



THE HOOD SCOOP

MARCH 2011

GTO of the Month

By Mark Melrose

Gateway GTO Association



As most authors of the *Goat-of-the-Month* start out talking about their first car, I won't vary from the pattern. At age 17 I needed a car in order to make the 20+ mile commute from Buffalo to school at Niagara University. So my first car was a 1965 Ford Falcon Futura, 4-door, 200ci straight-6, with an automatic transmission. I paid \$420 for it in 1970, it was a gold-green metallic color with only about 45,000 miles on the odometer but the Buffalo winters had not been kind to the car – both front fenders were rusted through just over the headlights and there were rust holes in the rockers and lower quarters. My dad knew somebody who did bodywork and I repainted the patched spots with aerosol cans of matching paint. (See the photo of me washing the Falcon right after I bought it and, yes, that's Sandra in the passenger seat) I drove the car hard for two years until I started getting nasty ticking from the lifters and the radiator top tank started to separate from the core. It was a surprisingly quick car for such a small engine. Then I found out one night that the floor pan was rusted through when I ran through a deep puddle and it was like a fire hose had been turned on between my legs.

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I fixed that with some galvanized sheet metal and roofing tar but it was time for a newer car.

After some time spent checking the newspaper classifieds I found a 1968 GTO, 4-speed car, originally Verdoro Green but repainted a dark brown metallic color (Chrysler *Tahitian Brown*). Options included a Safe-T-Track rear-end, power steering and brakes, black vinyl roof, Rally II wheels, hideaway headlights, Rally gauges, clock, console, rear window defogger and a courtesy light package with under dash lights, under hood and trunk lights. In addition to abuse, I added a tachometer and the obligatory AM/FM Stereo 8-track “deck” under the dash (stereo sound was a big deal in the early 70s). I drove this car much harder than the Falcon and had a blast with it. Although the mechanicals were bone-stock, the Goat held its own against L78 Chevilles and 440/4bbl Mopars – at least between stoplights. Mustangs and Torinos were “easy meat” as were stock Mopar 340s and 383s. I had so much fun with the car that, even though I owned it for less than one year, the clutch and axle bearings had to be replaced. Some things had to be repaired so the car could be driven, others like replacing all the bias-ply tires I burned off the posi rear-end resulted in my

scrounging around in the disposal heaps behind the tire stores. I did breakdown and buy a recapped snow tire however. As if the skyrocketing insurance premiums assessed on muscle-cars weren’t bad enough, the first of several Arab Oil Embargoes struck in 1973 – gas prices tripled within 30 days and was being rationed (if your plate ended with an even number you were allowed to get gas on even numbered days, and odd for odd) if you could even find a station that had gas. If you think “Road Rage” is a problem, how about “Fuel Rage” people were actually being shot after cutting into gas lines. At 8 mpg city and about 13 on the highway (on Premium fuel), all my beer money was going into the gas tank and for insurance premiums. I had paid \$750 for the car in 1972 and sold it about ten months later for \$650 to a kid up the street who was driving a rusted-out ’66 GTO. My dad sold his ’66 VW Karman Ghia (the car I learned to drive a 4-speed on) and I sold the Goat and we bought and shared a Ford Maverick. The Maverick was considerably more fuel efficient but it marked the beginning of my string of “boring” cars.

While I owned the GTO for less than a year, it made a huge impression on me. After driving the Karman Ghia (with all of 58hp) I had no idea how much enjoyment could be had rowing through the gears when there were serious ponies under the hood. Naturally I regretted parting with the Goat almost immediately. Even though I had previously developed a tendency to push my vehicles to and sometime beyond their envelopes, that GTO was really special. But other priorities took over as is so commonly the case – finish college, get a job, get married, start a business, have kids, put the kids through college and wait a minute!

Flash Forward to about 2002. My daughters are finished with their Bachelor programs, I have a little extra disposable income

accumulated and decide I'm in the market for a classic car. Initially I was looking at late 1930s Cadillacs with their Art Deco styling and Cadillac cachet. When I realized that I still retain that tendency to push my vehicles and the one that had been the most fun to push was that '68 GTO, I switched my eBay favorite search from Cadillacs to GTOs. I had a buddy back in the day who owned a very nice '67 GTO, a 4-speed car with a bench seat and vinyl roof – black-on-black-on-white. The '68 model had essentially the same running gear but with curvaceous, sexier styling, especially with the hideaway headlights. Memories of my first '68 decided which model year I was after. I surfed eBay for almost a year and a half before in early 2003 a dark red, 4-speed, hideaway headlight car with a freshly rebuilt engine caught my eye. The car was in Coudersport, Pennsylvania about 180 miles north and east of Pittsburgh on the New York state line. I talked with the seller several times on the phone and won the bidding at what I considered to be a very reasonable price. I put a deposit on the car and bought a one-way plane ticket to Buffalo where a good friend picked

me up and took me to Coudersport to checkout the car. On close inspection the car had a half-way decent five year old paint job and still needed a fair amount of work, but did it run! The memories of cruising the streets in the Buffalo suburbs came flooding back and even though my three previous cars were all V-8s, I had forgotten what raw, visceral power was like. Based on the already applied dark red paint, the hideaway headlights and the muscle under the hood, I decided this car had the makings of one badass GTO. Good thing I had brought the Cashier's Check with me.

