



# THE HOOD SCOOP

January 2017

## “New Gen GTO” for an “Old School” GTO Guy

By Terry Schott

Gateway GTO  
Association



I was really surprised when I heard that GM was bringing out a new GTO. In the summer of 2003, POCI had their convention in Collinsville, IL. I took my dad there to hear a speaker they had talking about the new GTO's. They talked about the new development, that it was being built by GM Subsidiary, Holden, in Australia and shipped to the U.S. It caught my interest.

In February of 2004, the new GTO's started showing up at some of the dealers. I was a little disappointed because they did not have any hood scoops. And the exhaust was all on *one side* of the car. The car did not really have the retro look that I thought it would have. At our May 2004 Gateway GTO meeting, Mark Fry, from Behlmann, drove in a 2004 silver GTO with an automatic. Needless to say, after the meeting we were all standing in line to get to drive it. After I got in the car my thoughts changed a little. The car handled well and the performance was impressive. The only thing I didn't like was the MSRP. New generation GTO would have to wait!

Fast forward to 2015. I started looking online at '05's and '06's. They had my hood scoops and put my exhaust in the right spots. The fact that they increased the horsepower to 400 was an added bonus.

As I looked at cars online, Gail started discussing that she did not

### INSIDE THIS ISSUE:

GTO of the Month	1
The Presidents Scoop	5
Convention Corner	8
Tech Article	9
Calendar	17
GTO Marketplace	18
GGTOA Info Page	22



THE HOOD SCOOP



## GTO of the Month



want another red car if we got one. She really liked the “Yellow Jacket”. So I started looking for them and came to realize that they did not make them after 2005. I found a few, but Gail didn’t seem too thrilled with any of them. (I don’t think she really thought I was serious about buying one.) Since none of my yellow ones suited her I started looking at other colors. In December I came across a car that really caught my eye. The pictures looked good so I contacted the owner. The owner volunteered to make a video and email it to me. Once I watched it...I knew I was in trouble. I quietly forwarded it to Gail and waited for the hurricane to hit. (Did I mention the car was **RED**!?)

After watching the video, Gail told me, “You’re going to buy this car aren’t you?!” We decided the car was too good not to check out. Besides the fact that the car was red, to make matters worse it was located in Port St. Lucie, FL. We were getting pretty close to Christmas, so a trip wasn’t going to happen that quickly. I contacted the owner and told him that I was interested in the car, but I had to see the car before making any decisions. He agreed to wait till after the holidays and then we’d fly down to check it out.

On January 12, 2016 we flew to West Palm Beach, Florida. The owner met us at the airport holding a sign for “Schott’s”, and drove us 50 miles to his home in a Prius with over 100,000 miles on it. We didn’t know that a Prius could run 85 MPH, but this one did!

When we got there the car looked GOOD. It’s a 2006, Torrid Red GTO, with red leather interior. It’s a 6-speed manual transmission, with only 13,600 miles on the odometer, and chrome plated aluminum wheels.

The car was originally sold in Torrance, CA, to Kern Osterstock. Kern Osterstock ran a company with his partner, Craig Hendrickson, called H-O Racing Specialties. This was an enterprise dedicated to Pontiac performance. Their company started early in 1973 and lasted till about 1981. They were both serious Pontiac racers from the West Coast. They designed and sold Pontiac performance parts when few things were available. I had purchased camshafts and other parts from H-O, so I was very familiar with their company. Per paperwork that was included with the car, Kern bought a rip shifter to replace the stock shifter right after he purchased the car. He also exchanged the aluminum wheels for 4 chrome plated wheels and put in a skip shift eliminator kit. He had also removed the rear spoiler.

In January of 2012, he sold the car with 7900 miles on it to the second owner in Lake Forest, CA. The second owner put in a front sway bar bushing kit, front radius rod bushing kit, and a Kooks muffler delete, eliminating the last mufflers in the system. He also put in 350mm rear springs and a BMR lightweight skid plate. In April of 2012, he sold the car with 10,000 miles on it, to the third owner in Garderville, Nevada.

The third owner drove the car very little. He decided he didn’t like the cold so he and his wife chose to move to Florida. Rather than drive the car all the way there, he had it shipped in an enclosed trailer to Port St. Lucie. He also had a black 2006 automatic GTO that his wife drove. In addition to the GTO’s, he had a Cobra kit car that he had been working on in Nevada. He decided to sell the black GTO to get his wife a new car. The red GTO was only driven on dry days and from 2012 to 2015 he put a mere 3600 miles on the car. He decided that in order to finish the Cobra that he would have to sell the red GTO as well.

