



THE HOOD SCOOP

August 2020

Our 1970 GTO Convertible

Two and a Half Decades of *FUN?!*

by Terry and Gail Schott

Gateway GTO
Association



Sometimes when I read stories of peoples' cars, they talk about taking 7 or 8 years to complete a project. While they think that was a long time, I wish I could get one done that soon.

The story of our 70 convertible goes back a long way. Gail and I attended the GTOAA Nationals in 1993 at Indy. While walking thru the popular vote cars, we found a 1970 red convertible with Judge stripes. Although it wasn't a Judge, it was a great looking car. Gail told me that she thought we needed a 70 convertible like that. Although I was not in the market for another car, I did start looking for a 70. We used our "Google Search" which, back then, was the St. Louis Post Dispatch classified ads. (That's how we really did things back then!) Almost 2 years went by and then one weekend I saw an ad that looked interesting. There was a 1970 convertible for sale in Affton, MO, about 25 miles from our house. Those ads were strictly a few lines with a vague description and no pictures. I called the number and set it up to look at the car on a Sunday afternoon.

When we pulled into his drive, I saw it sitting beside the garage. ... They never look quite like you think they will. Our first impression of it was that it was "a little rough". It was a numbers matching GTO; that was good. The car had the original Cardinal Red paint and a black convertible top. Both the right and left side of the top had beautiful gray duct tape sealing them up, a LOT of duct tape. The hood was intact but a little sprung and didn't close all the way. It had a new black right front fender and the original left front fender had quite a bit of rust around the wheel opening. It matched the rust on the left rear quarter around the wheel opening and to

INSIDE THIS ISSUE:

GTO of the Month	1
The Presidents Scoop	8
Meeting Minutes	10
Calendar	15
GTO Marketplace	16
GGTOA Info Page	18



THE HOOD SCOOP

GTO of the Month

the rear of the quarter. The right rear quarter wasn't quite as rusted because most of it had been knocked off when the car had side-swiped a telephone pole! The right side really looked bad.

The deck lid was black primer with rust along the bottom edge and a dented area where the lock cylinder had been broken out. The frame was solid, and the floor pans and trunk did look good, so that was a plus.

The engine was correct, although the Quadrajet was long gone and had been replaced with a 650 Holley carb. It had an after-market air cleaner, as well. The engine was intact and would start and run. It had power steering, power brakes, and A/C (not working). Gail really wanted a car with A/C since we didn't have a GTO that had it. I thought it was an odd option on a convertible, but it had it. It didn't sound too bad for a car with 115,000 miles on it. It had a turbo 400 automatic transmission with a console and the car would move, so that always helps. I could not drive it because the rear brake lines were rusted through and there was very little pedal.

Another plus for the car was that the owner had a lot of parts that he was planning to use to restore it. He had camshaft, lifters, rockers, remanufactured stock connecting rods, and TRW forged pistons. He also had a new Mellings oil pump. (More on that later.) He had a new rear bumper and both rear quarters for hardtop. After a little discussion, we finally decided to buy it.

The following day, May 15, 1995 (our 19th wedding anniversary) we picked up the car. (Happy Anniversary, Honey!) I was able to drive it on the trailer in spite of the fact that both front wheels were pointed to the center. He had replaced the tie rods and had it way out of ad-



justment. I had enough brakes to get it stopped and hauled it home.

The first job was to replace the brake line to the rear. Since it runs with the fuel line, by the time I got them both loose, the fuel line had broken, too. He had a replacement steel line for the rear brakes, and I fabricated the fuel line myself. After that we were able to drive the car, at least up and down the driveway.

The car was a local car, purchased by Ronald Mason, on

GTO of the Month



July 6, 1970, from Vincel Pontiac at Kingshighway and Fyler in South St. Louis. I've got the bill of sale and "Protect-o-plate" for the car. The original sale price was \$4,706.00. I purchased the car from Peter Mason, his son. He told me his brother had the car for a time while stationed in Texas, and that he was the one who hit the telephone pole.