After sealing the deal, I started driving the car to St. Louis a little before noon that same day. The thumbs-up salutes started before I even reached the interstate, that was a very different feeling that I had never experienced before and definitely addictive. By late evening I was in Indiana somewhere and considering whether or not to stop for the night. The car was running great and I was having a blast so I decided to drive straight through to St. Louis non-stop. I rumbled into my driveway at about 2:30 in the morning, and while I



should have been exhausted, my level of excitement had yet to ebb. My son Clayton was waiting up for me and called his buddy up the street and we all went for a “Goat-Ride” in the wee hours. Apparently Clayton was as excited about our new toy as I was. The car was a fully functional and safe driver, except maybe for the stock 4-wheel manual drum brakes. It could be driven while being restified and drive it I do – averaging about 8,000 miles per year.

Per the PHS documentation the car was built in Meridian Turquoise with the WT-code block and #16 heads (standard for the 1968 GTO), options included the 4-speed M-20 Muncie transmission, 3.55:1 Safe-T-Track rear-end, rally gauge cluster, dash tach, console, deluxe wheel covers on steel wheels and hide-away headlights. No air conditioning, power steering or brakes – no frills. Since owning the car I have had some major work done – con-

verting to power front disc brakes (a Godsend) with a kit from Ames, rebuilding the tranny, new Cragar SS wheels and tires, new Centerforce clutch and a new Ram Air IV camshaft, lifters, pushrods and timing chain after wearing off a cam lobe by using Mobil One in the crankcase instead of an oil formulation with the zinc and other compounds necessary for use with flat tappet cams. Fellow club member Chris Simmons took over redoing the interior including all new window glass, weather stripping, headliner, sail panels, visors, steering wheel, carpet, console and door handles. Chris also rebuilt all the window regulators and installed new front seats from a 2005 GTO as well as reupholstering the back seat to match. Just prior to the 2005 GTO Nationals here in St. Louis, fellow club member Cecil Morton painted and installed a new hood, hood tach, grills, hideaway doors and side mirrors. Then there’s all the “little stuff” – replacing all four



turn signal lenses, the license plate light fixture, front and rear window moldings, window tint, etc., etc., etc. Since I've owned the car I have spent at least what it cost to buy the car in refurbishments and mods. Owning these old cars is not for the weak-of-heart or the light-of-wallet.

But the car is really turning into the "badass GTO" I envisioned when I first saw it in 2003. I do pretty well with the car on the street but I am probably the world's worst drag racer. I guess the adrenaline takes over and I don't hook up and my 60-foot times are generally pitiful. I bought an accelerometer which computes 1/4-mile times (without reaction/60-foot time) and have achieved results in the high 12s, but my aforementioned difficulties at the track have netted me "best" timeslips in the mid-14s. I don't race enough at the track to be able to effectively improve my times. But almost all of my enjoyment in the car derives from the feel of all those ponies pulling and the guttural wail that accompanies it. The fact that even without flexing its muscles the car always gets me at least a couple of thumbs-up salutes is icing on the cake. The car still has a long "to do" list but it's almost "there" and I have loved it since that very first test drive in Coudersport.

I had more photos of my Falcon and of my first '68 GTO but they disappeared in the shuffle of the household moves we have made over the years. The one constant through all these years is my wife. Saundra and I were high school sweethearts – we both got doused with puddle water driving the Falcon through the water that one night, and we spent a fair amount of time in the backseat of the GTO (console interruptus) at the drive-in movies. I joke now that even if I could get her in the backseat of this car I'd probably need the Fire Department and the jaws-of-life to get me out. But her fond memories and support of my love for the '68 GTO is no joke – it makes all the difference in the world. Thanks hon!

As you probably know, we also own a 2006 GTO, but that's another story.



The Presidents Scoop

By Mark Melrose

Points?

It's been gratifying to note that the Club has signed up at least four new members since the first of the year. At our February meeting a question was asked: "What are Club Points? How do I get them? What are they good for?" The question came not from a new member, but from a member of a few years. It's a good question and bears answering to all members.

After writing this month's Goat-of-the-Month article, I'm going to cheat a little bit and cut-and-paste the Club's Points Participation System description I wrote for the website:

The purpose of the Club Points Participation System is to promote members' involvement in and attendance at Club Sponsored Events as well as at other events (cruises, car shows, etc.) wherein members attend – promoting the Pontiac GTO and The Gateway GTO Association.

Club Members and Associate Members can earn points in accordance with the rules outlined on the website at the "Club Points" tab. Points can be earned for everything from attending a Club meeting, writing a newsletter article, organizing/working Club Sponsored Events and even attending non-club sponsored events like your church car show or the weekly cruise-ins at Sonic in Kirkwood. It is the individual member's responsibility to keep track of his earned points each month and to tabulate and submit his/her points on the GGTOA Points Submission Form – which also can be found on the website, in the Club Newsletter and at Club meetings. The GGTOA Points Submission Form is to be provided to the Club Secretary for compilation within 30 days following the month in which the points are earned. Points received after that time may not be considered.

First, Second and Third place trophies are awarded to those Members/Associate Members scoring the most points during the calendar year. The trophies are awarded at the Club's annual Christmas/Holiday Party in early December of each year.

Please do not hesitate to contact the Club President or any other officer should you have any questions or issues relating to the Points Participation System.

So get that big, bad Goat out the garage – drive it to Club-Sponsored-Events and display it to the world at other events. All the time you will be earning points toward the year-end trophies, not to mention the sense of pride and satisfaction you will feel at any event when you pull up in the world's Original Musclicar – the Pontiac GTO.



Gateway GTO Club February Meeting Minutes March 7, 2011

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

President Mark Melrose called the meeting to order at 7:05PM. Officers in attendance: Mark Melrose, Kerry Friedman, Steve Hedrick, Will Bowers, and Shauna Wollmershauser.

New Members: Todd Leible has a 2006 Pontiac GTO. It is Phantom Black Metallic and has a 6 speed manual transmission.