After looking the car over on top, I put on coveralls and inspected the bottom of the car as much as you can. On the test drive, I almost got a ticket. I ran it through a couple gears and



was reminded that 70 MPH was not too good in a 45 MPH zone! I no more than got slowed down and there sat the police in the median. The test drive had to be continued on the interstate. The car proved to drive and handle as good as it looked. After a little negotiating we came to an agreement.

I had considered driving the car home..., but in January? Because of the possibility of slick roads between Florida and St. Louis, driving it was not going to be an option. I asked him if I could leave the car in his garage for a couple months. He really wanted to get it sold and out of his garage, so that wasn't an option. From previous experience hauling cars in my trailer, I have a feel for the costs involved with transporting them. I figured the numbers for the cost to get the car home with me hauling it and then got pricing for having it hauled. To my surprise, they could haul it a little cheaper than I could. They haul 6-7 cars at one time, so it makes sense.

Before leaving on the trip, I did some checking on auto transport companies. I called up Hagerty Insurance and asked them for suggestions. They suggested Reliable Carriers, Horseless Carriage Carriers, Intercity Lines, and Passport Transport. After requesting quotes, only Reliable and Passport would quote me. I called both of them after getting quotes, and I just had a better feeling about Passport. The fact that they are a local company in Lebanon, Missouri was an added bonus. After I purchased the car, I called them and told them to put me on the list. We had previously put the paperwork in place. Since they make several stops along the way picking up additional cars it can take about a week to get your car. The owner agreed to keep the car in his garage until they picked it up. We flew back the next morning and then we waited. On January 29 I got a call from the owner saying that they were going to pick it up the next day. Passport Transport called me as well and gave me a tracking number. With their GPS tracking system, we could go online and track it all the way home. On Google maps, I could actually see the truck sitting at the truck stop at the end of the day. Three days later, I got a call from Curtis, the driver, telling me that he'd be here by noon the next day. On February 3, he arrived around noon and unloaded it in a lot right across from our house. I was very impressed with their whole operation. They







hailed it for their contracted price with no additional fees and the driver was very attentive to the car. I would use them again if I needed to move one, and highly recommend them.



Since we've had it, the car has made a trip to Bonne Terre dragstrip, Wheels in Motion Car Show, several club meetings and Springfield, Illinois. The car is a lot of fun to drive and gets twice the gas mileage of the '67. It may not get quite as many "thumbs-up" while driving down the road as the '67, but its sure fun to drive. I think everyone should have one of each!

# Presidents Scoop

## The Presidents Scoop

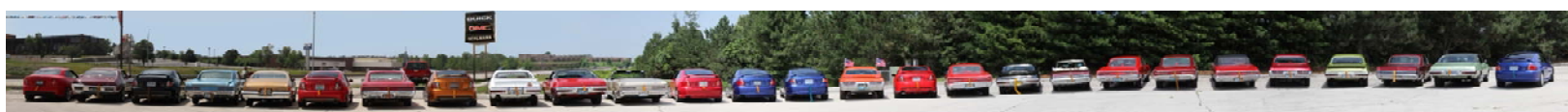
By Kerry Friedman

January of 2017 is almost over, and we have been graced with relatively good weather as compared to years past. “Global Warming”, or just plain luck. It’s good for me. Let’s keep our fingers crossed for a mild rest of the winter.

2017 and we have a new President to “Make America Great”. Some of you may be very upset with the results of the last election. That is your legal and personal right. Peaceful protesting and stating your opinion is also okay. But when you start to step on other people’s rights or views and start destroying property that makes no sense and doesn’t solve anything. Look what happened in Ferguson, so much damage and carnage to people who were trying to sustain the neighborhood, add jobs to the market, and supply needed merchandise.

Since there are always instances where we can’t get things our way, we should compromise and make the best of it. This happens everywhere. Take our Club for instance, we may decide to have a certain event that some people have voted against, but when the majority rules, the Nays pull up their boot straps, get involved and even enjoy it. So, whether you voted for Hillary or you didn’t vote at all, because you didn’t like either candidate, this whole country needs to give our new President a chance to succeed. We can all win! Starting something off with a pessimistic attitude is a recipe to fail.

