



THE HOOD SCOOP

AUGUST 2011

GTO of the Month

By Kerry Friedman

Gateway GTO
Association



The first new car that my parents ever bought was a 1956 Pontiac Star Chief. My Dad took the bus from University City to work in downtown St. Louis, and saw this car in the Thom's Pontiac showroom on Delmar Blvd. It was a pink and grey car. It later was in the Parade Magazine in the Sunday Post, and that ad made it to the wall in our kitchen. I don't remember if our house was pink and grey first, or if we bought the car first.

This large solid steel tank of a car was the first car I ever drove. I "borrowed" it on occasion when my parents were not looking. I was only 14 at the time. The next car they bought was a beige '64 Lemans with the OHC Sprint 6. It had a powerglide transmission, and as many of you know, they were indestructible. The only way to burn rubber with this car was to rev it up in neutral, and then drop it in gear.

What a clunk, but it still kept going. We then traded in the '56 for a '65 turquoise Lemans with the Sprint 6. I had a few fender benders with the Lemans and totaled the '64.

My introduction to the GTO was after we got the 2nd Lemans, and with a coupon, I sent away for GTO posters. I remember having quite a few

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An Official Chapter of the GTO Association of America





of them in my room and dreaming that one day, soon, I might own one.

My first car was a '57 Fairlane that I owned for about a month, and I had to get rid of it to go to college. I then bought a '69 Malibu Convertible with a 350, 2BB1, bench seat, and automatic. It was bright red with a black interior and white top. I really liked the car, and I added dual exhaust. I graduated college, got married and started a family. The Malibu was rusting out, so I traded a neighbor for a used Regal. The next car I bought was a 1978 Grand Prix. This was the first or 2nd year of the smaller version.

My ex-wife got custody of this car in the divorce, and I was left driving a Honda Civic. I traded the Civic in for a Prelude in 1981, and I was in style. I then met Debbie, we got married and had Ryan and Andy. At that time Debbie did not drive, and I tried to teach her to drive the 4 speed Prelude, but it wasn't going to be. So we traded it in for a Cutlass Station Wagon, a real family car that she could drive.

With Pontiac, still running in my blood, I bought Debbie Grand Am, which I almost totaled, then a '97 Malibu SS, and now a 2004 Grand Prix GTP.

Over the years I developed heart prob-

lems, and had numerous heart attacks, balloon jobs, and even by-pass surgery. In 2002, 6 years after my 1st surgery, I was going through more treatments, and one day Debbie asked, if I could get a car, what would I get? I don't know if this was a "bucket list" question, or what, but it didn't take long to realize that it would be a GTO.

I started looking on the internet, on eBay, Hemmings, and every other site I could find. There were a lot of them for sale, for a lot more than I wanted to spend.

In my daily job, I travel quite a lot, and even looked for a GTO in different cities. On a trip to Chicago, I made it over to the Volo Museum, in Volo, Illinois. They had a lot of very nice looking GTO's and even some Judge's. After I returned home, I was looking on the Volo website, and found a 1969 2 door hardtop that was for sale there, that I had not seen while I was there. It was more in my price range and looked as though it was in very good condition. Under the bright showroom lights, and the according to the list of repairs done to the car, It appeared that all that was need was some hood alignment and reworking the Endura bumper. So we took it for a test drive, put a down payment on it, and brought it home on a trailer the next Friday.

Well things started falling apart the minute we were unloading it from the trailer. The first thing was the headlights went out.

Needless to say, "If I only knew then, what I know now." I went to a GTO Parts Place, up near Jerseyville, IL, and bought a different bumper, and took my car to a shop in Alton. After spending numerous hours trying to make the new bumper fit, they decided it was worse than the old one, and ended up reworking the original. The finish time took longer than expected, of course. I picked the car up on a Friday, and was supposed to drive

a newlywed couple from the wedding to the reception. I worked almost all night long putting the car back together, replacing bolts and nuts and painting each piece as I went. I finished about 1:00 PM Saturday, and the wedding was at 4:00. I cleaned up and took off for a church in the Concord Village area.

When I got to Gravois and Hwy 270, I decided to see what this car could do, since I had not driven this car at all, and I had it for 6 months already. Well, I floored it, it went into passing gear, and white smoke started coming out of everywhere. Oh ____! I nursed the car to the wedding, and while they were taking the photos, I loaded the car on a tow truck.



fun with. I drove it to Louisville, and Columbus for GTOAA conventions, as well as every club function and show we could make it to when the weather permitted and the car was not in disassembly. Since my Goat was an automatic transmission, it was only getting 10 miles per gallon. I met Harry Timmerman and saw that he had installed an overdrive transmission in his Lemans and was getting very good mileage. Sounded like a great idea, so I bought a “rebuilt 700R4” transmission on eBay, and picked it up in Virginia on one of my business trips. A year later when I had built up the courage to change the transmission, I took the pan off of the new unit, just to make sure it was rebuilt, and low and behold it was

not a 700R4. It was an electronic transmission, and needed a \$1200 controller to make it work. Bad idea!

After talking to club members, I decided to change the 400TH automatic to a new 5 speed manual transmission. This would turn my ride into a real

“muscle car.”

Getting back to what I thought I had bought; the engine had been rebuilt, floors pans in solid condition, transmission rebuilt, all new front end bushings, new upholstery, and the list goes on and on.

Since buying the car in 2002, I have replaced the upholstery, recovered the dash, rebuilt the engine and transmission, rebuilt the brakes, painted the Rally II wheels, added a hood tachometer, repaired the radio, installed new front end components, and put in a new carburetor.