Adam Seiler was also in attendance. He has a 2005 Phantom Black Metallic 6 speed manual car as well. He has an aftermarket shifter and exhaust.

Robert Upton, a Car Quest store manager, saw all of the Pontiacs in the parking lot and decided to see what was going on. He has an orange Pontiac G8.

Guest Speaker: Elliot Citron stopped in. Wheels in Motion appreciates how much the Gateway GTO Club helps out. Last year \$9500 was raised. This year's show will be September 11, 2011.

Announcements: Calendars are in. Contact Mark if you ordered a calendar. They are \$3.50. Earl Lewis delivered our D&O policy. GTOAA is helping the club out with our insurance to the tune of 50%.

OLD BUSINESS:

Pinball Wizard: Marty displayed his awesome bracket from the event. Twenty-two people attended. He hopes to do another tournament this summer.

NEW BUSINESS:

Mystery Dinner Theater: is March 5, 2011. 34 club members will be attending this event. Doors open at 6:30PM. Food will be served first. It is best to park in the covered parking. This is a club-sponsored event.

North County Cruise Night: is April 8, 2011. Gateway GTO Club and Behlmann North County Cruise night. No age restriction on cars. Only American badged cars. The cruise nights will be the second Friday every month from April through October. The show runs from 6PM

to 9PM.

Gateway GTO Club Dyno Day: is April 9, 2011. \$45 for three pulls. STL Tuners is hosting the event. See the website for more information.

April Fool's Swap Meet: April 10, 2011.

Ranken Car Show: \$10 to show your car. This is a rain or shine event. Gates open at 9AM. The show is over at 4PM. The Dyno will be running throughout the show.

Easter Car Show: in Forest Park is April 24, 2011. If you are interested in participating please contact Will Bowers. The show costs \$15. The upper lot is sponsored by the Horseless Carriage Club and cars must be 25 years or older to show there. The lower lot is open to anything.

Model T Swap Meet: is May 1, 2011 in Fairmont City, IL.

Hannibal Cruise: is May 7, 2011. Hannibal Cruise and Car show in Hannibal, Mo. More information to follow. This is a club-sponsored event.

Behlmann Cruise Night: May 13, 2011.

Missouri Ozarks Cruise: is May 21-22, 2011. Tom Oxler organized this event. More information will be featured in the newsletter. Make your reservations now.

Cobblestone Nationals: is May 30, 2011 at Fast Lane in St. Charles, Mo.

Behlmann and Gateway GTO All GM Show: is June 11, 2011. June 18, 2011 is the rain date. This event benefits Friends of Kids with Cancer. This event will take the place of our all Pontiac event. This is also a club-sponsored event. We will be asking for volunteers for this show. If you know of a food vendor that may be available, please inform Mark Melrose. Trophies will be awarded. 8 classes will be featured this year. Three trophies will be awarded for each class and Behlmann will have the Behlmann's Choice Award.

Wheels in Motion: September 11, 2011 at Westport. More information will follow.

Ray Brunkhorst Memorial Drag Day: is October 1, 2011. The rain date is October 2, 2011. Arnie Beswick is our featured racer. He will bring two cars including the Tameless Tiger. He is looking forward to attending the event. We had to change the dates due to a scheduling conflict.

GTOAA: July 4-8, 2011 in Portland, Oregon. Information and registration is available at www.goatherd.com this is a club-sponsored event.

POCI: July 5-10, 2011 in Bowling Green, KY. Information and registration available at www.poci.org Earl Lewis is leading a caravan if you wish to join, let him know.

Tech Session:

Please start using the points submission form on the website.

If you would like any information updated in the Member's Ride section of the website contact Shauna.

Good of the Club:

Tony Tosto's birthday is March 7, 2011. He is now 62. Will Bowers has a new grandson. He was born on Will's birthday, February 21, 2011. Joe and Bev Mayweather will celebrate their 52nd wedding anniversary this month.





Tech Article of the Month



CONFESSIONS OF A COMPULSIVE SAVER: AN UNTOLD ROYAL BOBCAT STORY

By Will Bowers

Where were you in 1964? I was getting ready to graduate from college and was the proud owner of a 1964 GTO aqua post car with tri-power 4 speed and 3:90 rear end. I bought it right off the dealer's show room floor. There was also a black hardtop with red interior available with a 4 barrel and 4 speed. Although both were great looking cars the deciding factor was the tri-power.



Of course I was reading all of the current performance automotive magazines and became familiar with the legendary Ace Wilson's Pontiac dealership, in Royal Oak, Michigan. As everyone knows by now they were THE performance dealership for Pontiacs. General Motors had withdrawn from corporate sponsored racing; however Pontiac continued to be involved through the back door. It was well recognized that if you won on Sunday you would sell on Monday!!