I do not agree with everything Mr. Trump does but I will stand behind him for now. And if he listens to his constituents, and especially to his own advisors, America will become Great Again. That’s not to say that it is bad, but there are very many things that need fixing or







## Presidents Scoop



changed. Several on my personal list; get manufacturing jobs back to America, fix the skyrocketing medical and health insurance costs, and do something about the crime and drug problems that we have, not only in America, but all over the world.

The GTOAA 2017 Convention is now only 5 months away. Things are going very well, speakers and entertainment are booked. Activities and schedules are planned. Convention registration and room reservations are going well. People are signing up for Concourse to insure an indoor parking space. One of the few major areas will still need is our Workers to help run the Convention. Although the Convention events start on Tuesday, some of us will get there on Sunday to get an early start Monday morning, laying out parking lot, vendor spaces, and the concours area. Tent, snack room, club store, meeting rooms, speaker room, all need to be setup or organized. Our worker schedule varies from 20 to 45 people during any given day from Monday to Sunday. This is also based on the daily activities that need our presence and support.

We will be furnishing, at no cost, an orange workers tee shirt for each day you work. Please send your shirt size and days you can work to Chris Winslow, [chriswinslow@charter.net](mailto:chriswinslow@charter.net), or myself [kerry63021@yahoo.com](mailto:kerry63021@yahoo.com). If your spouse or associate is also willing and available, send that information as well.

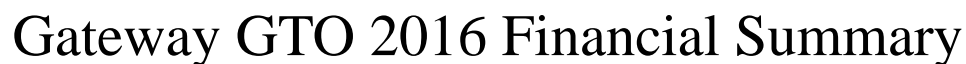
Don't forget that Reservations for the Hotel and Convention can be done on-line, from links on [www.gatewaygto.org](http://www.gatewaygto.org). Calling the Hotel may be easier. Cal 217-529-7777 for the Crowne Plaza, or 217-529-7771 for the Holiday Inn Express, and don't forget to mention GTOAA Convention room block.

**Again:** 2016 has been a growing year for both GTOAA and Gateway GTO. We now have 85 Members on the Roster. We are an All GTOAA Member Chapter. So, when you pay your \$35 annual fee, that includes the GTOAA Membership and the Gateway Membership. Please send in your application/renewal form, (on-line or in this newsletter) and dues to Will Bowers. Dues are due NOW. If you are paying before your expiration date, your membership will extend to the current date. If you do delay to pay, make sure you send it in to Will the month before it expires, so there is no lapse in membership. Email notes will be sent out as reminders during the year.

The next 2017 GTOAA Convention planning meeting is at 7:00PM on Wednesday, February 22nd at The Sport's Café. Usual dinner at 6:00 if you want.

The first Regular Business, Meeting of Gateway GTO will be on February 2, 2017 at The Sport's Café, and of course, dinner at 6:00. We would like to schedule Guest Speakers at our meeting to inform us of anything pertaining to life, family or even cars. If you know an "expert" or at least someone you trust on a topic, let's try to put a schedule together for the meetings this year. Also, any ideas for Tours or Cruises would gratefully accepted. Don't forget, if you suggest it, you will most likely be appointed to run it.





GATEWAY GTO ASSOCIATION						
INCOME AND EXPENSE SUMMARY AS OF 12/31/16						
CHECKING ACCOUNT BALANCE 12/31/15			\$15,580.05			
INCOME						
DUES TO GTOAA		2,135.00				
50/50		365.00				
CHRISTMAS PARTY		625.00				
SPONSORSHIPS/ADVERTISING		100.00				
REGIONAL MEET		7,729.00				
TRIVA		240.00				
GGTO GEAR		191.00				
EASTER SHOW		280.00				
2017 NATIONALS		6,025.00	(INCLUDES \$5,000 ADVANCE FROM GTOAA)			
ADJ.		15.00				
TOTAL INCOME			17,705.00			
EXPENSES						
PIZZA PARTY		534.77				
NATIONALS 2017 ADVANCE EXPENSES		7,513.33	(TOTAL ADV. EXPENSE INCLUDING PREVIOUS YEARS \$11,133.00)			
TRIVA		400.00				
CHRISTMAS PARTY		1,758.14				
PICNIC		266.65				
DUES TO GTOAA		2,450.00				
PRINTING, SIGNS, STICKERS		40.57				
EASTER SHOW		210.00				
REGIONAL MEET		7,730.68				
WHEELS IN MOTION		222.48				
POKER RUN		195.00				
MSC. EXPENSES		369.00				
TOTAL EXPENSES		21,690.62	-21,690.62			
CHECKING ACCOUNT BALANCE 12/31/16			\$11,594.43			