There were two major repairs still needed for my car; replacing the floor pans, and installing a new radiator support, so that my front end could be bolted to the frame with rubber bushings, instead of it being welded solid. I took my car to Cee-Jay Auto Body, run by Cecil Morton and his brother Jack. Since Cecil was in the club, and always had very nice GTO's and older Pontiacs, I felt that this would be a better call than some of my other, break once and fix three times, bonehead decisions.

I took the car over to his shop, and had my new transmission kit sent there, so they

could rework the floor to fit around the new tranny while they replaced the pans. As they progressed, several items came up. What a surprise!

I had them look at why this didn't fit, and can you do this? And so my repair grew with several while you're doing this, might as well do this, and one or two Why Nots.

Cecil and his nephew Gordon did not let me down. I got the car back in the time I was promised and the bill was as quoted. Gordon's attitude was that he was not going to



I must admit, when I was young and dreaming of owning a GTO, I did not know if it would really happen. But today it is a reality and I really have fun with it. The bonus that came along with the car is the friendships that developed when I joined the Gateway GTO Club, and the GTOAA organization. There is so much help available from people who have gone through the same problems and experiences that we have. The publications are excellent and I look forward to receiving them and reading about a national tribe of GTO and Pontiac Owners. As Jim Wangers said, "Pontiac may be gone, but the hobby will live on forever."

do anything to someone's car that wasn't the quality that he would do to his own.

As it turned out, that the transmission, pedal assembly, shifter, and drive shaft, were all installed and operational when the car was picked up. I still need the rear half of the car repainted and a few leaks fixed in the trunk area. Does it ever end? Probably not.



The Presidents Scoop

By Mark Melrose

Back on Track

Well, the past couple of months have been eventful. Five members with their wives in tow made the 2,500 mile trek to Portland, OR for the GTOAA International Meet and eight Gateway members with their wives traveled to Bowling Green, KY for the Pontiac Oakland Club International meet. While only one Club GTO made it to Portland (Terrie Oxler's 2006) and didn't win in its class, eight-and-a-half cars owned by Club members won awards in Bowling Green. I say 8-1/2 because in addition to his '67 GTO Earl Lewis also took his '67 GTO go-cart to Portland where it was put on display in the host hotel lobby – technically not an award but close enough in my book. Articles outlining both events can be found in the following pages.

Traditionally, the new incoming president of GTOAA is formally introduced during the Awards Banquet at the nationals and this year was no exception. If you are not already aware, it is my pleasure to announce to you that the new president of GTOAA is none other than Gateway member Tom Oxler. Tom had been preparing for this transition for the last couple of months and has jumped into his new responsibilities quickly and with both feet. Tom was certainly a mover-and-shaker as Gateway president and I'm sure he will bring the same conscientious efforts to his duties at GTOAA. Heartfelt congratulations to Tom for grabbing the GTOAA "horns" and to Terrie for acquiring some quiet time as Tom occupies himself with his new duties.

As you know, we've been working on *our Ray Brunkhorst Memorial Drag Day* program since February. Just when we finally solidified arrangements with the I-57 Dragstrip and Arnie Beswick and set the event date firmly for October 15th (10/16 Rain) we ran into some serious financial issues. Without going into all the whys and wherefores, please note that Drag Day will happen on 10/15 but without Arnie this year. Last year we had only 28 cars come out for Drag Day (yes it was a very HOT day) and we determined that to cover the cost of bringing in Arnie and prepping the track for him as well as the payouts for three planned racing brackets would require 43 cars to run in the Brackets and an additional 107 cars in Test & Tune to break even. If Murphy's Law were to take over we could conceivably totally deplete the Club treasury. With such a low turnout last year, a general fall-off in drag racing participation so far this year and the scarcity of sponsorship money your officers have decided to take a step back. Accordingly, this year's Drag Day program will follow that of previous years –

Test & Tune format with grudge matches along with some pick-up Bracket Racing as warranted. Arnie has agreed to work with us in participating in next year's Drag Day but the Club really needs to be able to draw about 60 cars for this year's event – that would give us a much more solid base to work from in attaining the number of racers needed to cover costs. So please, push Drag Day with your buddies who claim their cars are fast but how fast nobody really knows for sure. I'm promoting the event with other area car clubs in



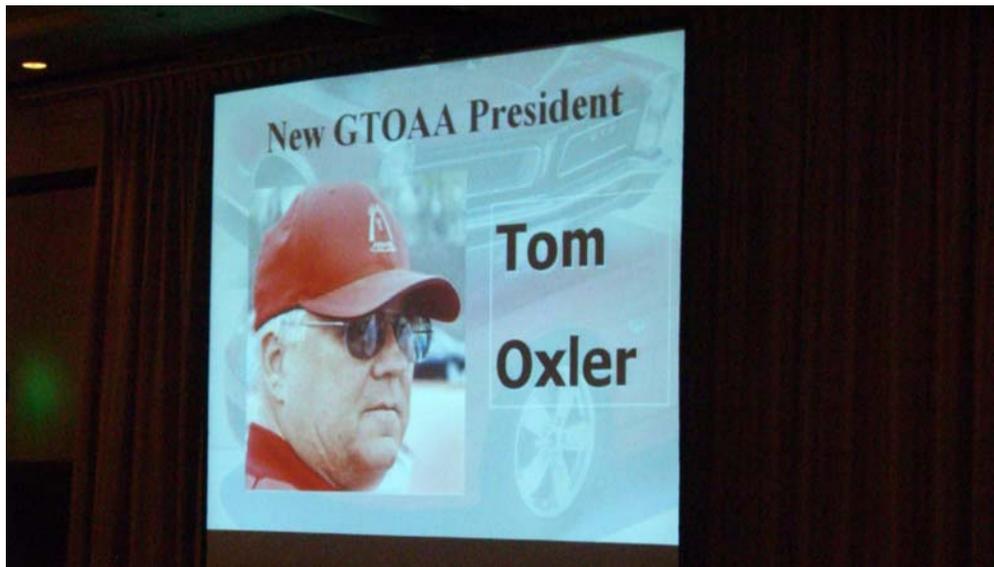
an effort to have at least 60 cars participate this year, so you should be able to try your luck against the other (lesser) nameplates – Chevy, Ford, Olds, Buick and the MOPARs. My pitch includes the line “if any of you guys think you can beat Pontiacs in a straight line, come on out and try”. I’ve already managed to get some blood boiling among Corvette owners. While this year’s event won’t feature Arnie Beswick we expect to have a lot of fun and hope with your support to build it to a level that will enable his future participation.

