



# THE HOOD SCOOP

February 2015

## Fly GTO By Brian Ray

Gateway GTO  
Association



FLY GTO fits my job and hobby perfectly, and it is the custom license plate on our 1965 GTO. As a retired AF pilot (flying only a simulator these days) I sometimes miss flying. While it doesn't actually get airborne, I occasionally take the GTO out of the hangar for a little "flight time" and I manage to pull some "g's" while still on the ground!

We bought the car in 1994 in N. IL, and, after a lot of cleaning, I drove it to the POCI convention in Springfield, IL. I put it in the display class since the trunk was full with a block from a 455 that an uncle had given to me (the rest was in the hotel – they would later go in the front and back seat to balance the car for the trip home). After the convention, I drove it all the way to Utah, where I was stationed at the time. Normally, I love road trips, but this car had a weak 350, a TH400, and 4.10:1 gears. Any rpm over 3000 made it overheat, so I drove a grand total of 1400 miles at no more than 53 mph. Never again! The car didn't look bad from 50 feet and I loved the American CP-200 wheels, but I had a vision of owning a true road car...one that we could get in, start it up, drive 1000 miles and not have to worry about it. I drove the car around some in UT and got it to run okay in the high altitude air, but it was still a worn out 350.

In 1995 we moved to Edwards AFB in CA and I began to do a lot more to the car there. I pulled the 350 and sand blasted the front frame and engine compartment. I had the engine built by a reputable Pontiac engine

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# GTO of the Month



builder (I thought) and I bought quite a few more parts. I wasn't completely sure which direction I wanted to take with the car, but when I test-fit the 455 with the headers that a certain dis-reputable person sold me a year before, it was clear, they would not work. The problem was I had the then-new Edelbrock "round-port" aluminum heads and there were very few people who made headers to fit the frame...and I couldn't afford the ones I knew would fit (Doug's).

We moved again in 1998, this time to Ar-

kansas and it was then that I began to look for a shop to completely rebuild the car. My 70 GTO was having issues since I did that car piece-meal and I was tired of always fixing it...I wanted a car that was completely done. So I sold the 70 to help pay for the 65 resto. I found a shop in town with a good reputation (not anymore) that tore into it and got it about 50-60% done in the 2 ½ years they had it. I was transferred to Scott AFB in 2002 (when we joined GGTOA) and had to drag the GTO in pieces up a couple of months later since that shop basically gave up and were incapable of finishing it.



Dave Trokey took on the project and finished it in time for the 2003 POCI show in Collinsville...and what a beautiful job he did! Finished in Sapphire Blue Metallic Pearl, the car looks black unless it is in direct light. The 455

has a Comp Cams XE274, so it has a little lump to it, but is still very streetable. Dave made RA exhaust manifolds work on the car, so, while they aren't quite as efficient as headers, they don't leak and they don't make the engine compartment hot. I also had to have air conditioning, so he installed the Vintage Air system with some factory brackets to make it look more like it should. The seats were done in Little Rock – custom cloth with the same grain as the original vinyl seats and stitched to match the originals. This combo earned it a Modified Gold at the 2004 POCI convention in Joplin and then we drove it to Pontiac for the 2004 GTOAA convention. I won my class at our 2005 GTOAA convention and I took it drag racing and I won my autocross class there as well (that was a great convention).



We drove the car for several years, having to rebuild the engine in 2006 due to premature failure of the camshaft due to the lack of zinc in modern oils, and having to have the clearcoat resprayed after the incident at the POCI convention in Tulsa. I've had to do a few other things to keep it going such as add an electric fuel pump, but the most notable change recently is the new wheels & tires. When I got the car back from Dave in 2003, the CP-200s didn't fit the new suspension pieces, so I quickly had to find wheels that would fit. The only ones I could get in time for

the 2003 convention were Weld Rodlites. They looked good and were very light so I was satisfied at the time. Fast forward to 2012 and when considering getting new tires, I noticed the each of the wheels had slight cracks in them. After some research I discovered that I wasn't supposed to autocross with them...so now I have Centerline Legend Retro wheels – 17x7 front and 17x8 rear. I know a lot of folks don't like the larger rims on classic muscle cars, but I like driving this car hard around corners as well as in a straight line and you can't get V-rated (or higher) tires for 15-inch wheels anymore.