## Convention Corner



2017 has arrived! As we prepare to host the GTOAA convention, Tom Oxler has put together set of committee assignments. There have been some recent updates as we get closer to the event. Please review the list. If you would prefer to be moved to another activity, please let Kerry Friedman or Tom Oxler 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 Brian & Amy O'Sullivan Paula Winslow Jim & Mary McCarthy Mary Ann Ray	Darrell & Tootie May Andrew O'Sullivan Mike & Maggie Wilson Bev Mayweather Barb Lewis Annette Morton	Debbie Brune Cheryl Chapman Mary Ann Ray Anita Jackson Debbie Bond
<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 Debie Friedman	Bev Mayweather Sue Vie Paul Kondrick Carolyn (Bezzoli)	Tootie May
<b>ACTIVITIES</b>  Chair Terry Schott 636-273-6313 <a href="mailto:tschott@kelpe.com">tschott@kelpe.com</a>	<b>Committee Members</b>		
	Gail Schott Earl & Barb Lewis Marty Howard Leroy & Debbie Brune John Folluo	Brian Ray Bill Craft Jim Mutz 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 of the Month

## Hydro-Boost Hydraulic Brake Booster Installation

By  
**Jim McCarthy**

As I had reported previously I have been preparing my 66 GTO for cruising for my retirement. I had upgraded the front disc brakes and master cylinder to Wilwood products. At the same time I had removed the power brake booster and an electric vacuum pump. The reason for removing the vacuum pump is that in a 9-month period I had experienced two failures with the switch on the system. You have no warning when it fails and having been surprised twice when I applied the brakes was enough. With the manual braking system, although more difficult to apply the brakes the pedal feel is consistent.

In doing research on braking options I came across something which was new to me 'hydro boost systems'. So would this be better than the vacuum booster with a vacuum pump? Vacuum boosters are a key component to "power brake" systems in most of our GTOs. This system relies on vacuum produced by the engine to provide more pedal power. A vacuum booster only brings your braking pressure to stock levels which is between 700 to 1000 pounds, thus making your vehicle stop faster and easier than manual brakes. However, if you modify your GTO engine with non-stock camshafts, the engine vacuum is often reduced, thus diminishing the effectiveness of the braking system.

The hydro-boost systems have been around since the 70's. General Motors began providing hydro-boost systems as a standard feature in multiple vehicles, pickup trucks, vans and Suburbans in the mid to late 1990's. Instead of using vacuum produced by your engine this system uses hydraulic power derived from your power steering pump. With the hydro-boost you increase your stopping force to somewhere between 1,800 to 2,000 pounds. This represents a significant increase over the vacuum boost power braking system.

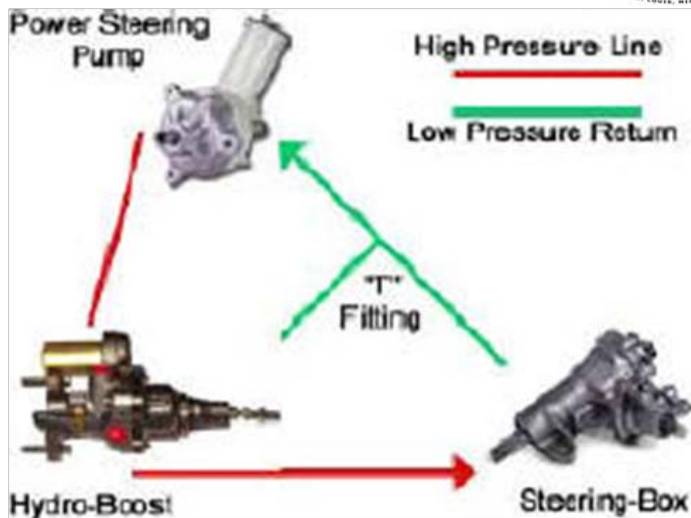
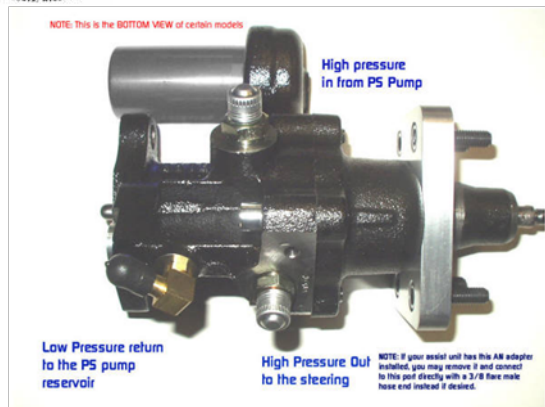
Not only do you increase your braking force the hydro-boost is more reliable. If a vacuum hose to your booster cracks, you are back to manual brakes. If you develop a leak in a power steering fluid line you do not lose your braking at the worst you will have to add power steering fluid to your reservoir until you replace the hose.