It’s apparent that by being at the Nationals in early July I missed out on our biggest North County Cruise Nite to date – 150+ cars were displayed. Then, despite driving through rain to get to Behlmann and the continuing threat of rain that night, our August Cruise Nite still brought in about 60 cars. I hope that’s an indication that we have created a solid event in North County that is now drawing a group of “regulars” and will continue to expand from there. The next North County Cruise Nite is September 9th, so come on out and have some fun – especially if you haven’t yet attended.

September upcoming Club events include the 15th Annual *Walter F. Phillips Memorial Old Cars Against Cancer **Wheels in Motion Day*** on September 11th at Westport Plaza. Gateway manages show admissions and display parking as well as the event raffle. All proceeds from this event benefit The National Children’s Cancer Society so please lend your support by attending and donating items for the raffle – Bob Blattel and Terrie Oxler are coordinating the raffle. The annual Club Picnic is September 18th at Vago Park off Dorsett Rd. in Maryland Heights – you bring a side dish or dessert and your drinks, the Club provides the grilled goodies (brats, burgers, hot dogs, porksteaks and chicken fillets). Also in September is the annual *Route 66 Mother Road Festival* in Springfield, IL 9/23-9/25 (contact Cecil & Annette Morton to caravan and for info on lodging). During that same weekend is the *Hot Rod Reunion Car Show* and *Festus Main Street Cruise* in Festus, MO on the 24th with details to follow.

October brings our last Cruise Nite on the 14th with our *Ray Brunkhorst Memorial Drag Day* on the 15th (10/16 Rain). After hearing how terrific the new Pontiac Museum is (I missed that event too) I plan to organize a Club cruise to Pontiac, IL to visit the museum in October with details to follow later.

Despite the late spring rains, 2011 is shaping up to be a great “Car Stuff” year and there are plenty of good times yet to be had. Thank you for your support and contact me anytime – my “door” is always open.





Gateway GTO Meeting Minutes



Gateway GTO August Meeting Minutes August 3, 2011

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

President Mark Melrose called the meeting to order at 7:10 PM. Officers in attendance: Mark Melrose, Darrell May, Steve Hedrick and Kerry Friedman.

NEW MEMBERS: No new members were in attendance

DONATIONS: Earl Lewis presented Mark with a check as a donation to the club from a member taking out Hagerty Car Insurance with him. Thanks a bunch to Earl.

GTOAA PRESIDENT: Mark Announced for those who had not heard, that our own Past President and Member, Tom Oxler was selected by the GTOAA Board to be the National President for a 2 year period. Tom took over the reins at the National Convention last month in Portland.

Sandra Melrose presented Tiger skin crowns to Mr. and Mrs. GTO.

OLD BUSINESS:
July Club meeting: There was no meeting held last month due to the POCI and GTOAA conventions.

1st Annual ALL GM Car Show: On Saturday, June 11, Behlmann and Gateway hosted a fund raising car show for Friends of Kids with Cancer. With music, food and over 100 great cars, \$2100.00 was raised for the kids. The trophies were made after the popular votes were tabulated with an actual photo of each winner at-

tached to a wooden plaque with the class and show information. The winners were pleasantly surprised with the unique awards. Thanks, as always, to *orange shirt* brigade for their diligent help and presence. Dan Behlmann was very pleased with the amount of traffic we have been bringing into the dealership.

2011 National Convention: Held July 4-8, in Portland, Oregon. It was a great convention, attended by the Bowers, Hedricks, Melroses, and Oxlers. Tours down the Columbia River, Mt. St. Helens, and plenty of GTO's, and the convention made this a great 5000 mile tour of the northwest to such places and Spearfish, Mt. Rushmore and Crazy Horse.

There were 8 Original Owner GTO's at the convention, including a '64 that was a wedding present, and a special gold '67.

2011 POCI National Convention: Held July 6-9, in Bowling Green, Kentucky. All members of Gateway received either popular voter or Concourse awards. Members in attendance, Lewis's, Mayweathers, Mortons, Rays', Schottes, and Mays.

A special display from Smokey and the Bandit, included two Sherriff's Pontiac, one with and one without the roof.

There was a lot of rain, but by Saturday, a Police escort to Beach Bend Park, culminated the activities on a nice Day. All the cars were parked in the shade, and the drag races with Arnie were run.

PONTIAC MUSEUM OPENING: Tim Dye, original GTOAA magazine editor, called the Gas Can, former GTOAA President, and Ohio GTO Club President, is an avid GTO and Pontiac collector. With demise of Pontiac Motors, and support of the Town of Pontiac, Illi-





Gateway GTO Meeting Minutes



nois, a museum was recently opened to immortalize the Pontiac. A whole block of museums with Pontiac memorabilia, oil cans, Pontiacs and GTO's, a very hospitable host city make a well worthwhile visit.

GTOAA presented Tim with a lifetime membership and donated \$2000 to the museum.

North County Cruise Night: The latest cruise night at Behlmann's was the best so far. We estimate at least 120-150 cars attended.