At some point I'd like to put fuel injection on the GTO since the gaskets in the carburetor don't like today's ethanol-enhanced gas, but that will have to wait for the money tree to bloom again. In the mean time, we plan to drive it to this year's GTOAA Convention in Columbus, IN and hopefully it will live up to my original vision of get in, start it up and drive 1000 miles without having to worry about it. And it may do a little flying during the trip.





# Presidents Scoop

## The Presidents Scoop

By Kerry Friedman

Other than some very cold weather and snow in November, this winter has not been anything like we were expecting. Last weekend, 60 degrees in February. I almost got the hose and bucket out to wash the truck, but the Hockey Game was more inviting.

The 2015 schedule of events is starting to get populated. The first event will be a Pin-ball Tournament in South Roxana, Illinois, hosted by our CEO, Chief Entertainment Officer, Marty Howard, on March 7. Details have been sent out, but if you need more info, or want to go, contact Marty at [nycgto@att.net](mailto:nycgto@att.net).

This year we will be assisting at the Cottleville, St. Patrick's Day Parade. Should be a lot of fun, free food, drinks and a T-Shirt. Saturday, March 14, 11:00 – 3:00. Send Earl an email or call him if you want to help. [elewis@farmersagent.com](mailto:elewis@farmersagent.com).

As you probably just read, our long distance members, Brian and Mary Ann Ray, have provided us with an interesting article on their 50 year old, '65 GTO. Way to go guys. Only 10 more months to go, so send your '05 and '65 articles in to Chris to save a spot in an upcoming Hood Scoop.

Still looking for Guest Speakers, and/or Demonstrations for our monthly meetings. If you have any ideas or suggestions, let us know.

Last year we were contacted by Gateway Buick, GMC, located at the former Behlmann facilities at 270 and McDonnell Blvd. They wanted us to resume the Friday night North County Cruises. After discussions with them and our attendance at their Car Show last fall, they have cordially agreed to be a Sponsor of the Gateway GTO Association. Since they will be doing some extensive renovation of the dealership, they do not want to do the Friday Cruises this year. We have agreed to help them if they have any Car Shows this season. We will be giving them advertising space in the Hood Scoop and on our Website, with a link to their site. If you need a car or some vehicular maintenance, give them a try.

The Route 66 Cruise to Lebanon, Missouri, and a stay at the Munger Moss Motel in October promises to be a great time. The Oxler's are booking a block of rooms now, so if you are wanting to go, let them know soon.

The New 30<sup>th</sup> Anniversary Tee Shirts Pricing ranges from \$13-\$16, depending on size and color are still available. We will bring them to all our activities.

As we have done last year, your \$35 dues for GTOAA will get you free membership in our Chapter. Please send in your renewals NOW. Please use the membership application/renewal form printed off the website, and mail directly to the Gateway Chapter, c/o Will Bowers. We will send them in to GTOAA for you and update your membership in Gateway.

The next regular Gateway GTO meeting will be March 5, at The Sport's Café, in Bridgeton. See you then.





*Pontiac Oakland*  
*Museum & Resource Center*

December 17, 2014

Kerry Friedman  
c/o Gateway GTO Association  
11580 State Road WW  
Dittmer, MO 63023

Dear members of the Gateway, Heart of Illinois and Windy City Chapters of GTOAA,

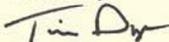
On behalf of the museum Penny and I want to thank you for your continued support of the All Pontiac Cruise & Show. Without a doubt it is the time and effort that your chapter members put in that has made this show the success that it has become. We have been involved in many clubs and many club events in our long involvement in the hobby and we think this event goes as smoothly as any we have ever seen. Again, due to the cooperation of the many club members who pitch in. The level of professionalism and courteous interaction with the participants and visitors is second to none.

I truly believe that we have a winning combination found nowhere else in the hobby. A first rate group of people planning, hosting and working the event, a beautiful downtown setting, a level of cooperation from the City of Pontiac which is unheard of, and it all takes place right out in front of the only museum in the country dedicated to preserving Pontiac automobiles and their history. For these reasons this event has grown every year and will continue to grow. The museum enjoys a very high approval rating in the hobby and among museum visitors in general, and this event is right in step with the level of quality and professionalism we strive to operate at in everything we do.