A hydraulic hose is more expensive than the vacuum hose but the possibility of it leaking is very rare and the extra braking power is worth it.

I researched systems that could be installed in my GTO. I determined that a system from HydraTech Braking Systems out of Lebanon, Tennessee would meet my needs. The system is comprised of a Brake Assist Unit and high quality hoses and fittings.

Since this system depends on the power steering system to operate, I also purchased a new power steering pump for the GTO. The one currently in the car is at least 24 years-old. Although I have rebuilt it once, I felt that since a power steering pump is a key component to the braking system, it is time to replace it. I purchased a CVF Racing Saginaw P Series Power Steering Pump.





In researching the installation of these hydro assist braking systems there are two challenges, the first is the bleeding of the power steering system. For people not familiar with hydraulic boost systems this may be their first time. The second challenge is lining up and adjusting the brake pedal.

Now who could install such a system. I did not have to look too far. I met with Darin & Jason Orf the owners of Sigmund Auto Repair in O'Fallon, MO. They have had considerable experience with Hydraulic Boost Braking systems. They have repaired and replaced systems which are installed on various Mustangs and General Motors Vans & Trucks. The team at Sigmund Auto Repair is very familiar. Bleeding such a system is not an issue, in fact have a special vacuum device to effectively bleed the power steering systems.

The actual installation of the HydraTech system was performed by Jason and it went very smoothly. His only recommendation to HydraTech would be to consider providing a braided hose for the return line, as this would dress up the system.



**Jason and Darin Orf**

The challenging aspect of my installation was not the HydraTech system but the new Power Steering Pump. The brackets holding the current Power Steering Pump did not work. A new bracket from CVF Racing had to be ordered. With the new bracket a number of relatively minor issues were encountered. The bolts holding the tensioning rods from the bracket kit required a bit of grinding on the water pump to enable them to sit right. Once the bracket was installed and the alternator and the power steering pump were in place, new belts were required. With the new bracket the old belts did not fit right.

Prior to starting the car and testing, the brake system and the power steering systems

were bled. Both these processes went without issues.



## Photos Before Installation

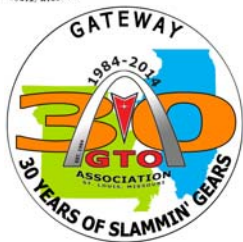
However when the engine was started, the alternator fan hung on the new bracket. This required a little more grinding, this time on the new bracket. Once that was complete, the engine was started and it was ready for a test drive.



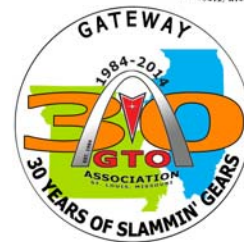
## Photos After Installation

I am happy to report that the system is terrific. The brakes are now very responsive and behave in a manner that makes me confident that I can effectively stop the car in any condition/situation.





## Year Of The 7's



**Calling all owners of 1967 GTO's!**

**This year, in celebration of:  
50th Anniversary of the 1967 GTO**

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

**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



# Classic Car

# TRIVIA

Night

**FRIDAY**

**2 . 24 . 17**

**7:00PM - 11:00PM**

**MOOLAH SHRINE  
12545 FEE FEE RD.  
ST. LOUIS, MO 63146**

**\$160.00 PER TABLE  
FOR 8 PLAYERS**

**(TEAMS MUST PAY ALTOGETHER,  
NOT INDIVIDUALLY. PARTICIPANTS  
MUST BE 21 YEARS OR OLDER.)**

## **CASH BAR AVAILABLE**

**SORRY, NO OUTSIDE BEVERAGES  
ALLOWED. BAR/ROOM BENEFITS  
SHRINER'S HOSPITAL  
TRANSPORTATION FUND FOR  
CHILDREN'S MEDICAL CARE.**