NEW BUSINESS:

Archway Olds will hold a car show in Troy, MO on August 6th. The street will be closed and judging will be done to Old's standards.

North County Cruise Night: August 12. 6:00 to 9:00 PM at Behlmann's. Food and Music.

JJ's Cruise: Saturday, August 13. Monthly Cruise.

Corvette Club Autocross: To be held August 13, and 14 at GM Werntzville. \$20 entry fee includes t-shirt. Trophies for Vette's only.

Woodward Dream cruise will be held in Detroit on August 20.

2nd annual Route 66 Cruise: Crestwood and Sunset Hills Chamber of Commerce Cruise and Car Show. August 13.

Show-Off Auto Show: at the Machinists Hall on the Rock Road in Bridgeton on August 14. 9-3 judged entries.

1st Baptist Church Car Show: (Gail Schotte's Brother's Church) August 27. Free Car Show. 10 car classes with trophies. 9:30-2:30.

Chuck-A-Burger: The restaurant on Elm in St. Charles was re-opened by the Reynolds's and

with good food, is getting widely supported by the community.

Hooter's Bike Show: August 21. St. Charles Hooters. 8 Motorcycle Classes.

Golden Moon Cruise: Choctaw, MS. August 26.

Wheels in Motion: Charity Car Show where all money raised goes to Kids with Cancer. Will be held September 11, 2011, at West Port Plaza. \$15 entry donation for display only. Food ticket \$5.00 with entertainment and raffles. We need donations for the raffle of anything you can get. Give to Terrie Oxler. We will need volunteers to man booth and park cars. There are donation letters available and flyers for the show. Club Sponsored.

Gateway GTO Club Picnic: Sunday, Sept. 18, at Vago Park in Maryland Heights. Take Dorsett Rd to Fee Rd. Right at first stop sign. 10 or 11 AM to 2 or 3 PM. Club will furnish and cook pork steaks, burgers, hot dogs, etc. Bring a desert or covered dish and drinks. Drive your GTO. Rain or Shine, Club Sponsored.

Route 66 Mother Road Festival: September 23 -24. Downtown Springfield, IL is closed down and cars line the streets. Contact Cecil. Rooms are still available. Car Cruise through town.

Festus Downtown Cruise and Car Show: Sept. 24. CSE

2012 GTOAA NATIONAL MEET: 2012 GTOAA convention will be in Ft. Collins, Colorado, from July 3-8th. The event will be held at The Ranch. All concourse judging will be inside, with Popular vote on grass or pavement.

An Autocross event will be held next door to the hotel. Drag racing will be at the famous Mile High Dragstrip.





Gateway GTO Meeting Minutes



The main hotel is the Embassy Suites with rooms at \$119.00/ night with free breakfast and drinks. The hotel is within walking distance of the events. The car show will be on Friday. A convention link will be on the GTOAA website soon, for registration and information.

2012 POCI National Meet: Will be in St. Charles, Illinois.

Ray Brunkhorst Drag Day: To be held October 15, rain date the 16th at the Benton, Illinois, I-57 Dragway. Due to financial risks, and past attendance, Arnie Beswick's participation will be sidelined until next year's drag day.

PONTIAC MUSEUM REGIONAL MEET: Steve Hedrick, has suggested a regional show at the new museum in Pontiac, IL. We could co-host it with the HOIGTO, from Springfield. He will contact the Central Illinois Club to see if they would be interested. Steve would head

up the deal. We could make money for the Club to help sponsor such events as the 2012 Arnie Beswick promotion for Drag Day.

TECH ISSUES:

John Taylor had his '65 GTO out at Omar's and got a new carburetor, a dyno tuning, and had his rear end rebuilt. *Look out Tom!* **466 HP** at the rear wheels and **500 ft/lbs.** torque.

Earl Lewis had his model '67 GTO at the shop getting side pipes put on. The owner of the shop asked Earl; *What do you think about a black vinyl top for the car?* You don't have to ask what is next.

Marty Howard won the 50/50 drawing of \$36.

The meeting was adjourned at 8:21.





Gateway GTO Activities



NORTH COUNTY CRUISE NIGHT



By Chris Winslow

Gateway GTO and Behlmann Buick-GMC sponsored the fifth North County Cruise night on August 12th. Once again, the weather was not our friend. The skys opened up around 4:00 with a huge rainstorm that lasted until nearly 6:00. At about 6:00, however, the weather cleared off and the streets dried up. Unfortunately, the damage was already done as many had already decided not to venture out for the eventing.

Those that did brave the rain were treated to a very pleasant evening with temperatures that were far more comfortable than they had been for much of the last month. As the evening progressed, more folks ventured out and eventually there were a decent number of cars. We also has the snow cone truck again.





Gateway GTO Activities



As always, there was a great mix of cars at the event .





Gateway GTO Activities



POCI Convention Report

By Darrell May



All in all we had a great time at the convention. I entered my 58 Pontiac Star Chief in survivor class; I came home with gold, so all in all we had a great time meeting old friends.

On Tuesday the Chapman's Timmerman's and Soto's arrived. The Wednesday caravan consisted of the May's, Morton's & Knowland's, with the Ray's arriving about the same time that we did. Then on Thursday the Schott's, Lewis's & Mayweather's arrived at the POCI convention. Friday Charles Morton came.

Thursday morning when I tried to leave the hotel parking lot they had a crane blocking the driveway. They said there was enough room for me to get by, but when I tried there wasn't enough room. The boss said they would move the crane instead of me backing up, well the crane operator put a gash about 18" long in the side of my trailer with the boom.

Thursday was spent registering and going thru tech inspection and then to the swap meet area. Thursday night was chapter banquet were the announce that the 2012 convention will be in St. Charles IL. The meal was good. Great deserts. Then Thursday night it rained, Friday was

points judging with some sprinkles off n on, the judges aloud for the rain in judging the cars. They were done by about 2pm.