In addition to that, this event has become our premier fundraiser. The fact that you donate the profits back to the museum is so appreciated. We gladly accept compliments, donations of cars and material, but it is the money that keeps the doors open. We know there are many wonderful and deserving charities, but we are so very thankful that you recognize that it is the mission of this museum to preserve and enjoy Pontiac cars which most closely mirrors the mission of your club and you choose to help support us.

Please share this letter with your chapter members, we want everyone to know how much we appreciate them and how we look forward to working with them in the future.

Sincerely,



Tim Dye  
Director, Pontiac Oakland Museum  
[tpontiacmuseum@hotmail.com](mailto:tpontiacmuseum@hotmail.com)  
[www.pontiacoaklandmuseum.org](http://www.pontiacoaklandmuseum.org)

205 N. Mill Street - Pontiac, Illinois 61764 - 815-842-2345

## GGTOA Minutes: 2/5/2015

7:07PM – Meeting Start – Shirley Bezzole passed away. A memorial service will be held at a date to be determined. Our thoughts go out to Tony and his family.

7:09 - The St. Theresa and St. Bridgett toy drive went very well.

7:10 – The Pizza Party was a success. We had a great turn out and the food was excellent.

7:11 – Gateway Buick GMC has submitted the dues for sponsorship. This year they are asking for our help with 1-2 car shows instead of the cruise nights.

7:12 – Club dues should be in now. If you haven't sent them in, then please do so.

7:13 – We are working on planning cruises and events for the upcoming 2015 season. We need input from members.

7:15 – Sandra Melrose mentioned that we may be able to attend a Cards/Cubs game on June 26<sup>th</sup>. The seats would be in Big Mac Land and cost \$20 each.

7:17 – Earl Lewis talked about the possibility of participating in the VP Parade on July 4<sup>th</sup>.

7:19 – Tom Oxler is looking into another overnight cruise in October. Possibly a Route 66 cruise to Lebanon MO.

7:24 – We are looking for speakers or presenters to attend club meetings. We will also need Hood Scoop articles for 65 and 05 GTO's.

7:25 – Marty is speaking with someone about taking a tour of Hunter Engineering Company. They are the world leader in undercar equipment (aligners, wheel balancers, etc) and are based in Bridgeton MO. He is also wanting to put together another pinball tournament. The event will likely be held on Saturday March 7<sup>th</sup>. Contact Marty if you are interested.

7:28 – We have the new 30<sup>th</sup> Anniversary shirts available for sale.

The 2015 Nationals will be held in Columbus Indiana July 7<sup>th</sup>-11<sup>th</sup>.

No updates for 2017 Nationals.

7:30 – While Gateway GTO was the GTOAA club of the month, our Facebook page had 578 likes, 17 shares and reached 20646 people.

7:31 – Upcoming events – Monthly meetings will remain at The Sports Café on the first Thursday of every month.

7:32 - Sunday April 5<sup>th</sup> is the Easter Car Show at Forest Park. The show may be a mess this year due to changes being made to the parking lot.

May 9<sup>th</sup> will be the GTO display at the St. Charles Heritage Museum. 11AM-2PM, free food.

7:34 – GTOAA Update – Nothing to report.

7:35 – Tech – Tom Oxler put a Wilwood 4 wheel-4 piston disc-brake system on his 66 GTO. He said that it makes a huge difference to braking performance. A detailed article should be in the newsletter. He also mentioned a catastrophic oil problem with the 5.3L engine in his Avalanche. The problem stems from the "displacement on demand" system.

7:44 – Steve Hedrick received two calls from people looking to sell classic GTOs.

7:46 – Mark Melrose found an auto auction selling a 1960's era Pontiac sport truck. It had the bed of a Chevy El Camino with a Lemans front end. It was a 1 of 1 Pontiac Concept car.

7:48 – No news for GTO Tiger

7:49 – Kerry Friedman has ordered several of the 50 Year GTO books.

