



THE HOOD SCOOP

March 2015

GTO of the Month

By George Jeter

Gateway GTO
Association



I can remember during my pre-teenage years, going to the public library every month to read the latest edition of Hot Rod magazine (and it was not because of the Hooker Header advertisements). As a teenager, I was a five-minute bike ride away from Continental Can Alley in East Baltimore. It was a 1-mile stretch of blacktop sidelined with factories and warehouses, perfect for after hours street racing. This began my fascination with the muscle car. Just before my 18th birthday, I purchased my first car, a 1972 Plymouth Roadrunner. Consequently, before my 19th birthday, it was wrecked and being stripped for parts at the local salvage yard.

Fast forward a few years as my interest in fast sport bikes began to dwindle, I started looking towards the sports car/coupe for satisfaction. After much research and deliberation, my options were narrowed to three choices; C5 Corvette, 350Z, and the Pontiac GTO. I began attending many local car shows and discussing the pros and cons of each with many car enthusiasts. One of the deciding factors, which the other cars could not come close to, was the reclining bucket seats. Unfortunately, once I finally made up my mind, the GTO was no longer being produced and the dealerships were commanding a healthy premium. I was fortunate to find a low mile-

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THE HOOD SCOOP

GTO of the Month

age, well cared for 2005 GTO, which was located not too far away. It's been a love relationship ever since.

Shortly after the purchase, the modding began. First on the list was the Bassani catback, not obnoxious but a blast at WOT. Current modifications include: Kooks long tube headers with high flow cats, ported and polished throttle bottle, SLP underdrive pulley, Morel lifters, Texas Speed camshaft, Volant CAI, TSW Thruxton (18x8, 18x9.5), Billet Pro Short Shifter, Kirscher Splitter, Spoiler delete, HIDs, Spec 2 clutch and debadged in the rear.

As an avid spectator at many racing events, especially drag racing, it was a pleasure to participate in the club sponsored Ray Brunkhorst Drag Day. I was soundly beaten on nu-



merous occasions by the club president, but still left with a smile on my face. Thanks Mark. My son and I enjoyed this event immensely and has put me on a path to destruction since the Goat has seen quite a few time slips since.

On the downside, cam walk caused a broken stock lifter and a scoured camshaft.

The result was a ride through the Kentucky countryside without me and a total engine rebuild. In hindsight, a 408 stroker kit would have been nice.

Once the build was completed, it was time to head to the Tail of the Dragon and the Cherohala Skyway on the Tenn/North Carolina border. I managed 8 hours of continuous driving through the Smokey Mountains. In case you don't remember, the Dragon has 318 curves in 11 miles.



GTO of the Month

The roads in the area will take you through elevation changes from as low as 877 feet above sea level to a high of 5,390 feet above sea level. Pure excitement when there's no traffic around.

After a couple of attempts with the Spec 2 clutch, I am still experiencing some disengagement issues. There is a Street-slayer clutch assembly on order from Hendrix-Engineering. It should be installed before the weather breaks.

I enjoy being a part of the GTO family. It's a unique car, which you won't see on every corner or at every stoplight. It will defi-



nitely surprise the unsuspecting Charger or Mustang owner and is still a head turner. As mentioned earlier, the seats will recline if you are in need for that occasional nap. (Ask me how I know.)





Presidents Scoop

The Presidents Scoop

By Kerry Friedman

Happy St. Pat's Day 2015. We had a great day at the Annual Cottleville Parade, although it started out rainy and dragged on while the floats got going. We were able to squeeze 4 GTO's into the parade, and they had to be up there in the popularity poll of all the groups. We had such a good time, that we will be considering entering a Gateway GTO Float in next years parade.

I am always amazed, no matter where you are, at how many Guys, Uncles and Brothers, etc., had one (GTO) just like it. They must have built way more GTO's than PHS knows about. This Hobby we have is a strength that draws people from every walk of life into the Dedicated Passion that we all love. Of course there are always exceptions to the rule, but the People always have good things to say, and the actions really speak for themselves when you need a hand. This friendship goes beyond the GTO Groups, the Pontiac People, the Ford Folks, and the Chrysler Crew. Get together a bunch of cars, trucks, or anything on wheels that can carry at least one person and you have a Car Show, or call it a Cruise. Let's make this year's car season a great one and drive carefully, wear your seat belts, and keep the rubber on the road.