In September of 1995, I hauled the car to a friend of mine, Dave Ross, who taught auto body at the vocational technical school in Washington, MO. He

put it in the shop and taught the kids how to repair it. The frame was checked and found to be straight and true. He cut off most of the rear quarters and cut up the hardtop quarters to fit properly. No convertible quarters were available at that time. After getting it apart, I had to get him both rear wheelhouses to replace the old ones. Dave and his students did a great job and in May of 1996, I picked the car up with rear fenders in primer. Dave also worked on the hood while the car was there. He got it fixed and primed it. I parked the car in the garage at home and got busy with work and other projects.



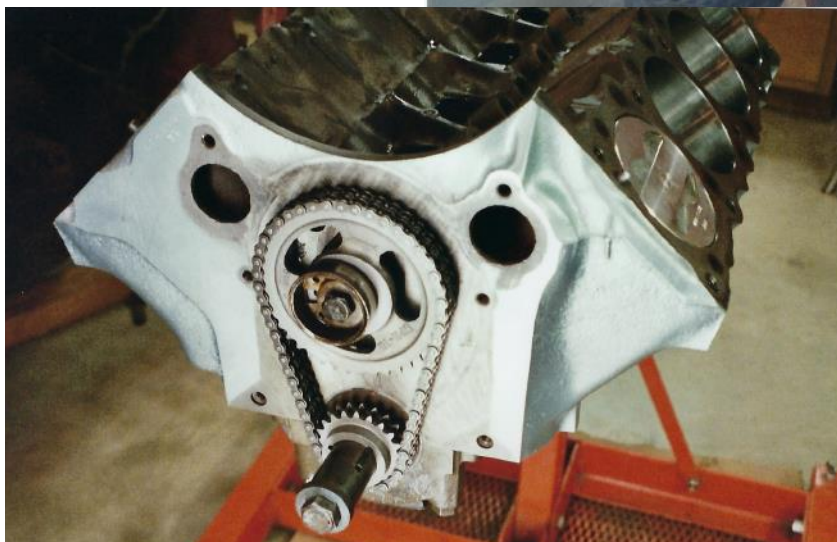
It was almost 2 years later, in May of 1998 that I worked on it again. There was some minor floor pan rust in the front on both sides. I cut out those sections and welded in new metal to repair it. I reinstalled the sound deadening and carpets and reinstalled the seats to get the interior intact.

My parents were both starting to have health issues and my priorities had to change. The car sat from 1998 to the end of 2004. In late November 2004, I finally had some time to work on it. I pulled the motor, pressure washed the front end and rebuilt the A-arms and steering linkage. Both fender wells, not available aftermarket, were removed from a salvage yard donor. I reassembled the front end again and trial fit the fender wells.

GTO of the Month

In 2006, I got a 1975 400 block and had it bored .030. I assembled the short block and double bagged it to keep it clean. It sat on the engine stand awaiting completion.

With the help of Chris Simmons, the convertible top was removed. We removed the folding top framework, I sandblasted it and with the help of Leroy Brune, painted it.



I found some rust by the front body mount at the firewall and determined the only way to fix it properly was to pull the body off the frame. The body mounts looked pretty bad anyway, so I decided to go ahead and replace them all. I started the process of removing fenders, steering column, brake booster and all the wiring and steel lines under the hood. I removed the fuel tank, doors, deck lid and the dash and all

the wiring throughout the car interior and trunk. By the end of March 2006, I pulled the frame out from under the car. After removing the front-end steering linkage and suspension, I removed the rear end and trailing arms. I sandblasted, primed and painted the frame.

I reassembled all the lines, front suspension and rear end back to the frame. In a little less than a month, I had the frame



GTO of the Month





back under the car and new body mounts installed. I hung the doors and fenders back on the car and hauled it to Dave for the stripping and repainting. He had the car for about 3 months and did a beautiful job on the body and paint. By the end of 2006, I had the convertible top frame installed as well.