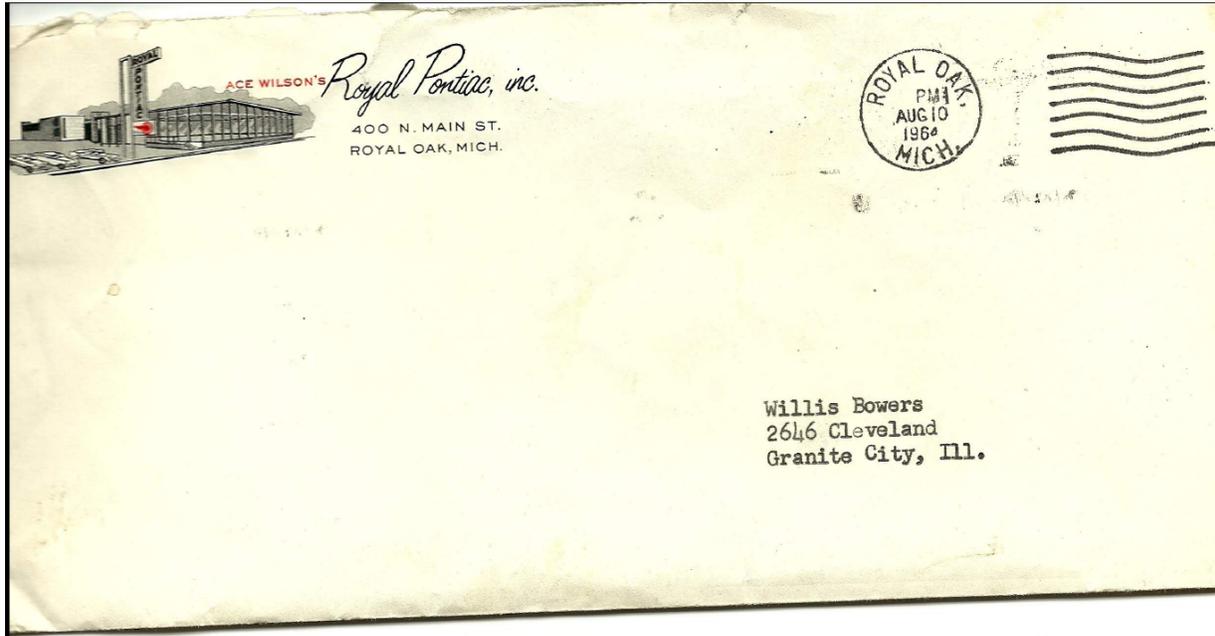
My wife, Donna, has accused me of never throwing anything away. Such a statement is preposterous. I am certain I have thrown many things away, I just can't remember what they were. Fortunately, I did not get rid of some original correspondence from Royal Pontiac back in the



Tech Article of the Month



day.



I joined the Royal Racing team and received a letter and price sheet from Royal Pontiac. The letter has an interesting statement in the first paragraph. “In the past we were able to provide information, guidance and high performance parts to anyone upon request. However, new restrictions recently imposed require we service only customers in our immediate area – or members of our own Royal Racing Team.” I can only speculate who and why the restrictions were imposed. Perhaps it had to do with GM’s withdrawal from racing or other Pontiac dealerships had complained to GM about Royal cornering the performance market.

The annual membership fee was a whopping \$3.00 and you were required to submit your membership card with any correspondence or orders. Royal was actually keeping track of inquiries and purchases by racing team members. All of this record keeping before computers.

The final paragraph urges that you “get in on the ground floor” and that the benefits were low cost and an opportunity to utilize the secrets of champions! **THAT WAS EXACTLY WHAT I WANTED TO HEAR.**

The price sheet offered the opportunity to purchase the individual components or The Royal Bobcat Engine Package. The items included in the package were marked with an “*”. I purchased the package for the Tri-Power engine without transistorized ignition sold for \$95.00. This package included progressive linkage, advance curve kit for the distributor, thin head gaskets, intake gaskets with blocked heat riser, Champion Spark Plugs, and carburetor kit.

There were a couple of interesting aspects to the kit. First they used Champion rather than Delco spark plugs. The plugs were Champion J 10 Y and were claimed to have hotter spark and longer life. In addition to the Delco green stripe plugs I am always on the lookout for the Cham-



Tech Article of the Month



Lincoln 7-6100
JOrdan 4-6560

ACE WILSON'S

Royal Racing Team

400 North Main Street
Royal Oak, Michigan 48067

SECRETS FROM THE CHAMPIONS - MAKE YOUR CAR A WINNER

HOW YOU CAN OWN A ROYAL BOBCAT

UP-TO-DATE INFORMATION ON THE LATEST GOODIES

PROMPT SERVICE ON ALL HIGH PERFORMANCE PARTS

These are the benefits available to you as a member of Ace Wilson's Royal Racing Team. In the past we were able to provide information, guidance and high performance parts to anyone upon request. However, new restrictions recently imposed require we service only customers in our immediate area -- or members of our own Royal Racing Team.

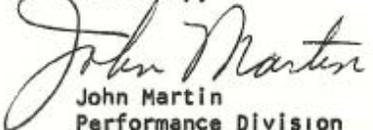
We have many things planned for members of the Royal Racing Team. Better breaks on high performance parts prices, methods of obtaining your own Bobcat, preferred treatment on all high performance service, information, when available, on all the latest goodies for your particular car. Also, as a member of the Royal Racing Team, we will be happy to provide you with information on local chapters (which are springing up all over) of the GTO Club nearest you.

It's easy to join! Simply fill out enclosed card with your name, address and, if you presently own a car, the make, year, model, engine, past performance and your future plans for it. This will enable us to give you personalized attention on all high performance cars, parts and equipment. This information is necessary if you are to become a bonafide member of the Royal Racing Team. Here is how it works:

Annual membership dues are \$3.00. A membership card of wallet size will be issued in duplicate -- you get one and we keep one. Whenever you correspond with Royal for any reason, you must send your membership card with your letter. We will note on our records anything you ask for, supply the requested information or fill your order, then return your membership card to you. NO letters or orders can be honored without a membership card.

So get in on the ground floor and mail in the required information now, along with your money order or check payable to Royal Pontiac and receive your membership card. The benefits are many - the cost is low. Utilize the secrets of the champions.