While the guys shopped the swap meet and went to a few seminars, Annette drove, Mary Ann Ray, Tootie May and Sheryl Knowland to many Antique shops around town. They had a good time and bought a few nice things.

Friday night we drove down town Bowling Green for Ames Party along with a concert in





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the park put on by the Chamber of commerce, Ames gave us tickets good for buying food at the concert.

Saturday we all caravan with a police escort to Beach Ben Park for Popular Vote display Concourse Display and Drag Racing. Arnie Beswick and Butler brought their twin turbo car and “Bad Boy” Mike Garblik, they all ran fast.

Smokey & the Bandit display along with two LeMans police cars and Bandit Trans Am's, along with the “Snowman” 18-wheeler. And actor, stuntman, and director Hal Needham explained how they did the stunts and working with Burt Reynolds.

Saturday night banquet they gave out the awards, our club came home lots awards. Points

Judged Survivor – Darrell May GOLD

Stock –Harry Timmerman SILVER

Popular Vote-

Most Outstanding-Terri Schott 67 GTO, Brian Ray 09 G8 EXP

Outstanding-Frank Chapman 70 GTO Judge HT

Road Warriors- Ceil Morton 68 GTO Conv.





Gateway GTO Activities



Gateway GTO Club Trip to Oregon June 28 to July 14, 2011 By Tom and Terrie Oxler

Our little caravan of GTOs consisted of one GTO and a Cadillac. As some of you know, our President, Mark Melrose, totaled his Black '06 GTO about two weeks prior to our Oregon trip. So, we loaded up the cars and headed west for Kansas City. We spent the night at Terrie's father's house but soon were heading south to get some K C Bar-B-Que at Jack's Stack and then conducted a tour of famous places the Oxlers lived, and in the case of Minor Park, the location where we "made out."

Day One

Topeka Kansas to North Platte Nebraska

We were up early the next morning heading west on I-70 when Sandra got a phone call that here brother Larry had died back in New York. We pulled off the highway thinking the Melrose's would be turning back, but after a few more calls, Sandra said "let's keep going" as it looks like it may be several weeks before any type of memorial would be scheduled. So, back on the interstate where we jumped off to Topeka.

From Topeka on, we were following the original Oregon Trail as closely as we could. Many small state highways were the order of the day. Our first stop was the Hollenberg Ranch which was a State Historic Site and an Original Pony Express Stop. The State of Kansas had a



small interpretive center and down the road about ¼ mile was the restored building that housed the Pony Express Station.

Next we continued to the Rock Creek Station in Nebraska. This too was a State Historic Site with an interpretive center but there was much more to see. Rock Creek is a creek or small river that had to be crossed by the wagons. It was a very



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difficult crossing and many travelers stopped at this site as it took several days to get all of the wagons across. Later, a ferry was installed charging folks for each crossing and even later a toll bridge also charging crossers.



Day Two North Platte Nebraska to Casper, Wyoming

The morning began with Mark getting stopped by the local PD. It seems they frown on driving the wrong way on a one way street. He told them he was originally from New York and they immediately gave him a warning and apologized for stopping him. We got on the road in Nebraska and came to Windlass Hill in the Ash Hollow State Park. Here were the remains of an original prairie homestead, a sod house recreation and some more wagon wheel ruts so deep that they created a 20 foot deep ravine.



The first thing we noticed in Nebraska is the Trail follows the North Platte River from Kearney all the way into Wyoming. This “follow the river” theme will be duplicated many more times as we head west since the rivers have already found the easiest path.

Continuing west parallel to I-80 in Nebraska, we came to Chimney Rock, a natural

marker used by the Trail participants to mark their progress. Chimney Rock can be seen for over one hundred miles and also served as a “beacon” to show the travelers which direction to go. Further west we came to Scotts Bluff, another visual landmark which helped the travelers navigate. Scotts Bluff is a U. S National Park and you can drive to the top for a very scenic view for miles around.

Upon leaving Scotts Bluff, we entered





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Wyoming and very quickly left much of the Midwest humidity behind. Our first stop in Wyoming was Fort Laramie, another National Park. Fort Laramie was a major stop on the Oregon Trail and a Pony Express stop and housed hundreds of soldiers stationed here to protect the travelers. The National Parks Service has done an excellent job of restoring many of the buildings including barracks, officers' quarters and post stores. What we found surprising was the lack of a wall surrounding the entire fort. We were told one was never necessary so it was never built. We rented listening devices which told you all about the buildings and the area as you walked through the fort.



As we left Fort Laramie, a thunderstorm could be seen in the distance. You cannot really appreciate how large this country really is until you see a storm coming from 40-50 miles away. It was awe inspiring and it washed some of the bugs off the GTO.

We called it a night in Casper and had a great time at the Come 'On Inn where we sat by the pool and ordered pizza. We were just too tired to drive anywhere.

Day Three Casper, Wyoming to Montpelier, Idaho

Today promised a long driving day but also promised some of the best scenery so far as we took the back roads through Wyoming and traverse the "South Pass." At Casper, we lose the North Platte River and head cross country heading for the Snake River located in Idaho on the west side of the Continental Divide.

Our first stop of the day is Independence Rock, a large granite outcrop served as another geological landmark which could be seen for miles. The rock got its name for when the emigrants arrived, usually around July 4, thus the name Independence Rock. Many members of the wagon trains went to the top and carved their names into this solid piece of granite. It looked way too tall for us so we passed on the path to the top and instead looked at the native cattle located just inside the park.