In April of 2007, Chris finished installation of the convertible top. I started cleaning up and installing all the rest of the parts and pieces. This slow process went on through 2008 and 2009. In 2010, I disassembled the dash and went through it. I replaced all the vacuum lines for heater and A/C and by the end of the year got it installed back in the car.

2011 involved more wiring throughout the car, steering column work and braking system work. More work continued, although not consistent, thru 2012, 2013, 2014, 2015, and 2016. During that time, we had daughter Kelly's wedding, an Honor Flight for my dad and uncle, planning for our second daughter Jennifer's wedding, and LOTS of planning meetings for our 2017 Nationals. There were lots of things in life that were more important than the car.

In 2017 I did start to gather up, clean and paint engine parts. In my



spare time, in 2017 and 2018, I did get the engine assembled and installed on my motor test stand. In April of 2018, the motor ran. I got it installed in the car. Despite a few small problems, I finally got to drive the car to the alignment shop in August of 2018. It did fine on its 10-mile journey! The next day when I went to pick it up, it had no power steering, at all... It worked fine on the trip over. I had it hauled home by AAA. The power steering pump had absolutely no pressure even though I had had the pump and gear box rebuilt by a great rebuilder several years before.

After getting the steering gearbox and pump rebuilt again, it was up and running. I had really wanted to take it on the Route 66 cruise in September of 2018. I just didn't have enough time to break it in. However, I did drive it to the Big Chief Restaurant, (3 miles from home) when the group came through.

By the time the 2019 GTOAA Nationals came around, I had continued to drive it a little and work on lots of little problems. I had about 80 miles on it and I hauled it to Lawrenceburg, Indiana for the show. We did get the car teched in and a picture taken. The next day, with the Duryea's in their car and Wildebrandt's in their '69, and Donna Bowers in the backseat of our convertible, we left for the Neon Sign Museum in Cincinnati, Ohio. About 10 miles into the drive I lost oil pressure in the car. I caught it pretty quick and shut it off and rolled to the shoulder. Thanks to Don and Janice, I got a ride back to the trailer lot and picked up the truck and trailer. Loading on a narrow shoulder of the Interstate is never good. I started the engine long enough to load into the trailer. I've always heard that if you're going to have problems after a re-build, that it will be in the first 100 miles... and in my case, it was right.





Presidents Scoop



The President's Scoop

By Terry Schott

Here we are in August and still trying to get things back to normal. By now we would have had quite a few activities, but 2020 has just been a mess. We were able to have our meeting at Gingham's again, the first one since March. Like everything else, it was a little difficult. They had us in only half of our big room because they are using the other half to try to seat customers and maintain social distancing. We ended up with 21 people attending the meeting which worked out okay. Gingham's agreed that if we had more than 24, they would open the rest of the room for us. The staff all wore masks and though it was not required, most of us wore them while going thru the main restaurant until we got with our group. We were all happy to see Joe and Bev Mayweather and Tony Bezzole and Carolyn at the meeting. I think we all miss seeing some of our friends.

Elliot Cytron stopped by and dropped off flyers for the Wheels in Motion car show on Sunday, September 13. The plan is to go ahead and have the show as usual, however there will be some changes. We will have to try to maintain 6-foot distancing as we move people through the raffle line. As of right now, unless the county rules change, masks will be required when in closer groups. The club will have hand sanitizer in addition to what WIM provides for us. We will also have some gloves available for those working the raffle table. We will have a separate discussion on the morning of the show to update the safety precautions that will be expected of us. I know this is going to be an aggravation, but as Elliot told us, Maryland Heights will have people there watching how we comply with the guidelines. If they don't feel we are doing a good job, they could shut us down at any time. After last year's rainout, we need to have a good show to help the Kids with Cancer families. No matter how bad we might think it is for us, we can never forget what it's like for the parents and kids that are struggling with cancer. We've got a great group of people in the club and I know we can do the right thing to make the show a success.

We do need all of you to try to get gift certificates or baskets, or other items for us to use at the raffle. We are hoping to have a big crowd at this event so please try to work on raffle items. If you have any questions regarding the raffle you can contact myself, or Chris Winslow, or Terrie Oxler. We will make sure to get your items if you cannot make it to the show.

