiac/GMC Rendezvous at Museum of Transport

By Chris Winslow

The annual Pontiac/GMC car show at the Museum of Transport was held this year on August 15th. Mercifully, there was a bit of a break in the oppressive heat that had been with us for the past week backed off a bit for this show.

The turnout was a little lighter than usual this year, probably because of how hot it had been the past week.



Despite this, the quality of the cars that did come out was excellent. This included a sweet red Firebird convertible and a Fiero.

Gateway GTO had a great showing of both old and new GTO's making GTO the most repre-

sented nameplate at the show by far.

Despite cooler temperatures, it was still a hot day so the Gateway crew spent most of the show gathered under pop-ups trying to stay out of the sun. Fortunately, the MOT cafeteria had ice cold





Gateway GTO Activities



Ted Drew's custard. Mark Melrose also took advantage of the portable modular air-conditioning system from his 68.





Gateway GTO Activities



First Annual Route 66 Classic Car Cruise Sponsored by Crestwood & Sunset Hills

By Mark Melrose

Saturday, August 14th was the First Annual Route 66 Classic Car Cruise organized by the Crestwood and Sunset Hills Chambers of Commerce. This event started at 9AM and ended at 9PM and included activities and car club displays along Watson Rd. (Old Route 66) from Grant Rd. west to Geyer Rd. as well as on Lindbergh Blvd. between the 3800 block and north to the 1500 block at I-44. No less than 57 businesses and restaurants along the route sponsored the event – holding events, serving food, providing display space for car clubs and stops for the Punch Card and Poker Run contests. Crestwood Court (Plaza) was the scene for a number of activities including the judged 150+ car show and three live musical acts.

Gateway GTO was assigned display space at Title Max on 10415 Watson Rd. with O’Leary’s serving grilled food from a tent just west of us. Classic cars cruised up and down Route 66 (Watson Rd.) all day long and well into the evening. Club members Scott and Ray Maserang of Walnut Park Autobody displayed a number of their customers’ cars along with a good part of their personal collection of 1968 GTOs including their Solar Red ’68 GTO station wagon.



We had member cars from Earl Lewis, John Hunt, Joe Mayweather, Karen Ewens, Mike Ewens, Marty Howard, Tom Oxler, Kerry Friedman and yours truly. John Novelli was also seen with his ’64 convertible on display at Walnut Park Autobody. We setup two tents on an apron near the street in an effort to shield ourselves from the broiling sun. Temps rose into the upper-90s and the humidity was high as well. Fortunately we were able to retreat into Title Max’s air-conditioned office where they were kind enough to provide us with complimentary chilled bottled water (what a Godsend).

How hot was it? The weather forecasters declared the “Heat Index” was close to 115F. I determined that I have my own “Heat Index”. When I went to put on the “sneakers” I had worn the day before at this event, I discovered that the adhesive between the sneaker’s tread and sole



Gateway GTO Activities



layers had melted – allowing the tread layer to shift off-center and then re-harden to make the shift permanent (see the photo). This just from walking and standing on the asphalt for several hours. We could probably have fried eggs on the hoods of our cars.



All in all the Route 66 Classic Car Cruise came off pretty well for a “First Annual” event. There were some problems but the organizers are already committed to the Second Annual version of this event and I’m sure most of the minor problems and difficulties will be ironed out. I wonder what can be done about the HEAT.





Gateway GTO Activities



A NIGHT AT THE DRIVE-IN

Tom Oxler

There are very few original Drive In movie theaters left in the entire USA but we are lucky enough to have one right in our own back yard, the Sky View in Bellville, Illinois. This is an annual event organized Scott Schneider and Mark Kieffer from the Arch Chapter of POCI and they graciously invite our Gateway GTO Club to join them every year for a night at the movies. The Sky View had been rumored to close for several years but recently they announced they will be adding a third screen to their complex. Maybe it was TARP stimulus money or just the usual large crowds that changed the owners mind from closing to expanding but it is our gain no matter how they arrived at their decision.