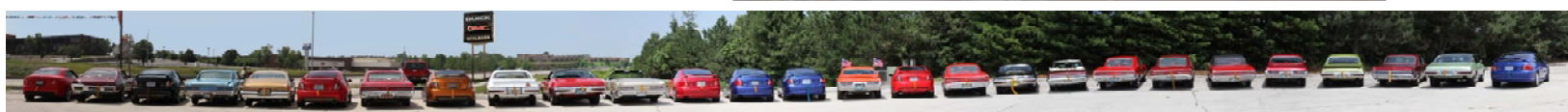
Registrations are going strong for this year's GTOAA Convention in Columbus, Indiana. You can get information in the Legend and the link to the Convention on the GTOAA website. If you have not been to a National GTO Convention before, this could be the one to start with. It's not too far from St. Louis, and looks to be a great time. The Gateway Chapter always has a good showing and there is always something to do. 200 + GTO's in one place. Awesome!

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

The New 30th 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. So if you have neglected to Git 'er Done, 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 April 2, at The Sport's Café, in Bridgeton. See you there.



GGTOA Minutes: 3/5/2015

7:06PM – Meeting start – Dan Kelly, a guest from Fords Unlimited invited us to join them at a fundraiser for the Backstoppers. The event is Rascals Night at T.R. Hughes Field. Participants will be allowed to drive their cars around the warning track before the game. Tickets will be \$8 for club members. The game will be held on May 16th at 7:00. Meet at 6:00 if you plan on taking your car on the field.

7:12 – Gateway Buick Update – We've received a \$500 sponsorship check from Gateway. The plan for this year is for us to help run a car show later in the season. No cruise nights.

7:14 – Membership renewals are now overdue. A few members still need to send them in.

7:15 – Upcoming events – Working on cruises and events. Please notify an officer if you have any ideas. We also need speakers/guests for meetings.

7:17 – The 50 year GTO books have arrived. 30th anniversary shirts are still available.

7:18 – We Need more club interaction on Facebook.

7:20 – Earl Lewis talked about the Cottleville St. Patricks day parade. He suggested that next year the Gateway GTO Association should have a float in the parade. Tom Oxler asked if he could research and purchase some magnetic signs that could be used on cars in a parade. Kerry approved it.

7:23 – Sunday April 5th is the Easter Show in Forest Park. Club is not planning on going due to the parking lot being redone.

Saturday April 11th, Corvair Club Spring Rally. 10:00AM drivers meeting. \$20 non-refundable.

May 9th, GTO display at St. Charles Heritage Museum. 11-2, free food. CSE

Saturday May 16th, DYNO day at Omer Phelps' 9AM-1PM. Rain date May 23rd. STL Tuners LLC. 3950 E Dietrich Lane, Foristell MO 63348. CSE

July 7th-11th, GTOAA Nationals in Columbus Indiana. Sign up online. Call Clarion Hotel direct for reservations. CSE

Saturday August 15th, Veterans Car show, 11:00-3:00 Purina Farms. CSE

August 30th, Annual Gateway GTO picnic at Vago Park. CSE

September 19th-20th, GTOAA Regional, Pontiac Illinois. Pontiac museum fund raiser. CSE

September 13th, Wheels in Motion car show

October, Lebanon MO Route 66 cruise. Overnight at Munger Moss Hotel. CSE

7:35 – Steve Hedrick talked about the April Fools swap meet, and the Model T swap meet on May 3rd. Pontiac US Nationals in Bowling Green Kentucky. June 12th-13th for the car show. Steve is thinking about putting together a Corvette plant tour. July 30th-31st-August 1st for Norwalk Pontiac Nationals.

7:41 – Chris Simmons commented on an article about Arnie Beswick. He also found some stainless steel headers that should fit 64-72 GTOs on ebay for \$300. Contact him if you would like to test fit them.

7:45 – GTO Tiger Packing for trip to Mexico

7:47 – We discussed getting a block of parking spaces set aside for us during our monthly meetings.

7:48 – Motion to adjourn by Tom Oxler, seconded by Marty Howard.

50/50 of \$46 won by Mary McCarthy



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.

REGISTRATION Chair Chris Winslow 636-939-2770 chriswinslow@charter.net	Committee Members		
	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	
HOTEL Chair Mark Melrose 314-968-3106 mjmelrose@aol.com	Committee Members		
	Denny Gunn Harry Smelcer Dave Island	Paul Kondrick	
ACTIVITIES Chair Terry Schott 636-273-6313 tschott@kelp.com	Committee Members		
	Gail Schott Earl & Barb Lewis Marty Howard Leroy & Debbie Brune John Folluo	Brian Ray Bill Craft Jim Mutz Annette Morton Donna Bowers	
CAR SHOW/TECH/LOT Chair Frank Chapman 618-523-4636 cchapman7328@att.net	Committee Members		
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VENDORS/SWAP MEET Chair Will Bowers 618-656-1899 wwbdsb@yahoo.com	Committee Members		
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SPONSORS/SPEAKERS Chair John Johnson 573-581-8013 johnjohn@midamerica.net	Committee Members		
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Coolant Change On a 2004 GTO By Chris Winslow

With spring driving season nearly upon us, I decided it was time to get the GTO ready for the car show season. The first thing on my list was an antifreeze change. As many of you probably already know, the 2004 GTO was not exactly designed for easy maintenance in terms of the cooling system. This is because the radiator on these cars have neither a drain plug or a cap.