Another item we discussed at the meeting was regarding dues for Gateway GTO. We will once again start charging dues effective with January 1, 2021. For our newer members, I'll give you a little background on our club. We've had Gateway GTO annual dues for years. In 2001, our dues were increased from \$18 to \$20 per year. We had that same rate through 2012.

Our club was involved in a lawsuit at the end of 2009. This lawsuit went on until April of 2012. The courts ruled in our favor and we received a large settlement. In October of 2012, we decided to discontinue charging dues for Gateway GTO, and instead for 2013, to start charging \$35 per year and that money would be sent to GTOAA for your membership in the national





Presidents Scoop



association. In 2017, we hosted the GTOAA Nationals in Springfield, IL and netted good profits from that as well. This has allowed us to provide free local membership for many years.

To be a member of Gateway GTO you must maintain your membership in GTOAA, and as of the beginning of 2020 we had asked everyone to send their GTOAA dues directly to GTOAA.

Gateway GTO averages between \$2000 to \$3000 every year for expenses. We have D&O (Director and Officers) insurance, fees to maintain the website as well as virus protection for the website. The club provides pizza at the January meeting and all of the meats for our annual picnic. For our Christmas party in December, we always pay for the room rental and decorations and supplement the cost of the meal as well. We have tried to keep the cost reasonable but have not charged enough to the members to cover the actual cost of the meal. The club still has money to operate, but we watch our account drop every year. Before it drops too low, the officers and myself feel that we need to start charging dues again to help offset our operating costs. We have voted to charge annual dues rate of \$20.00, the same as we did 20 years ago. This includes one member plus an associate member. Dues will be payable in January at the pizza party. For those not attending, they are due by January 30. You can mail your dues to treasurer Will Bowers.

The month of September will continue with the Pontiac Regionals. However, I have just received word that due to several members of the Cuba Lion's Club contracting COVID 19, that they have cancelled their car show that was scheduled for September 26. If any other changes arise, we will contact you as the events become closer. Stay well and I hope to see you soon.





Gateway GTO Meeting Minutes



8/6/20 Minutes

Note: An officers meeting was held on July 18th. The main focus of the meeting was discussion of re-instatement of annual Gateway GTO Association dues. As a result of winning a lawsuit on April 17, 2012, Gateway GTO did away with annual dues. In an effort to make Gateway GTO a 100% GTOAA membership, we only required everyone to join GTOAA and remain in good standing. After years of going by this model and costs increasing for many of the clubs events (such as the Pizza and Christmas parties) it was decided to re-instate annual club dues in order to stay ahead of (or at least slow down) financial losses. At 7:49PM with Terry Schott, Chris Winslow, Dan Jackson, Will Bowers, Brian O'Sullivan, Mark Melrose and Tom Oxler in attendance a vote was taken to re-instate club dues. It was unanimously voted positive. The new annual club dues as of January 2021 will be \$20. They should be paid in January and will have a 30 day grace period. All Gateway members will still be required to maintain membership in GTOAA.

7:05PM – Meeting Start – Meeting held at Gingham's. Elliot Cytron came in to talk about the Wheels in Motion Car Show. 6ft social distancing and masks are being suggested. Plastic gloves are also suggested for any show workers that will be handling money or raffle items.

7:13 – Old Business – Terry Schott mentioned that Will Bowers won the Tom Foster Award.

Terry Schott talked about the June and July meetings that were held at outdoor pavilions. He discussed future meetings at Gingham's and said to watch e-mails for any updates.

Terry Schott and Paula Winslow talked about the Bob's Gasoline Alley online auctions.

7:17 – New Business – Wheels in Motions is a go for now. We are looking for raffle items and volunteers

Tom Oxler talked about the upcoming Pontiac Regional Event.

Terry Schott talked about the Cuba MO, Lions Club car show coming up in September.