Sincerely,


John Martin
Performance Division





Tech Article of the Month



ACE WILSON'S

Royal

400 North Main Street
Royal Oak, Michigan

PERFORMANCE DIVISION Parts List-Series 74-B

*ROYAL MECHANICAL PROGRESSIVE LINKAGE

Complete kits in stock for all tri-powered Pontiacs '59 thru '64, including the GTO. Please specify year and engine type. Also available for all Dual Quad Pontiacs.

\$29.75

*PERFORMANCE CENTRIFUGAL ADVANCE CURVE KITS FOR ALL GM V-8 DISTRIBUTORS

Includes special air-cooled points and condenser designed for high RPM's, distributor springs and weights, centrifugal advance stop designed for your particular engine. With complete instructions for installation.

\$15.95

*TRANSISTORIZED IGNITIONS

Require special springs only. Complete with instructions.

\$3.50

*ROYAL'S SUPER THIN HEAD GASKETS

Per Set **\$9.40**

*SPECIAL BLOCKED HEAT RISER GASKETS

(with guide dowels)

Per Set **\$6.90**

*CHAMPION SPARK PLUGS

Designed for the high performance Pontiac and GTO. Each

85¢

SPECIAL LOW PITCH FAN

Less drag. Increases usable horsepower.

\$15.80

HIGH OUTPUT OIL PUMP KIT

Increases oil pressure. Why risk the life of your engine?

\$8.75

EXHAUST DIVIDERS

For all GTO's. Includes all necessary hardware.

\$23.80

*CARBURETOR KITS

Includes special needle and seat assembly. Six .070 jets for tri-power engines. Special needle and seat assembly. Richer metering rods and special calibrated jets (2) for the secondaries. For all 4 Bbl. engines.

\$12.75

HURST GTO 4-SPEED COMPETITION LINKAGE KIT

This kit was designed for the performance minded GTO owner. It will make your original equipment Hurst shifter perform with amazing smoothness. No more missing shifts because of the heavy detents in the 4 speed transmission.

\$18.50

THE ROYAL BOBCAT ENGINE PACKAGE*

Includes everything necessary to convert your car into a genuine Bobcat—even to the Royal Bobcat Emblems.

PONTIAC TRI-POWERED ENGINES

\$95.00

PONTIAC TRI-POWERED ENGINES

With transistorized ignitions.

\$85.00

PONTIAC 4 BBL. ENGINES

\$65.00

PONTIAC 4 BBL. ENGINES

With transistorized ignitions.

\$55.00

*HYDRAULIC LIFTER RESTRICTOR KIT

Don't shift short. Get the RPM's you should get. Kit includes special fibre insert lock nuts, all necessary washers and complete instructions for installations.

\$14.95

*ROCKER COVER GASKETS

Each **\$1.45**

*VALVEY COVER GASKETS

Each **70¢**

OFFSET CAM KEY

To alter cam timing 4 degrees. Includes timing chain cover gasket; 1 front half pan gasket.

Each **\$4.50**

GEARS

Ring and Pinion. GTO 3:08-1 to 3:90-1.

\$62.00

Ring and Pinion Pontiac '59 and up; 2:56-1 to 6:14-1.

\$62.00

Complete hand built banjo housings with 3:90-1 gears and Safe-T-Track for all GTO's ready for installation.

\$194

CLOSE RATIO TRANSMISSION KITS

For all GTO 4 Speeds. Get that long 2:20-1 low gear wind. Complete with everything you need for conversion.

\$110

Other

All performance parts marked with an asterisk () are included in Bobcat kit where applicable.

ALL PERFORMANCE PARTS ORDERS MUST BE ACCOMPANIED BY A CASHIER'S CHECK OR MONEY ORDER

Revised 6-27-64





Tech Article of the Month



pion plugs at swap meets and have a couple of sets. The other interesting item noted is that the carburetor kit specifies six .070 jets. Generally it is thought that the center carburetor should have smaller jets. The 70's definitely seem to be a little on the rich side.

Once installed did this make my original GTO a documented Bobcat? Probably not but it did significantly improve the performance. If I recall correctly, it would turn 14.20's on street tires with exhaust cutouts!!

The one piece of Royal memorabilia missing is the membership card. Maybe Donna was wrong perhaps I did throw something away. ..NOT! I am certain it is here somewhere, it has just been misplaced.

I attended college with a guy from Detroit who actually had purchased his 1965 from Royal. Surprisingly it did not run that well; however, I don't recall if he had gotten the Bobcat package .He had the Royal license plate frame on the on the rear bumper. I was able to talk him out of it and ran it on the GTO until it was sold in 1969. Even back in the day it drew a lot of comments from knowledgeable Pontiac enthusiasts.

You would think after 40 plus years the license plate frame would be long gone. Wrong, I found it in my mom's garage a number of years ago. Do I hear Donna calling for an intervention?





Gateway GTO Activities



PINBALL WIZARD TOURNAMENT – FEBRUARY 26, 2011

By Marty Howard

This year's pinball event was even better than last year. We had less players, 24 vs. 26, however, we had more cash prizes, additional tournament play time since adding a second division and we even had dinner prior to the tournament.

Dinner was held at St. Louis Bar and Grill Buffet in Wood River, IL. About a dozen players showed up and had a great dining experience feasting on a vast variety of tasty foods all the way from appetizers to desserts. We had reserved tables and we lounged about for a good hour and a half before heading over to CP Pinball in So. Roxanna, IL.

The place looked great with a variety of pinball machines and a few video games thrown in. Chuck, the owner, takes pride in his business and makes sure that all of the 60-70 machines are in very good condition. Many of the machines from last year have been replaced with even newer and better ones. Chuck buys and sells them all the time. There was certainly no lack of a variety of themes. With the jukebox blasting, we hurried in to practice ½ hour prior to the start of the tournament. How do you decide which machine to play??? That would be the question of the evening. Although last year's event was memorable, I think this year's event was better.