To do this job you will need the following:

1. Large drain pan
2. Funnel
3. Screwdriver
4. Hose Clamp Pliers (definitely easier) or regular pliers if you don't have those
5. A few feet of 5/16 ID clear tubing. (Not required but helpful)
6. A jack.
7. An assistant (Needed to assist with the refill).
8. 2+ gallons of premixed DexCool or 1+ gallon of full strength DexCool.

Before starting, I decided to do was consult the factory service manual to see what the factory recommended drain procedure was. The instructions in the manual were fairly simple:

Draining

1. Park the vehicle on a level surface
2. Remove the coolant pressure cap.
3. Place a drain pan under the lower radiator hose.
4. Remove the lower radiator hose.
5. Drain the cooling system.

Before starting, I decided to take a few steps to keep things clean. I started by installing the seat cover that Justice Pete had given me at the 2007 nationals on the driver's seat so that I would not need to worry about getting the seat dirty when I was climbing in and out. I also put a large towel over the front fascia to protect it. In addition, I removed the trim piece that is over the radiator. This last step is definitely not necessary, but it made it a lot easier to get photos of some of the work.

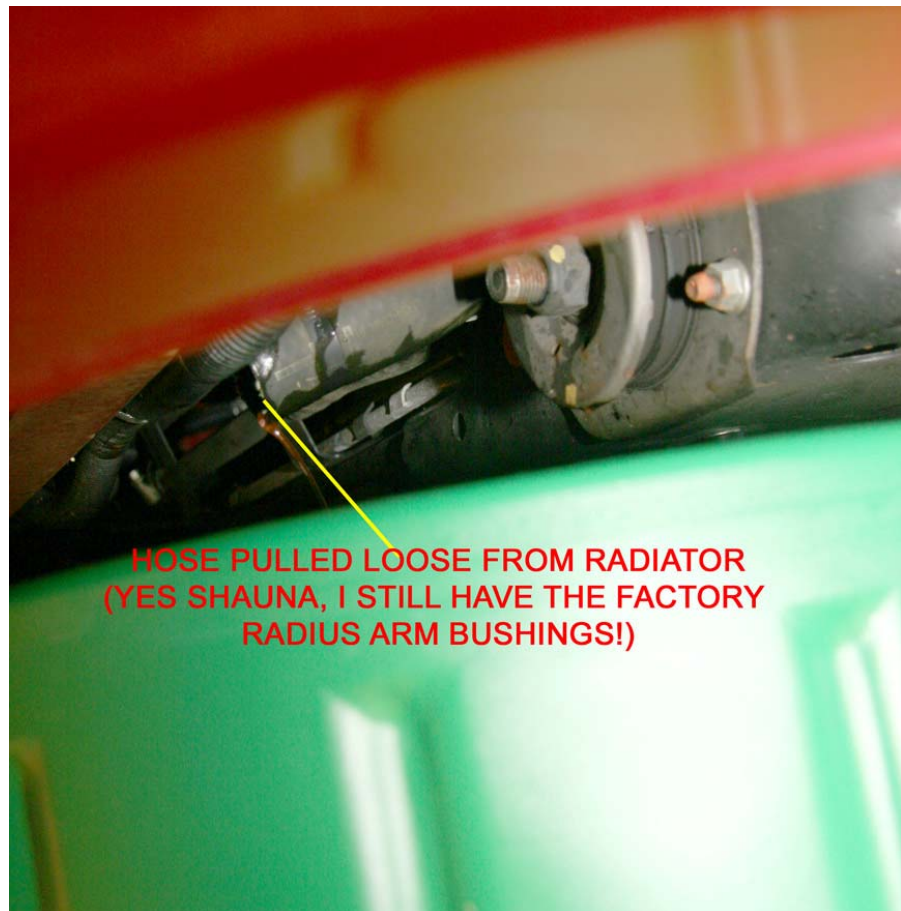




The next step was to get the lower radiator hose loose without making a huge mess of the garage. On my car, that lower hose is secured to the radiator with a screw style hose clamp. I slid under the car with a screw driver to loosen it. That is when I hit my first problem. The car sits so low to the ground that although I could get my head underneath, the hose clamp was too close for me to see it. (Something I am sure the

more “Seasoned” members of the club will relate to!). In order to get the hose clamp far enough away that I could see it, I ended up jacking up the front end a bit. After the clamp was loose, the rest of the process was really just finessing the hose off very slowly so that I could control the rate that it drained. Once the hose was off and draining, I lowered the car back down. Once the flow had slowed, I removed the pressure cap from the overflow tank. (I know this is out of order, but it made more sense to me to keep some vacuum on the system until I had the draining under control).