7:50 – Terry Schott's birthday is today, and he brought in some cupcakes to celebrate. Happy Birthday Terry.

7:51 – Meeting adjourned

50/50 of \$38 won by Jeff Bond



# Gateway GTO Yearly Financial Report



GATEWAY GTO ASSOCIATION				
INCOME AND EXPENSE SUMMARY AS OF 12/31/14				
CHECKING ACCOUNT BALANCE 12/31/13			\$25,271.80	
INCOME				
DUES TO GTOAA		2,047.50		
50/50		402.00		
CHRISTMAS PARTY		645.00		
EASTER SHOW		135.00		
SPONSORSHIPS/ADVERTISING		50.00		
REGIONAL MEET		6,745.00		
FIRST RESPONDER CAR SHOW		347.83		
GGTO GEAR		707.00		
BOB'S GASOLINE ALLEY		330		
		TOTAL INCOME	11,409.33	
EXPENSES				
PIZZA PARTY		559.63		
NATIONALS 2017		2,582.54	(\$2,500 HOTEL DEPOSIT)	
EASTER SHOW		150.00		
SCRAP BOOK		125.00		
POKER RUN		150.00		
CHRISTMAS PARTY		3,123.06	(\$1,425 FROM 2013 PD 2014)	
BOB'S GASOLINE ALLEY		330.00		
DUES TO GTOAA		1,982.50		
PRINTING		382.51		
CHAPTER DISPLAY		125.00		
REGIONAL MEET		6,816.66	(\$164.50 FLYERS FOR 2015)	
AWARDS		161.45		
INDEPENDENCE FUND		450.00		
GGTO GEAR		1,653.30		
MISC. EXPENSES		68.88		
		TOTAL EXPENSES	18,660.53	-18,660.53
CHECKING ACCOUNT BALANCE 12/31/14			\$18,020.60	



# Convention Corner



2017 will be here before we know it. As we prepare to host the GTOAA convention, Tom Oxler has put together a tentative set of committee assignment. These are intended as a starting point, so please take a look at your assignment and if you would prefer to be in a different group, please let us know.

<b>REGISTRATION</b>  Chair Chris Winslow 636-939-2770 <a href="mailto:chriswinslow@charter.net">chriswinslow@charter.net</a>	<b>Committee Members</b>		
	Terrie Oxler Tod Lieble Brian & Amy O'Sullivan Paula Winslow Jim & Mary McCarthy Mary Ann Ray	Darrell & Tootie May John & Linda Kehrein Andrew O'Sullivan Mike & Maggie Wilson Bev Mayweather	
<b>HOTEL</b>  Chair Mark Melrose 314-968-3106 <a href="mailto:mjmelrose@aol.com">mjmelrose@aol.com</a>	<b>Committee Members</b>		
	Denny Gunn Harry Smelcer Dave Island	Paul Kondrick	
<b>ACTIVITIES</b>  Chair Terry Schott 636-273-6313 <a href="mailto:tschott@kelp.com">tschott@kelp.com</a>	<b>Committee Members</b>		
	Gail Schott Earl & Barb Lewis Marty Howard Leroy & Debbie Brune John Folluo	Brian Ray Bill Craft Jim Mutz Annette Morton Donna Bowers	
<b>CAR SHOW/TECH/LOT</b>  Chair Frank Chapman 618-523-4636 <a href="mailto:cchapman7328@att.net">cchapman7328@att.net</a>	<b>Committee Members</b>		
	Harry Timmerman Lucas Hedrick John Taylor Terry Schneider Pat Garvey Joe Mayweather Bill Hargrave	Tony Bezzole Rich Vie Mike McNeal Dan Jackson Jeff Bond Ken Boyer Larry Frederick	John Hunt John Lally Brian Lavac George Jeter Tom Fox
<b>VENDORS/SWAP MEET</b>  Chair Will Bowers 618-656-1899 <a href="mailto:wwbdsb@yahoo.com">wwbdsb@yahoo.com</a>	<b>Committee Members</b>		
	Cecil Morton Chris Simmons John Novelli Doug Wollgast Craig Glen	Jeff Heinie Jeff Homsher John Rolfes Roger Maczura	
<b>SPONSORS/SPEAKERS</b>  Chair John Johnson 573-581-8013 <a href="mailto:johnjohn@midamerica.net">johnjohn@midamerica.net</a>	<b>Committee Members</b>		
	Jon Havens Bob Blattel Dave Huesgen Jim Moran Jim Kiburz	Danny Schmidt Charley & Jeanne Simpson Carl Thoenen Scott Brandt Scott Hudler	