Speaking of this year, allocated prize money (\$44) was more than last year (\$36). This year everyone paid a \$10 entry. At the end of the evening, after CP Pinball had been paid and 4 cash





Gateway GTO Activities



awards were given out (instead of just 2 last year), I'm sorry to say that I was not able to refund anyone's money. However, I think that it was well worth the \$11 that each entrant paid just for the FUN of it including a little bit of prize money to the winners. After all, we were there for 3 FULL HOURS. That's really a bargain!!



Here is the way the tournament went and how the players stacked up during the evening:

To start with, at home, I placed all players' names in a container and picked them at random. As they were picked, I placed them on The "Board" in that order as opposing players. Some players that were expected didn't show up while other players came at the last minute. That made some last minute changes for opponents, but I was able to get everyone into the tournament.





Gateway GTO Activities



Here is how everyone was listed in the Starting Round, and the winners:

1. Barbara B vs. Rich V – Winner = Rich V
 2. Jerry N vs. Nancy – Winner = Nancy
 3. Richie V vs. Terry S – Winner = Richie V
 4. Steve H vs. Mark M – Winner = Steve H
 5. Chris E vs. Jim K – Winner = Jim K
 6. Will B vs. Jamie – Winner = Jamie
 7. Earl L vs. Gail S – Winner = Gail S
 8. Kathy K vs. Mike E = Winner = Mike E
 9. Barb L vs. Donna B – Winner = Barb L
 10. Kathleen H vs. Tammy H – Winner = Tammy H
 11. Karen E vs. Paula W – Winner = Paula W
- Dave F vs. Chris W – Winner = Dave F

The winners of the Starting Round competed in the A Division Rounds.
The not-so winners of the Starting Round competed in the B Division Rounds.
Here is how the A and B Divisions played out:

A DIVISION:

Winners from the Starting Round competed in Round 1 as follows:

1. Rich V vs. Nancy – Winner = Rich V
 2. Richie V vs. Steve H – Winner = Richie V
 3. Jim K vs. Jamie – Winner = Jim K
 4. Gail S vs. Mike E – Winner = Mike E
 5. Barb L vs. Tammy H – Winner = Barb L
- Paula W vs. Gail S – Winner = Paula W

Winners from Round 1 competed in Round 2 as follows:

1. Richie V vs. Rich V – Winner – Rich V
 2. Jim K got a buy-in (no competitor)
 3. Mike E vs. Barb L – Winner = Barb L
- Paula W vs. Gail S – Winner = Paula W

Winners from Round 2 competed in the Semi-Finals as follows:

- Rich V vs. Jim K – Winner = Rich V
Barb L vs. Paula W – Winner = Barb L

Finalists were Rich V vs. Barb L

Rich Vie won The Gateway GTO Pinball Wizard, A Division.

B DIVISION:

The not-so-winners from the Starting Round competed in Round 1 as follows:

1. Chris W vs. Kathleen H – Winner = Chris W



Gateway GTO Activities



2. Donna B vs. Jerry – Winner = Jerry
 3. Earl L vs. Chris E – Winner = Earl L
 4. Terry M vs. Mark M – Winner = Mark M
 5. Karen E vs. Barbara B – Winner = Barbara B
- Will B vs. Kathy K – Winner = Will B

Winner from Round 1 competed in Round 2 as follows:

1. Chris W vs. Jerry – Winner = Jerry
 2. Earl L vs. Mark M – Winner = Earl L
- Barbara B vs. Will B – Winner = Barbara B

Winners from Round 2 competed in the Semi-Finals as follows:

1. Jerry vs. Earl L – Winner = Earl L
- Barbara B got a buy-in (no competitor)

Finalists were Earl L vs. Barbara B

Earl Lewis won the Gateway GTO Pinball Wizard, B Division!

Prizes awarded were:

- First Place, A Division: **Rich Vie** won \$15
- Second Place, A Division: **Barb Lewis** won \$7
- First Place, B Division: **Earl Lewis** won \$15
- Second Place, B Division: **Barbara Burton** won \$7

NOTE: ALL WINNERS DID NOT ATTEND NOR ENTER LAST YEAR'S EVENT!!





Gateway GTO Activities



While it may seem that not much money is allocated to prizes it's important to remember that cash prizes are awarded from players donating only \$1 each specifically for prize money. The rest of the winner's prize money is what is left over after paying CP Pinball for the time spent there.



I would like to give *Special Recognition* to Paula Winslow. In Round 2, A Division, Paula had a buy-in since there

was no one for her to compete against. She would have, automatically, gone onto the Semi-Finals. However, when I asked her if she wanted to play someone and take the chance of losing, Paula said that she would. Gail Schott was knocked out of the competition after losing in Round 1, A Division. Paula agreed to take a chance of being knocked out of the competition herself by playing against Gail. As it turned out, Paula won over Gail and went on to compete in the Semi-Final Round. Was this Good Karma???

Once again, there were loads of smiling faces since a GRRRRRRRRRRREAT time was had by all.

How about a "cruise-in" to CP Pinball once the weather gets nice. We can park our GTO's in the private parking lot and play pinball all in one day. Let's discuss at our next meeting.

The following was taken from my pinball article last year since I could not have said it any better:

"Those of you that missed the event, or thought that they would not do well playing pinball, should talk to anyone that attended. I believe that everyone that participated had a grrrrrrrrrrreat and memorable time and will be looking forward to doing it again. You don't have to be a pinball wizard just to have a lot of fun.

