

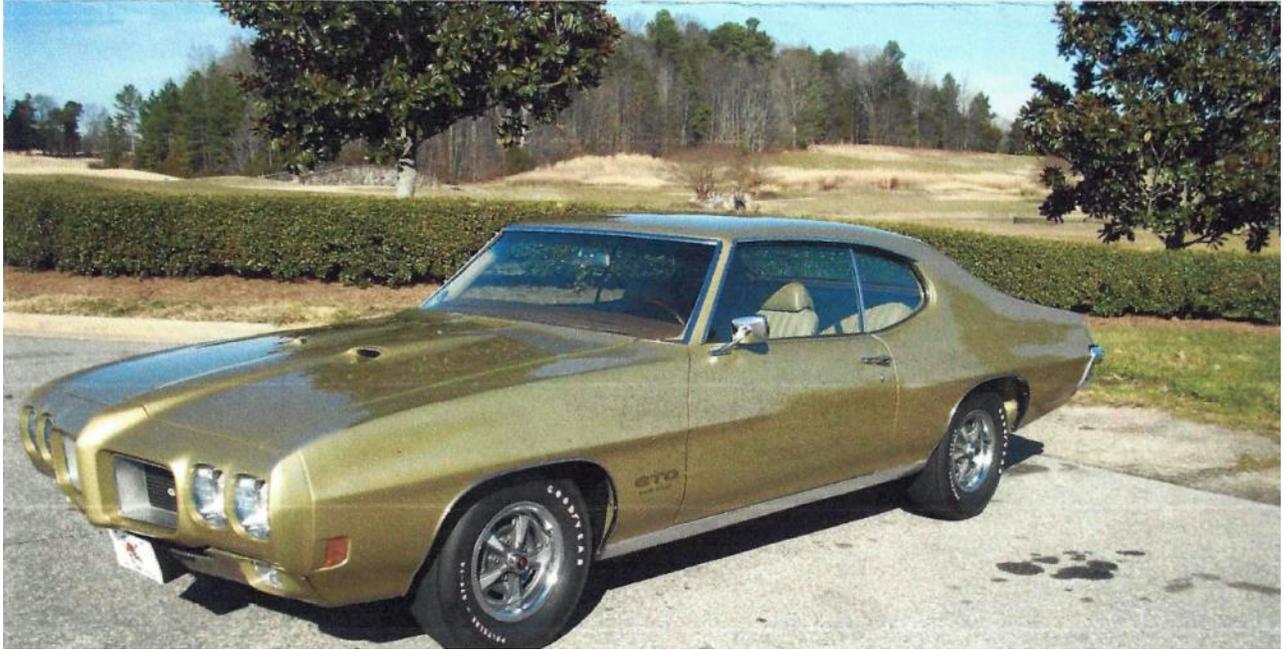


GTO of the Month



My GTO Story

by Delbert Tift



My GTO story started in 1969 with a one owner '65 Blue Mist Slate with dark Blue interior. The car was equipped with 389/ 4 BBL. 4 speed and 3.23 Safe-T-Track and the then new Electronic ignition.

A couple of cars later, I acquired as a 2nd owner, a 1970 Polar White Judge. It had black interior ,4 speed, factory air and a Motorola 8 track. Since then I have gone through over 150 vehicles which included another 65,a 65 2+2 421, 2 1968s, a 64 Bonneville conv. and a 1970 Bonneville, 3 Grand Prix's, 1 1969 Ram Air IV Firebird and 1 400 4 speed Firebird. In 2018 I traded my 1950 Mercury for a 1966 GTO from a classic car dealer. The car had been stolen and stripped and therefore lead to a frame off restoration. The body and underside looked great, but beauty was only skin deep. The 66 389 had bad #77 heads, mismatched exhaust manifolds, a leaky timing cover, and a heating problem. This was only the tip of the iceberg. I literally worked on everything from the headlights to the back up lights. With the help of some legal assistance, I persuaded the previous owner to buy back the car at a great loss, but you never get to old to learn.

This brings me to my present GTO . Looking through a Legends magazine I saw an ad for a 1970 Baja Gold 455 with automatic and air. I contacted the lady owner, bought the car, and had it shipped to me. It is an all numbers matching (except for the carb.) and I am the 3rd owner. I was supplied with PHS, some receipts, 70 shop manuals, a 2005 POCI 1st place trophy and several other items. The car had been driven about 1,100 miles since 1993, therefore I started by replacing the 27 year old polyglass tires, rear wheel seals and brake cylinders. I thought all seals and so forth should be checked and the carb needed much work, so the car is currently at V8 Speed and Resto shop. The guys are going through the differential, the rest of the brake system and the carb is going to be replaced with Holley Sniper fuel injection. Oddly enough the car was sold new at Barton Pontiac in St. Louis, so I guess it has come home so to speak.





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GATEWAY GTO



35 YEARS OF SLAMMIN' GEARS