**TEAMS ENCOURAGED TO  
BRING TABLE SNACKS**

**CAR CLUB TABLES GIVEN  
PRIORITY**

**RESERVE YOUR TABLE  
BY FEB. 13, 2017!**

### **Questions?**

**Shannon • (314) 825-2980  
olsonrsa@gmail.com**

**Or**

**Kevin • (314) 258-0574  
stlwc1@yahoo.com**

### **PAYMENT DUE AT THE TIME OF TABLE RESERVATION.**

**Make checks payable to SSR CCCA & mail to:  
SSR CCCA**

**350 Afshari Drive Florissant, MO 63034  
Please include Club/Team/Table Name, Phone  
Number & Email Address**

**TEST YOUR  
KNOWLEDGE  
AGAINST OTHER  
AUTO  
ENTHUSIASTS**

**•  
AUTOMOBILE  
TRIVIA, POP  
CULTURE &  
MORE!**

**8 ROUNDS OF  
QUESTIONS**

**•  
50/50, RAFFLES &  
SILENT AUCTIONS**

**•  
PRIZE FOR  
WINNING TEAM**



***Sponsored by the Spirit Region of the Classic Car Club of America***

**A portion of the night's proceeds benefit the Wheels In Motion National  
Children's Cancer Society Fund.**



**THE HOOD SCOOP**



# GATEWAY GTO ASSOCIATION

## Membership/**Renewal** Form

(Please print clearly)

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Associate Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Home Phone: ( ) \_\_\_\_\_ Cell Phone: ( ) \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Occupation: \_\_\_\_\_

Year & Body Style of Car(s) **ALL PONTIACS:**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Auto related interests, hobbies or talents:

\_\_\_\_\_

\_\_\_\_\_

**GTO Association of America membership number:** \_\_\_\_\_

**GTO Association of America membership renewal date:** \_\_\_\_\_

(found on address label of *Legend*)

### **PLEASE FILL IN ALL FIELDS**

**And mail with check to:**

Will Bowers, Treasurer  
Gateway GTO Association  
1 Goshen Woods Lane  
Edwardsville, IL 62025

Membership dues are \$35.00 per year, which includes you and one associate member (spouse, girlfriend, etc.) and your GTOAA yearly membership.

## 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>

## 2017 GATEWAY GTO CALENDAR OF EVENTS

### January

- 15 - Pizza Party at Pirrone's Pizza, 1775 Washington Street, Florissant MO 63033 1-4 (CLUB SPONSORED)
- 23 - Convention Planning Meeting 7PM at Sports Cafe

### February

- 2 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 19 - Gateway GTO Pinball Wizard Event, 115 Sinclair Ave, South Roxanna, IL, 2PM - 5PM
- 22 - Convention Planning Meeting 7PM at Sports Cafe
- 24 - 2nd Annual Classic Car Trivia Night at the Moolah Shrine, 12545 Fee Fee Rd. 7PM - 11PM.

### March

- 2 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 22 - Convention Planning Meeting 7PM at Sports Café

### April

- 6 - GTO MEETING 7PM at Sports Café (CLUB SPONSORED)
- 8 - JJ'S Car Cruise at 1215 S. Duschene, St. Charles
- 16 - Easter Car Show (CLUB SPONSORED)
- 29 - Convention Planning Meeting at Crowne Plaza (Springfield, IL)

### June

- 27- July 1 - 2017 GTOAA National Convention. Everyone's help will be needed. (CLUB SPONSORED)

### Gateway GTO Classifieds

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**Wanted:** Running Pontiac V-8 (prefer 400 or 455) to put in 69 GTO project as interim motor.  
[johnjohn@midamerica.net](mailto:johnjohn@midamerica.net) 573-581-8013

**Wanted:** '69 light-weight front end parts.  
[johnjohn@midamerica.net](mailto:johnjohn@midamerica.net) 573-581-8013

**Wanted:** '70 GTO decent used or better original RED interior pieces.  
[johnjohn@midamerica.net](mailto:johnjohn@midamerica.net) 573-581-8013



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## Advertising Guidelines

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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 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  
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is an official chapter of the  
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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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