You can go to cppinball.com for any additional information you would like about attending any of their open nights.

In addition, if you would like to see pictures of CP Pinball and some action during that evening (not THAT action) please visit our Club's website: Gatewaygto.org

I want to thank all that attended. I could not have made this so enjoyable without youse guys!!"

.....Marty Howard, CEO/CEC/???

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:
 S. Wollmershauser
 1948 A Sidney Street
 St. Louis, MO 63041

*Report on points form submitted month of GTOAA registration or renewal.

GATEWAY GTO CLUB OZARK MOUNTAIN CRUISE MAY 21-22

This will be a relatively long cruise through some of the most scenic vistas in Missouri, the mining areas of the Ozark Mountains. We will meet at the Dierberg's on Tesson Ferry (Hwy 21) at Kennerly between 8:30 and 9:00 am. We will leave promptly at 9:00 am and cruise down scenic Hwy 21 through the towns of Hillsboro, Desoto, Potosi and Caladonia before arriving at Elephant Rocks State Park at 10:30 am.

Elephant Rocks State Park is 131 acres of solid granite boulders standing end to end looking like a line of circus elephants, thus the name, Elephant Rocks. There is a one mile trail through the Rocks that is very easy walking that takes you through the boulders, to the top of the outcropping and past an old granite quarry that was opened in 1869 and supplied granite to the Eads Bridge in St. Louis. We will spend an hour here so feel free to explore and investigate. It is well worth the time.

At 11:30 am, we will continue south on Hwy 21 through Pilot Knob to Ironton where we will stop for lunch at Baylee Jo's Bar-B-Que. They have a variety of lunch fair from burgers to you guessed it, Bar-B-Que.

At 12:30 pm, we will head south and west along Hwy 21 around Taum Sauk Mountain, the highest mountain in Missouri and turn Northeast on Hwy N to Johnson Shut-Ins State Park. We should arrive at the Visitors Center at about 1:15 PM and will remain here for about one hour and 15 minutes. The Visitors Center contains information about the area, how it was formed and the types of vegetation present. There is also information about the catastrophic flood that happened in 2005. Ameren UE (formerly Union Electric) maintains a huge "lake" on top of Taum Sauk Mountain where during the night, huge pumps fill the lake when electricity is cheap.

During the hot summer days, UE lets the water flow down the mountain to make electricity during peak usage times. This “lake” on top of the mountain broke and 1.5 billion of gallons of water came crashing down the mountain and through the Johnson Shut-Ins Park washing away the Park Ranger, his family and their house. They were all saved but the park was destroyed. After years of clean up by UE, the park is back to its original state except for the scour mark on the mountain side that you can see from the Visitor Center. Next, we will drive to the very back of the Park and take a short walk down a trail to the actual Shut-Ins. These are very closely spaced granite boulders in the middle of the Black River forming chutes and waterfalls in a canyon like setting. You really must see this.

At 2:30 pm, we will head back on Hwy N to Hwy 21 and then quickly take Hwy 49 north to Viburnum then to Hwy 19 to Steelville then on into Cuba to check in at the historic Wagon Wheel Motel at about 4:30 pm. This is a recently restored Route 66 landmark that is very typical of the types of motels one would see on Route 66 back in the 30s, 40s and 50s. Connie Echols has done a superb job of restoring this landmark to its original look outside yet with modern amenities such as flat screen TVs, modern HVAC and bathrooms. The reservation number is attached along with prices. Get your reservations in ASAP as 10 of the 19 rooms are already booked by another car club. The remainder of rooms are tentatively held for us so mention the Gateway GTO Club when you make your reservations.

After a short rest from the long day of “Cruising the Ozarks” we will travel to the Frisco Restaurant in Cuba for dinner. Their specialty is steaks and pasta. After dinner we will head over to the Cuba Drive In for a movie the old fashion way, sitting in your GTO. Bring an FM radio as they do not have the old window speakers anymore; you must use an FM radio to listen to the movie. After the movie and a few trips to check out the back seat, we will return to the Wagon Wheel for a well deserved night’s sleep. In the morning, we will travel to Salem for breakfast where we might see some of the original Earl Lewis Clan and then return to St. Louis along old Route 66 arriving back about 12 noon.

This is a very long trip requiring an overnight stay. For those who do not want to spend the night or who do not have the time to do the entire trip, you can join anywhere or leave anywhere along the route. Some may follow us to Elephant Rocks, eat lunch and return home. Some may follow to Elephant Rocks, lunch and Johnson Shut-Ins and then return home. Others may join us in Cuba to spend the night at the Wagon Wheel and do the drive- in. It is totally up to you. Pick any or all of the parts of the Ozark Mountain Cruise that works for you. The only preparation you will need to do is make reservations ASAP at the Wagon Wheel if you are planning to spend the night. There are 9 rooms semi reserved for the Gateway GTO Club so be sure you make your reservations quickly and mention the Gateway GTO Club when you do.

Click [HERE](#) for info on the Wagon Wheel Motel.