## Tech Article

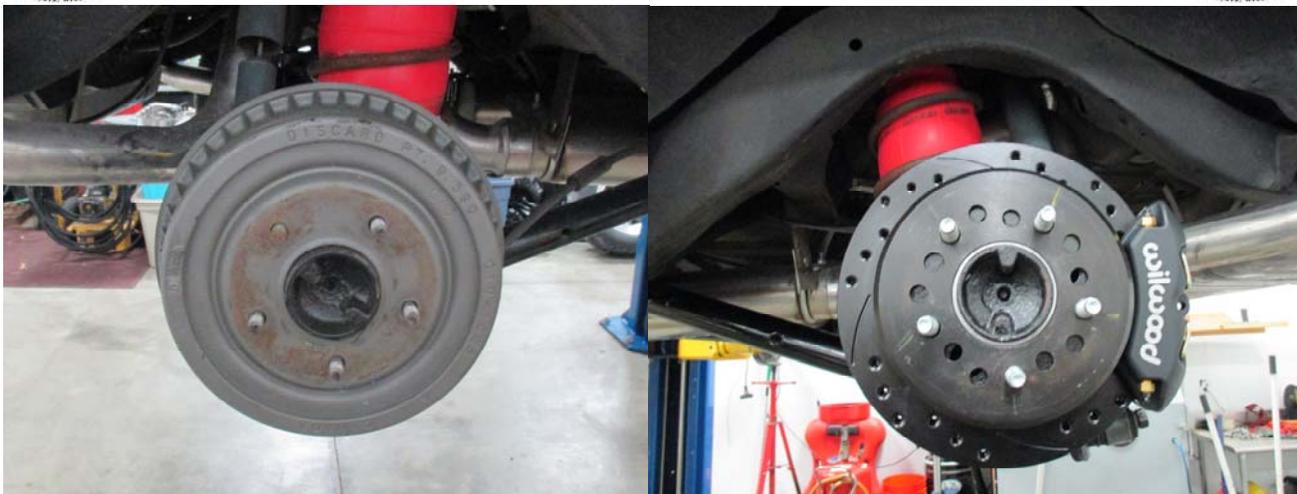
# Four Wheel Disc Brake Conversion By Tom Oxler

My 1966 GTO had conventional GM single piston disc brakes in the front and the original drum brakes in the rear. I did not have power brakes as the roller cam in my bored and stroked 461 did not have enough vacuum to run power brakes. Over the years, I did not notice just how much pressure I had to put onto the brake pedal to get the 66 stopped but I did notice I was leaving more and more room between me and other vehicles. While attending our last Drag Race Day at the I-57 Drag Strip a couple of years ago, I found that I could no longer hold the GTO in the burn out box with the 10 inch slicks. No matter how many times I pumped the pedal and how hard I pushed and then put on the line lock, the GTO would slowly walk out of the box once the slicks started turning. This made me wonder if I was getting enough braking pressure during regular driving and once again, began leaving more room between me and other cars. I was losing confidence in the GTO's ability to stop especially in an emergency situation.

Last year I began researching alternatives to the existing brakes and turned to the technical folks at Wilwood. I described what I had and told the tech the 461 made about 10 inches of vacuum at idle and about 14 inches at 2000 rpm. He said I would need at least 17 inches all of the time for the power brake boosters to work or I would have to install a vacuum pump. Not wanting the pump and asked him for another solution and he recommended the Wilwood 4 wheel 4 piston system with the Wilwood 15/16 inch master cylinder. He said this combination would feel like power brakes compared to the combination I currently had on the GTO.