It took about 15 minutes for the car to fully drain. I examined the coolant and it looked very clean. I then used a mirror and flashlight in the lower radiator outlet to get a peek and the radiator core. It also looked spotless. With those inspections out of



the way, I reinstalled the lower radiator hose making sure to get the clamp back in exactly the same spot.

With the cooling system drained, it was now time to refill. The procedure in the manual was a little more involved than the draining procedure:

1. Slowly fill the cooling system through the upper radiator hose with a 50/50 coolant mixture until the coolant comes out the coolant air bleed hose.
2. Fill the radiator with coolant through the surge tank opening up to the full line.
3. Install the coolant pressure cap.
4. Start the engine.
5. Run the engine at 2000 rpm until the engine reaches normal operating temperature.
6. Allow the engine to idle for 3 minutes.
7. Shut off engine.
8. Allow Engine to cool.
9. Top off as necessary.

Right off the bat I had a problem with step one. What was the coolant bleed air hose? There was no picture or description in this section of the manual. After checking the index I found that the coolant air bleed hose was the hose connected to the small pipe that connects the left and right heads together underneath the throttle body. This pipe had a small hose that went from about the center of the pipe up to the coolant inlet to the throttle body. The idea of disconnecting this hose and letting coolant run down the front of the engine did not appeal to me at all, so I came up with plan B.





Tech Article



Plan B was to disconnect the hose from the coolant outlet of the throttle body and connect a 3 foot piece of clear tubing to the outlet. I ran the tubing down the front of the car and placed the end in the drain pan. This would allow me to see the coolant exiting the throttle body without allowing it to run all over the engine.

With the bleed hose in place, I was ready to refill. On my car, the upper radiator hose is connected to the radiator with a spring type hose clamp. Using the hose clamp pliers, I moved the clamp out of the way and removed the upper radiator hose from the radiator.

In order to fill the engine through the upper radiator hose I needed an assistant to hold a funnel in the end of the hose so that I could put a coolant in without spilling it all over the engine. Fortunately, one of my neighbors stopped had stopped by to supervise. (Pretty much all I have to do is open the garage door. He is usually there and letting me know what I am doing wrong within less than ten minutes.) With my neighbor holding the funnel, I began pouring coolant into the engine while watching the clear tubing. Once coolant emerged at the clear tubing, we stopped and installed the upper radiator hose back on the radiator. Then, after placing a rag under the clear tubing, I removed it and re-installed the hose on the throttle body outlet.

With everything buttoned up, I filled the surge tank to the full line. What I found here was that patience was the name of the game. As the tank was filled, more air would work its way up, dropping the level. I also found that squeezing the upper radiator hose several times helped pump out some of the air in the system. After a few minutes, the level was stable. I installed the cap and made one last check to make sure everything was tight and all the rags were clear.

I started the engine and turned the heater on to make sure that the heater core was filled. What I did not do was rev the engine to 2000 RPMs until it warmed up. I did not think that was really necessary. Instead, every few minutes, I tweaked the throttle a few times from under the hood. After about 10 minutes, the Thermostat was open and the hose connected to the thermostat housing was hot. I shut it down and let it cool for a few hours. After I cooled down, I re-topped the fluid level in the surge tank.

All told it took a little over an hour to do the job start to finish.



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

April

- 2 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 5 - Easter Car Show at Forrest Park - Gateway GTO is not officially participating this year due to parking lot construction.
- 11 - Show-Me Corvair Club Spring Rally– Start at 1001 Crossroads Plaza, High Ridge MO. See website for flyer
- 18 - Mustang Club Poker Run - Meet at JJ's on Veterans Parkway in O'Fallon, MO. See website for more information

May

- 7 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 9 - Heritage Car Show at St. Charles History Museum (CLUB SPONSORED)
- 16 - Dyno Day at Omer Phelps', 3950 E. Dietrich Lane, Forrester MO (CLUB SPONSORED)
- 16 - Fords Unlimited night at River City Rascals. See website for more information
- 25 - 24th Annual Cobblestone Nationals at Fast Lane Classic Cars

June

- 4 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 12 - Federal Mogul Motorsports Tech Academy Car and Bike Show. See website for more information

July

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

Gateway GTO Classifieds

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 30th ANNIVERSARY TEE SHIRTS



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**



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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.

\$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.

\$25 – Business Card (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.

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
GTO Association of America
www.gtoaa.org**

**Visit us at
www.gatewaygto.org or
www.gatewaygto.com**

44 Marcus Drive
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