Mark Melrose and the Oxler's met Mark Kieffer at the Koch Road exit just off I-270 at the J B Bridge. From there, we preceded to Bellville to the Geo Wings restaurant where we met the May's, Chapman's, Timmerman's, Marty Howard and Shauna and several more Arch members for some pizza and wings.

After stuffing our faces we all left caravan style for the Sky View. The line was long and it took about 20 minutes to get to the ticket counter but no one overheated but tempers were getting short. The movie was TAKERS and although it will not win too many Academy Awards, it was entertaining. The weather was excellent with low humidity and very cool temps so we all lined our chairs up in front of the cars.

The Sky View Drive In is always a good time and we are all looking forward to it again next year. Hope you can join us.

GATEWAY GTO FALL TOUR DAY

Please come and join us for an interesting fun filled day, on Saturday, October 16. We will meet at 8:00AM at the CITY GARDEN, 9th and Market Street, in downtown St. Louis. Our cars will be parked on 9th St. between Market and Chestnut, which is closed to traffic, and they will be watched over by the Garden Security Officers. There are fountains, plantings, sculptures, and more to see. For more information on the Garden, visit www.citygardenstl.org

After time at the City Garden, we will walk about three blocks to the new Busch Stadium for a 9:20AM guided tour. If we have more than 40 people, we will also have a 9:10 tour. We must pay for the Stadium tour fully in advance, and must have at least 25 people for the lower rates. The cost is \$7.00 for adults and \$5.00 for kids 15 and under. To reserve the tour and time we must be fully paid by Oct. 2. Please bring your money or check to the picnic, or send it to Will Bowers, #1 Goshen Woods, Edwardsville, IL 62025, before the deadline.

When the Stadium tour ends, we will travel back to the cars, and take a short drive across the Poplar St. Bridge to the Malcolm Martin Memorial Park in East St. Louis, almost directly across from the Arch. At 12:00PM, the Gateway Geyser Fountain will turn on and run for 10 minutes. This fountain is the world's tallest operating fountain, and can reach heights in excess of 600 feet on a wind free day. For a video of the history go to: <http://www.lewisandclarktrail.com/section1/illinoiscities/gatewaygeyser.htm>

After the Geyser viewing and Pump House tour, I'm sure we'll all be hungry. Besides what does Gateway GTO do that doesn't include good food. So back into our cars, back over the bridge, and into Souldard for lunch. We will eat at Tip Top Food and Spirits, located at 2501 S. 9th St. By the way, it has a beer Garden. For more info: www.tiptopinsouldard.com

For any questions or more information, contact Kerry Friedman, 314.486.0220 or kfriedman@hughes.net.

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No. of Adults _____ at \$7.00 each _____
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2010 GATEWAY GTO CALENDAR OF EVENTS

- Sept 1 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 11 JJ's Cruises 1215 S. Duschene in St. Charles. Second Saturday of the month April-October
- 12 Wheels In Motion Kids for Cancer at Westport Plaza. (CLUB SPONSORED)
- 19 Gateway GTO Club Picnic at Vago Park in Maryland Heights, Mo. (CLUB SPONSORED)
- Oct 6 GTO MEETING 7pm JJ's 1215 S. Duchene, St. Charles, Mo 63301 (CLUB SPONSORED)
- 9 JJ's Cruises at 1215 S. Duschene, St. Charles, Mo. Second Saturday of the month April - October.
- 16 Gateway GTO Fall Tour Day (Club Sponsored)
- 17 Museum of Transport Fall Color Tour
- Nov 3, GTO MEETING 7pm JJ's 1215 S. Duchene, St. Charles, Mo 63301 (CLUB SPONSORED)
- Dec 11 Gateway GTO Club Christmas Party at Hawken House in Webster Groves, Mo. Details to follow. (CLUB SPONSORED)

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

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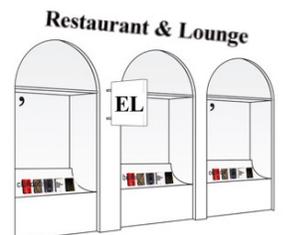
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Gateway GTO Club Information

The Gateway GTO Association was initially formed in the summer of 1984 by a group of seven. They all had a common interest in the Original Muscle Car, the Pontiac GTO. As a 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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