Wagon Wheel Motel
901 E. Washington St. (Old Route 66)
Cuba, Mo. 65453
573-885-3411
<http://wagonwheel66cuba.com>

OZARK MOUNTAIN CRUISE MAY 21-22

- 8:30 – 9:00AM** MEET AT DIERBERGS-KENNERLY & TESSON
FERRY (HWY 21)
- 9:00 – 10:30AM** TRAVEL SCENIC HWY 21 TO ELEPHANT ROCKS
STATE PARK
- 10:30 – 11:30AM** VIEW GIGANTIC GRANITE ROCKS STANDING
END TO END LIKE A TRAIN OF CIRCUS
ELEPHANTS. ALSO VIEW AN OLD GRANITE
QUARRY.
- 11:30 – 12:30PM** LUNCH AT BAYLE JO'S BAR-B-QUE IN IRONTON
- 12:30 – 1:15PM** TRAVEL SCENIC OZARK HIGHWAYS TO
JOHNSON'S SHUT-INS STATE PARK
- 1:15 – 2:30PM** VISIT VISITOR'S CENTER, VIEW THE SHUT-INS
AND SEE THE SCOUR CHANNEL GOUGED
OUT WHEN THE AMEREN TAUM SAUK
RESERVOIR FAILED.
- 2:30 – 4:30PM** TRAVEL MORE SCENIC OZARK HIGHWAYS TO
THE WAGON WHEEL MOTEL ON ROUTE 66 IN
CUBA, MO. GET YOUR RESERVATIONS IN
ASAP!!!!
- 4:30 – 6:00PM** CHECK IN AND RELAX IN THESE HISTORIC
ROUTE 66 CABINS
- 6:00PM – 8:00PM** DINNER AT FRISCO'S IN CUBA - GREAT STEAKS
& SEAFOOD.
- 8:00PM – 11:00PM** MOVIE AT THE CUBA DRIVE-IN



NINTH ANNUAL

Mid-Missouri Oldsmobile Show

**Friday
June 3rd**

**Saturday
June 4th
2011**

**Sunday
June 5th**

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ALL models and years of Oldsmobile, Buick and Pontiac vehicles are welcome!

First 60 registered will have indoor Air Conditioned Exhibition Hall Parking!

Registration fee: \$50.00 for the first car and \$25.00 for each additional car.

Registration fee includes one Adult \$15.00 Awards Breakfast Ticket.

Child ages 4-12 yrs Award Breakfast \$3.00

There is no gate registration, this show is by reservation only!

Tan-Tar-A Resort Special \$99.00 + a \$10 facilities fee = \$109.00 per night for "Run of the House"
(placement anywhere on property)

or \$109.00 + a \$10 facilities fee = \$119.00 per night for Main Resort complex room.

Rates available June 1st through June 6th, 2011 be sure to Mention the Oldsmobile Show.

Room reservations must be received by May 1, 2011 – For reservations call : 573-348-3131

For show information call:

Jerry Wilson 314-878-5651 or email: jfwilson66@earthlink.net or sweetpeppeolds@aol.com

Friday June 3rd - Set Up - Dinner on your own

Saturday June 4th - Judging 11am to 4pm - Dinner on your own

Sunday June 5th - Awards Breakfast 8:30am to 10:00am

Oldsmobile Club of America National Point Judging

Oldsmobile Club of America Membership not required

Ample trailer parking available

Registration form – cut along dotted line and return with payment

Mid-Missouri Oldsmobile Show – June 3 to June 5, 2011

Name _____ OCA # _____ Address _____
 City _____ State/Zip _____ Phone _____
 Car #1 Year _____ Model _____ Body Style _____ Class _____ Are you a member of the Oldsmobile Club of America? Yes ___ No ___
 Car #2 Year _____ Model _____ Body Style _____ Class _____ Will you be judging? Yes ___ No ___
 Please list additional cars on a separate sheet. If so, what class do you prefer to judge? _____
 Will you need trailer parking? Yes ___ No ___

		Amount
Register – Car #1 (includes 1 awards breakfast ticket)	\$50	\$ _____
Additional Cars = \$25 each	\$25 ea	\$ _____
Extra Award Breakfast Tickets	\$15 ea	\$ _____
Child's age 4-12 years Breakfast	\$ 3 ea	\$ _____
Total		\$ _____

Please make checks payable to
Archway Olds Club and mail to:

**Archway Olds Club
PO Box 789
Imperial, MO 63052**

OCA, AOC & their officers, members & agents will not be responsible for, or liable for property damage, theft or personal injury during the course of the show.

2011 GATEWAY GTO CALENDAR OF EVENTS

- Mar 2 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 5 *Conventional Murder Weapons* Murder Mystery Theatre, details to follow. (CLUB SPONSORED)
- 19 Six Flags Swap Meet, details to follow
- 19 Museum of Transport Trivia Night
- 20 American Motor Cars Spring Dustoff, Noon-5PM, St. Clair, MO
(<http://clubs.hemmings.com/clubsites/lakerscarclub/032011a.htm>)
- April 6 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 8 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)
- 9 Dyno Day, details to follow (CLUB SPONSORED)
- 9 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 10 28th Annual April Fools Swap Meet at GCS Ballpark, Sauget, IL.
- 17 Ranken Show
- 24 Easter Car Show (CLUB SPONSORED)
- May 1 Model T Swap Meet, Fairmont City, IL
- 4 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 7 Hannibal Cruise & Loafer Car Show; Hannibal, MO. Click [HERE](#) for details. (CLUB SPONSORED)
- 13 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)
- 14 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 21-22 Ozark Mountain Cruise. Click [HERE](#) for details. (CLUB SPONSORED)
- 30 23rd Annual Cobblestone Nationals at Fast Lane Classic Cars

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

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

**The Gateway GTO Association
is an official chapter of the
GTO Association of America
www.gtoaa.org**

**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 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:

\$100 – Full page (Color or Black and White) ad in monthly *Hoodscoop* newsletter for 12 months, your logo on our Website Sponsor page, and a link to your website from our Related Website Link space.

\$50 – ½ page (Color or Black and White) ad in our monthly *Hoodscoop* newsletter for 12 months, your logo on our Website Sponsor page, and a link to your website from our Related Website Link space.

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