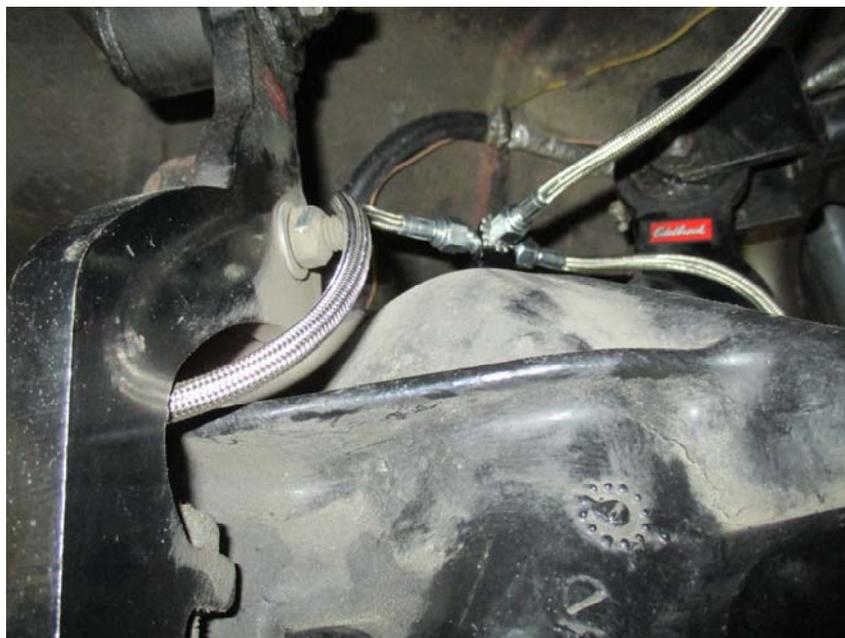
I toyed with the idea of doing the conversion myself but my days of working on my back laying on my garage floor are over so I began looking for someone to make the conversion for me. I checked with Omer Phelps from St. Louis Power Tuners who had held several of our Gateway GTO Club Dyno Days in the past and had helped me get the new 461 "tuned in" on his dyno several years ago. Omer has done several brake conversions on Cobras, Oldsmobile's and Pontiacs so right before Christmas, he ordered the parts and we scheduled the installation. Merry Christmas Mrs. GTO.





The Wilwood conversion is very well documented and the front set bolts directly to the existing spindle once the old calipers, disc, brackets and splash guard are removed. The new drilled and slotted 11 inch rotors look great along with the black powder coated calipers and fit with plenty of room in the 15 inch wheels. Wilwood supplies spacers necessary to get the rotor equally spaced between the caliper and the fronts went on very easy. The only problem was adapting the new brake lines to the existing bracket which had to be modified for the new braided lines.

The back brakes are also drilled and slotted rotors with black powder coated calipers that incorporate a small drum emergency brake in the “hat” of the rear rotors. We quickly found out that we had ordered the rear drum kit to fit a Pontiac/Olds rear end but mine is a Buick rear end without C clips so we had to reorder new backing plates. While waiting for the parts, we noticed a lot of end play in the axles and that one of the axle races was spinning in the housing. After installing new bearings and some shims to reduce the end play, the rear end was ready for disc brakes. The new backing plates fit perfectly and we had to shim the caliper just like the fronts to get the rotor centered between the pistons. Hooking up the rear brake lines presented a bigger problem as the line to the rear was larger than the lines to the front and was presenting adapter issues both at the rear brakes and at the master cylinder up front so we changed out the entire rear line. At the tee located on top of the pumpkin, we chose to run braided flex line all the way to each rear brake. It made a nice looking installation.