Our next location was South Pass. This was not really a stop, just the route of least resistance found by explorers looking for the easiest path to get to Oregon, California and Salt Lake City. South Pass has an elevation of over 7500 feet and the scen-



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ery was wonderful. Three wagon trails, the Oregon, the California and the Mormon Trails all went through South Pass as it must have been the best way to get through the mountains. Once through South Pass, the three Trails split up; the California Trail going to Sacramento, the Mormon Trail going to Salt Lake City and the Oregon Trail going to Portland. There were several locations where you could see over one hundred miles without seeing another car, house, power pole, nothing. It is hard to believe that thousands of covered wagons traveled this very rugged path yet you could see why they chose this location as the climb and descent is gradual even though somewhat steep.



After lunch in Rock Springs, Wyoming, we visited Fort Bridger, another Army Fort established in 1858 and that also served as a Pony Express station. Due to the high snow melt this year, most of Fort Bridger was inaccessible due to flooding. However, what



we could see was very well restored and the gentleman who manned the Fort general store gave us a very entertaining history of the fort and the surrounding area.

After Fort Bridger, we continued on the back roads and into Idaho where we spent the night in Montpelier, Idaho. The temperatures have now dropped into the high 70s during the day and into the 40's at night with absolutely no humidity. After dinner, we took a side trip to Bear Lake, a large inland lake about 20 miles from town. It was a beautiful sight in a beautiful part of the country. Before sunset, Mark and I washed the inch of bugs off the front of the cars.

Day 4 Montpelier, Idaho to Vale, Oregon

When we awakened, we found the temperature in the high 40's so we actually had to turn on the car heater for a little while just to take the chill off. Our first stop of the day was in Soda Springs, Idaho where we found a natural spring coming directly out of the ground. The water was quite cool and from the information found at the site, contained many minerals that people used to believe had medicinal properties.





Gateway GTO Activities



Outside of Soda Springs we picked up I-15 then to I-84 following along the Snake River. Here the river has carved out a level plain allowing smoother travel for the thousands of wagons passing through. Our next stop is Twin Falls where we see the falls that reminded us of our trip to Niagara Falls but Mark reminded us that this is much much smaller than Niagara. This was another stopping point along the Oregon Trail where members could relax and refresh themselves for the still long trip ahead. It did look very refreshing.



Following I-84 and parallel to the Snake River, we stopped at Bonneville Point. This is off the highway a few miles and contains just a small interpretive center. The main attraction is the wagon ruts still on the land after almost 160 years. The State of Wyoming has done a good job of placing actual survey markers along the Trail so it will never be lost.



Our final destination for today is Vale, Oregon. Here we found an original 1929 Sears's house that has been converted to a Bed & Breakfast. After getting checked in we headed for dinner and then looked over the rodeo that was in town that evening. The highlight of the evening was the Suicide Run where town folk took their horses to the top of the mountain and all raced down the mountain side. Although we did not stay for the Suicide Run or the rodeo, the entire town of Vale was present.



Gateway GTO Activities



Day 5

Vale, Oregon to Portland, Oregon

After a great breakfast prepared by our hosts, we packed the cars and now headed north across country (I-84) to try and intersect with the Columbia River. Our first stop is Farewell Bend which is the point the wagon trains said farewell to the Snake River and began their overland trek to the Columbia River.

Our next stop was in Baker City and the Oregon Trail Visitor Center. This has to be the highlight of our trip. This Visitor center has many dioramas depicting wagon trail scenes and many videos describing the trials and tribulations experienced by the



families who traveled the Oregon Trail. Outside of the Visitor center, one could actually see the Oregon trail far below with the mountains with snow in the background. Once again, the actual Trail has been surveyed by the State of Oregon to preserve its actual location forever.

Continuing on I-84, we soon began paralleling the Columbia River. This is another beautiful part of the country. The Columbia River is a very large river that has been dammed up

several times to produce electricity for the region. I-84 travels along the southern side directly next to the river giving us some absolutely astounding sights.

Our final destination for the day and for our trip was Oregon City, a suburb of Portland, where we found the "End of the Oregon Trail Interpretive Center." Much of the Center has been closed due to poor attendance but the people that greeted us when we arrived made us feel very welcome. We were able to photograph the actual "End of the Trail" marker which is lo-



Gateway GTO Activities



ated at the Interpretive Center.



This was a very enjoyable trip through history. To think what we traveled in five days took thousands of families 140 days to complete. Many who started did not make it due to diseases such as cholera caused over 20,000 to be buried along the trail. It is very hard to understand how much people had to endure to make this trip to the “Promised Land.”

At the GTOAA National Convention July 4 – 9

After our almost 2500 mile trip to Portland, it was good to unwind by spending all day Monday, July 4th in my first Board of Directors meeting. It began at 9am and lasted well past 6pm that evening. GTOAA reminds me of a duck. Very calm, cool and collected above water but paddling like hell underneath. There are lots of issues for me to work on as President of GTOAA. That evening, we all went out by the Columbia River to watch a great Fireworks Display that lasted for 30-45 minutes. It was actually cool sitting outside and we all had to get our jackets. Was it nice and cool in St. Louis on July 4th???? I think not.

Tuesday dawned with a Cruise up the Columbia River on a paddle wheeler with the Melroses and Hed-





Gateway GTO Activities



ricks. This was very relaxing, so much so that your Gateway President slept most of the way.

The scenery on the Columbia is absolutely beautiful. On the bus trip back, we stopped at Multnomah Falls which is over 600 feet tall. That evening, we went to Jim Wanger's 85th Birthday party where Jim sang little GTO. Tony Bennett he is not but pretty good for turning 85 years old. Happy Birthday Jim.