Terry Schott discussed the new dues rate and explained the reasons for re-instating them. The dues will be \$20 per year, payable in January. They can be paid in person at the annual pizza party. Members will be responsible for keeping their own GTOAA memberships up to date. As a reminder, all Gateway members are required to be GTOAA members.

7:38 – Upcoming Events

9/13 – Wheels in Motion Car Show

9/19-9/20 – Pontiac Regional Event in Pontiac, Illinois

9/26 – Cuba, MO Lions Club car show

10/11 – Gateway GTO Annual Picnic

10/16-10/18 – Pontiacs at Pigeon Forge

12/12 – Gateway GTO Annual Christmas Party

7:40 – GTOAA

Tom Oxler talked about the 2021 Nationals in Wisconsin Dells. Event registration should be open by September 1st. The hotel is currently available to take room reservations.

7:42 – Tech

Terry Schott mentioned that Mike Bien is selling an 04 GTO. He also talked about work being done to his own GTO.

Steve Hedrick talked about an 07 Solstice GXP that he picked up.

Tom Oxler is in the market for a used four post lift.

Earl Lewis got a new trailer.

7:50 – Club personals

Kerry Friedman tested positive for COVID-19. He is self-quarantining and is doing ok.

7:54 – Motion to Adjourn by Paula Winslow, seconded by Amy O'Sullivan

50/50 of \$30 won by Barb Lewis.



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mjmelrose@aol.com

Brian Sorensen
630-991-1465

bsorensen1@comcast.net

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for registration & info, see www.gatewaygto.org

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THE HOOD SCOOP

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www.gtoaa.org

GTOAA Membership Renewal

Starting in 2020 GTOAA Dues are to be paid directly to GTOAA:

- Do not send GTOAA dues to Will Bowers. Instead renew directly with GTOAA by mail or at www.gtoaa.org.
- All Gateway GTO Members must be GTOAA members in good standing.
- Please contact GTOAA Chapter Representative Tom Oxler with any questions:

Tom Oxler Contact Info:

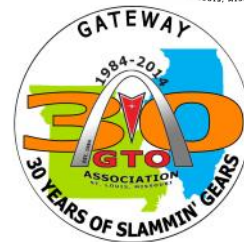
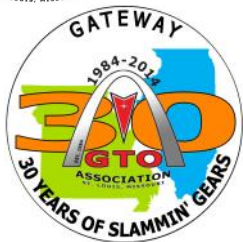
Phone: 636-928-5548

Email: toxler@prodigy.net





Year Of The 0's



Calling all owners of 1970 GTO's!

**In 2020, in celebration of:
50th Anniversary of the 1970 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



2020 GATEWAY GTO CALENDAR OF EVENTS

September

- 3 - GTO MEETING 7PM at Gingham's (It is expected that this meeting will take place at Ginghams, but Terry will send out a notice to confirm the week of the meeting.)
- 13 - Wheels In Motion Car Show at Westport Plaza
- 19-20 - GTOAA Regional Event in Pontiac Il.
- 26-27 - ~~Lions Club Car Show, Cuba Missouri~~ **THIS EVENT HAS BEEN CANCELED**

October

- 1 - GTO MEETING 7PM at Gingham's (Terry will send out a message on this meeting once it is determined if Gingham's will be able to accommodate the meeting)
- 11 - Gateway GTO Annual Picnic in Vago Park

November

- 5 - GTO MEETING 7PM at Gingham's (It is expected that this meeting will take place at Ginghams, but Terry will send out a notice to confirm the week of the meeting.)

December

- 12 - Gateway GTO Annual Christmas Party at the Webster Groves Barn in Webster Groves, MO.

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

Gateway GTO Classifieds



*Tammy Hedrick
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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 Gingham's, 1566 Country Club Plaza Drive, St. Charles, MO 63303

The yearly dues for Gateway GTO is \$20. The dues are due by the Pizza Party in January. All Gateway GTO members must be a member in good standing with GTOAA. You are allowed to have one associate member.

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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The Gateway GTO Association
is an official chapter of the
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