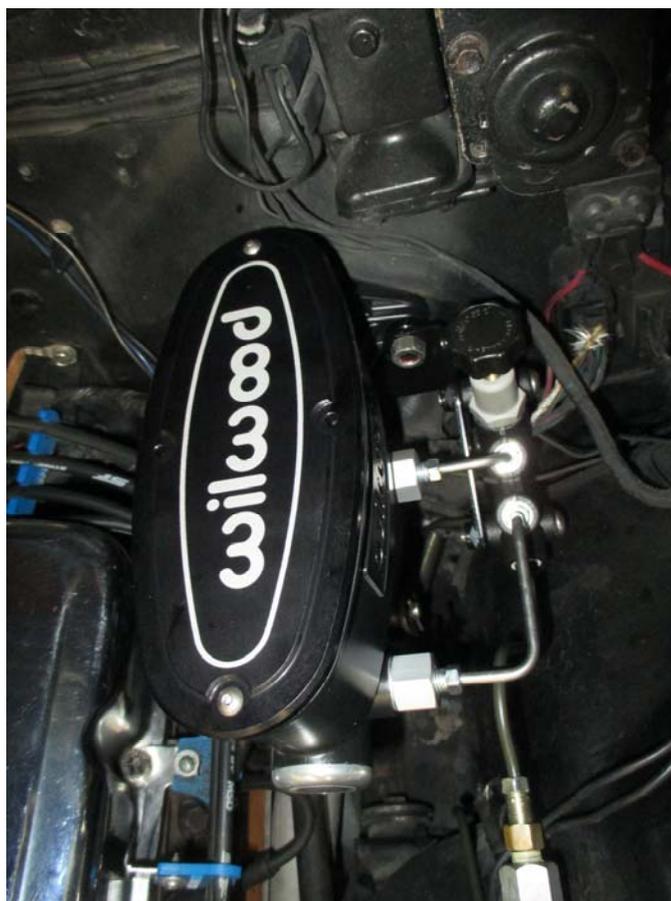
The next issue was to adapt the new parking brake to the existing parking pedal cable. We ordered Wilwood's universal parking brake kit which included cables from the emergency brake levers on each rear brake and a brass adapter to capture the two cables and combine them to the existing parking brake cable. This all went in under the GTO and looks great while working just like the old emergency brake did.

Our last issue was mounting the Wilwood master cylinder which went in very easy. The kit came with an adjustable proportioning valve and pre-bent lines making the install go very quick. We just had to bend up some lines to go into the front and rear outlets and start bleeding the system.

I found a warm day to take the GTO and "bed" the pads per Wilwood instructions and was also able to adjust the proportioning valve to get the correct bias from front to back. The old GTO stops just great and it takes very little pedal pressure.

Looking back on this endeavor, I am really glad I chose not to tackle this installation. There were so many issues with adapting the new Wilwood brakes to my existing situation that I am sure my GTO would have been on jack stands in my garage for at least 6 months as I worked through them. What would have been project stopping problems were just minor delays for Omer and his staff. Omer had most of the brake line parts on hand or was able to get them delivered within hours. I would highly

recommend using a professional to install a system like the Wilwood 4 wheel disc brakes and would highly recommend Omer at St. Louis Power Tuners.



# Gateway GTO Activities

## **Sex, Please, We're 60! Did I do that? by Saundra Melrose**

Do you think you're having a senior moment? Maybe, or maybe you are one of 24 members and guests of the Gateway GTO Club that ventured out March 15, 2014, for dinner and the theatre.

Joe & Bev Mayweather, Rich & Sue Vie, Richie Vie, and friends of the Vies, Barb & Earl Lewis, Tom & Terrie Oxler, Will & Donna Bowers, Frank & Cheryl Chapman, Marty Howard, Cecil & Annette Morton, Debbie & Kerry Friedman and friend, Joe, and Mark & Saundra Melrose had dinner at Castelli's Moonlight Restaurant in Alton, IL.

Castelli's began in 1937, three years after the repeal of prohibition. Like most Italian families, they had special recipes for soups and sauces. At that time, a large plate of spaghetti cost 50 cents and chicken, fries and salad cost 35 cents. Four generations later, this restaurant seats 325 guests and is known for their fried chicken. Their famous "Roman" salad dressing has brought Cecil Morton here many times for take-out fare.

Following a very nice and reasonably priced dinner, we set off for the Alton Little Theatre. It was established in 1933 and is the oldest continuous theatre in Illinois. The comedy, *Sex, Please, We're 60*, was a giggle fest for those of a certain age.





# Gateway GTO Activities



The play takes place at a prim and proper bed and breakfast inn. Guests at the inn consist of a southern belle, a novelist and a researcher. They meet “Bud the Stud”. Bud is always on the prowl for “chickies”. A mix up of male and female libido pills leaves Bud having a funny mix of hot flashes, mood swings and irritability.