On Wednesday, Mike Henderson gave a seminar on his Route



66 trip. If you remember, Mike came through St. Louis in 2006 driving his red 65 GTO from Chicago to Santa Monica all on Route 66. He did



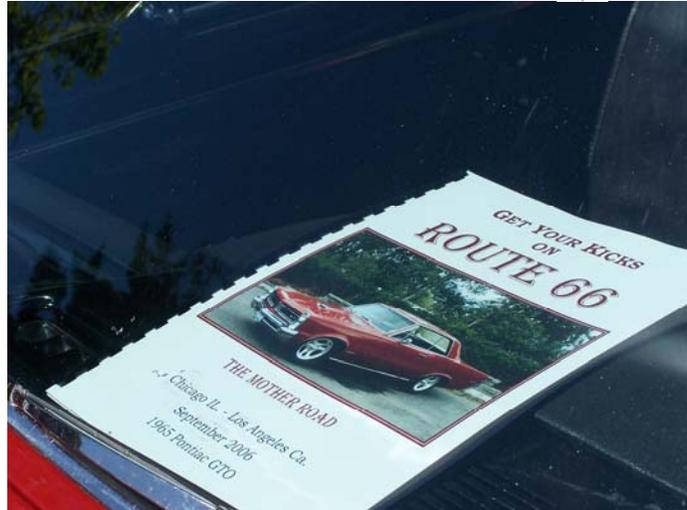


Gateway GTO Activities



a great job on his pictures including many of the Gateway GTO Club.

Thursday we spent time helping tabulate the Popular Votes. I have a new found appreciation for Tom Szymczyk, the Popular Vote Coordinator, as Mark Melrose had several votes for his 06 GTO that was not at the show due to his earlier wreck. Much of the afternoon, I spent in a hotel room working with Bob Alexander and members of the Goat Herd putting together the Awards Ceremony. At the Awards Ceremony, the Goat Herd's President, George Boeckle, had every state stand up to be recognized by growling like a tiger. George also had the entire Goat Herd stand up for recognition and when they did, everyone could see they were all dressed in some form of "Tigerwear" from hats, scarves, skirts or shirts. A Tiger sight to behold. Later during introductions, Bob Alexander introduced me as the next President of GTOAA.



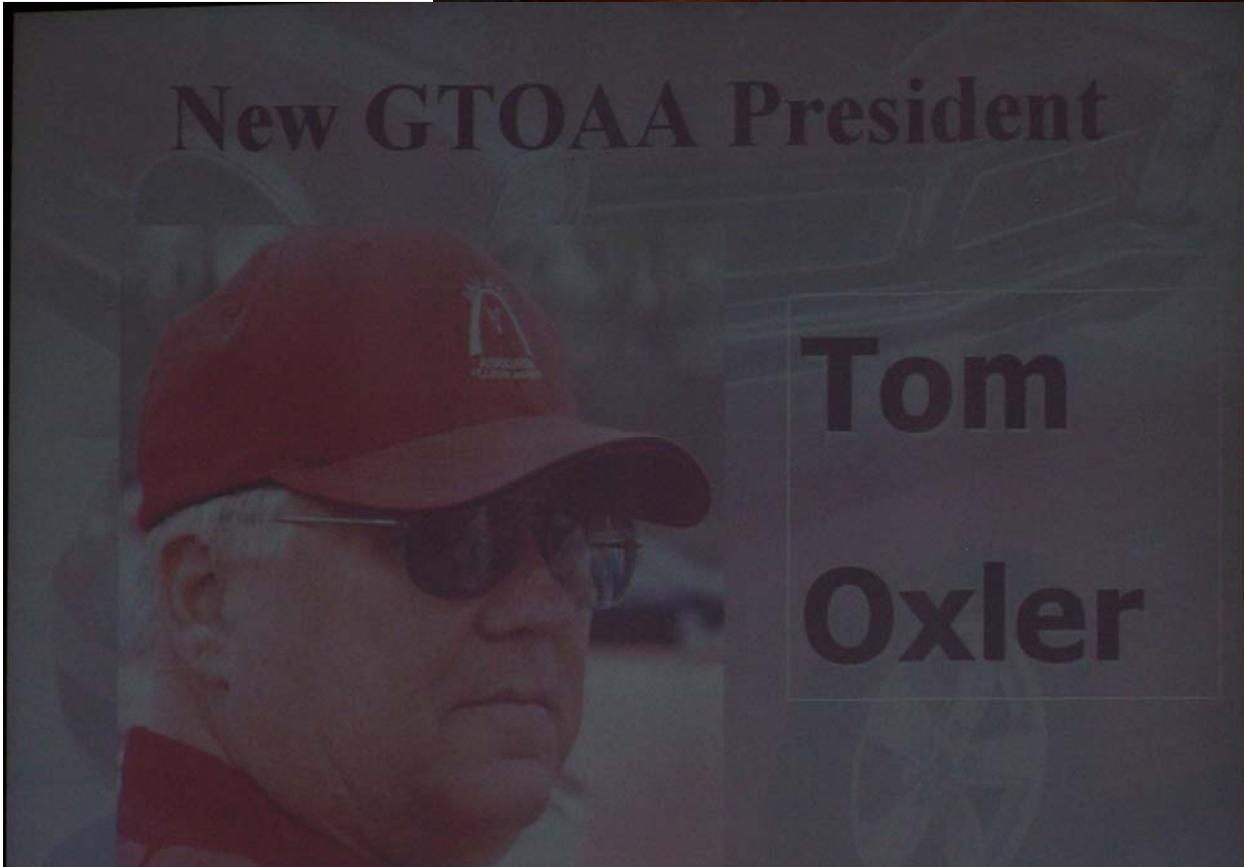


Gateway GTO Activities



Friday we took an all-day bus trip north from Portland to see Mount St. Helens with Mark, Sandra and their daughter Andrea. If you do not remember, in 1980, about 1/3 of the entire mountain, called Mount St. Helens, blew up into the air as the

volcano under the mountain decided to erupt. For 7 miles around the mountain, everything was completely gone. For another 7 miles, every tree was knocked over. About 4 hours later, a huge mud wall from the melting snow off the mountain began roaring down the river





Gateway GTO Activities



beds again devastation everything in its path. I remember this event very well but was still very surprised at the scale of the devastation. You just cannot grasp the scale of damage without seeing it for yourself. Unbelievable is the only word I can use.



The Trip Home July 10-15

We left Portland early Saturday morning heading for the Black Hills of South Dakota. This was too far for one day so we knew we would be stopping along the way. We

headed north to I-90 then made our way through Washington, a little bit of Idaho and then Montana. What unbelievably pretty country. If you ever feel too crowded in St. Louis, there is plenty of room for you out in the Northwest. We tried to find a motel in Butte and Bozeman to no avail and got the last two rooms in Billings at 11:30 that evening.

Sunday we were on the





Gateway GTO Activities



road again and arrived in South Dakota to visit my old AT&T boss, Jim Appleby and his wife Linda. They have a great home in the mountains just outside Spearfish, South Dakota and each morning and evening we saw deer and wild turkeys coming into their yard to eat the feed Jim would throw out. The next two days, the Appleby's gave us a guided tour of Deadwood, Lead, Mount Rushmore and the Crazy Horse Monument.

On Wednesday, we headed home leaving a little "Goat Track" on the street in front of the Appleby's house. I wanted Jim to have something to remember us by. We headed east on I-90 and stopped at the Pioneer Auto Museum in Murdo, South Dakota and had lunch at the GTO Café. We spent that evening in Missouri Valley , Iowa



and then headed east on I-80 as I-29 from Omaha to Kansas City was closed due to flooding on the Missouri River. We made our way across Iowa into Missouri and home Thursday afternoon.

Almost 5000 miles, 17 days, hundreds of pictures and yes, the Mel-roses and Oxlers are still friends. This was a trip to remember.



Gateway GTO Association Points Submission Form

Member Name _____

Month _____

Club Sponsored Events and Monthly Meetings

Event	With GTO (40 Points)	Without GTO (20 Points)

Total for Club Sponsored Events _____

Non Sponsored Events

Event	With GTO (10 Points)	Without GTO (5 Points)

Total for Non Sponsored Events _____

Other Activities

GTO Regional/National Event	With GTO (100 Points)	Without GTO (70 Points)

- GGTOA Event Worker/Helper (50 Points) _____
- Car Featured as GTO of the Month (50 Points) _____
- Write an Article for *Hood Scoop* (50 Points) _____
- Sign up a new GGTOA member (25 Points) _____
- GTOAA Member (200 points*) _____
- Have GTO featured in a National Pub (40 Points) _____

Total Points for Month

Submit completed form at GGTOA monthly meeting or to:
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*Report on points form submitted month of GTOAA registration or renewal.

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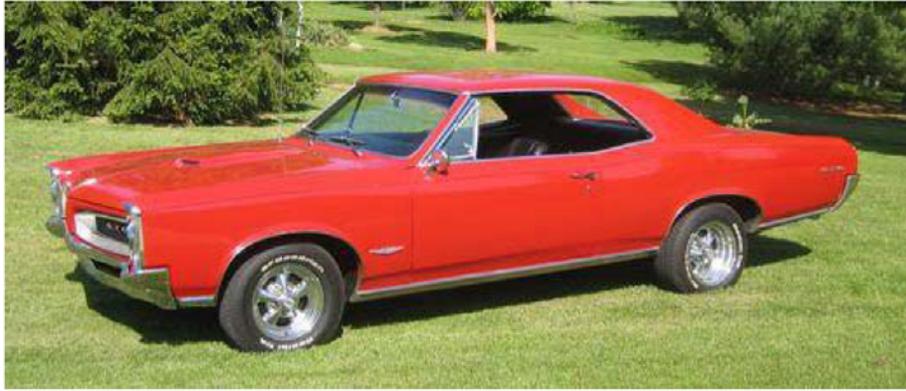
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<http://www.gatewaygto.org>

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

2011 GATEWAY GTO CALENDAR OF EVENTS

- August 3 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 5-7 Ames Tri-Power Nationals in Norwalk, OH
- 12 North County Cruise Night sponsored by Behlmann Buick/GMC and Gateway GTO Association at Behlmann on the 2nd Friday of each month April-October. (CLUB SPONSORED)
- 13 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 14 Woodward Dream Cruise
- Sept 7 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 9 North County Cruise Night sponsored by Behlmann Buick/GMC and Gateway GTO Association at Behlmann on the 2nd Friday of each month April-October. (CLUB SPONSORED)
- 10 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 11 Wheels in Motion Kids for Cancer Car Show at Westport Plaza. (CLUB SPONSORED)
- 18 Club Picnic at Vago Park in Maryland Heights MO (CLUB SPONSORED)
- 23-25 Route 66 Mother Road Festival in Springfield, IL, details to follow.
- Oct 15 Ray Brunkhorst Memorial Drag Day, I-57 Dragstrip. Rain Date Oct 16th. (CLUB SPONSORED)

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

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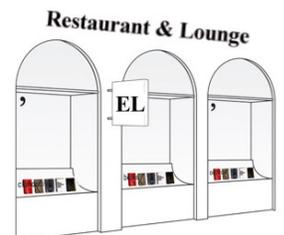
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Classified ads up to 50 words are free to members; add 10 cents per word for any ad over 50 words. Payment is due upon submission. (members need to update ads at 3 month intervals or ads will be dropped). Classified ads up to 50 words for non-members are \$5.00 per issue.

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.

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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 send them to the newsletter editor.

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

Advertising rates are:

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