Our own mascot, Gateway, the tiger, attended the show prepared with his own package of Viagra. He was last seen writing on the bathroom wall: I HAVE A GTO-FOR A GOOD TIME CALL...

The night out, before car cruising weather begins, was fun. We always seem to enjoy one another and our cars, so let’s plan for more good times in **2015!**





# Year Of The 5's



**Calling all owners of 1965 and 2005 GTO's!**

**This year, in celebration of:  
50th Anniversary of the 1965 GTO  
10th Anniversary of the 2005 GTO**

**The Hoodscoop will be featuring Car of the Month articles on the anniversary years**

**If you own one of these special cars, please get to work on your article(s) and get them to Chris Winslow**





# NEW AGE GTO CONCOURS PROJECT

The GTO Association of America has initiated a project to create a set of photo records on the 2004 to 2006 GTO in anticipation of a time in the future when these cars will participate in the annual GTO Association of America Concours car show.

Gateway GTO has been chosen as the chapter to assemble these photo documentaries.

The project requires six **BONE STOCK** new age GTO's - One manual transmission and one automatic transmission car from each model year.

#### Ground Rules for Eligible Cars:

- Car must be bone stock with NO aftermarket parts or modifications. The only exceptions are batteries and tires.
- Factory parts, such as the sports appearance package and 18 inch wheels, are allowed.
- All parts the car was originally supplied with, such as the spoiler, must be installed. (Exception: Parts removed to install other factory parts such as the sports appearance package or 18" wheels.)

Once the cars are identified, a photo session will be scheduled.

If your car meets the requirements of the ground rules and you are interested in participating, please contact Chris Winslow.

**This is your chance to make your GTO the standard  
against which all new age GTO's will be judged!**

**Still looking for a 2005 Automatic Car - All other slots have been filled**

## 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) \_\_\_\_\_
- Have GTO featured in a National Pub (40 Points) \_\_\_\_\_

### Total Points for Month

Submit completed form at GGTOA monthly meeting or to:  
 B. O'Sullivan  
 10637 St. Phillip Lane  
 St. Anne, MO 63074

To access form from GatewayGTO.com, click below  
<http://www.gatewaygto.org/clubpoints.html>

## 2015 GATEWAY GTO CALENDAR OF EVENTS

### March

- 5 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 7 - Pinball Wizard Night 7:30 - 10:30 PM at CP Pinball. 115 Sinclair Ave, South Roxanna IL 62087
- 14 - St. Patrick's Day Parade at Cottleville. Contact Earl Lewis or Kerry Friedman if you can help (CLUB SPONSORED)

### April

- 2 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 5 - Easter Car Show at Forrest Park - Classic GTO's on upper lot, New Age GTO's on lower lot

### May

- 7 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 9 - Heritage Car Show at St. Charles History Museum (CLUB SPONSORED)

### June

- 4 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)

### July

- 2 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 7-11 - GTOAA Convention in Columbus IN (CLUB SPONSORED)

### **Gateway GTO Classifieds**

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#### **For Sale**

1967 Pontiac 400 engine (complete less carb)

Casting date H167 Block code YA

6X Heads. Engine runs great and includes turbo 350 trans.

\$400 negotiable.

Contact Rich at 636-734-9340

## GATEWAY GTO 30<sup>th</sup> ANNIVERSARY TEE SHIRTS



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Gray;	S-XL \$14	2X-3X \$16
White;	S-XL \$13	2X-3X \$15

**Shirts are available for purchase at club functions or  
contact Kerry Friedman**



**GMC**

Sales: 888-672-2855

Service: 888-672-2856

Parts: 888-672-2855



Get Your Car Serviced  
While You're at Work!



# Gateway Buick GMC serving the St. Louis area

OVER 40 YEARS OF EXPERIENCE

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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:

\$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.

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## Advertising Guidelines

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

## 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 Thursday of the month at Sports Café 3579 Pennridge Dr, Bridgeton, MO 63044

Membership dues are \$35.00 per year and all renewals are required to be paid by December 31st. You are allowed to have one associate member.

## Club Sponsor



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

**The Gateway GTO Association  
is an official chapter of the  
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