



THE HOOD SCOOP

July 2020

The Story of Patches

by John Johnson



I've been a long-time Pontiac-er, having learned to drive in my parent's 1964 Catalina 2-door hardtop back in the early 1970s. I moved 'up' in the car world in 1976 when my Dad and I went in 'halves' on a used 1972 Grand Prix that a local man put up for sale when he bought a new Jeep pickup (his loss, my gain!). For those of you not familiar with the 1969-72 Grand Prix's, they are essentially a GTO with several extra inches of frame in the front end, and a GTO drive-train. That was my college car, and my future girl-friend Diana and I dated in it 'way' back in 1977-78. It turned into 'our' car when we got married, and we still have it, waiting to win the Power Ball so we can have it restored.

Fast forward to 1995 - several GTOs have come and gone. What I'd said was to be my last GTO, a 1969 Judge hardtop, had its body work done and was re-painted back in the early 1990s. It was brought back home from Jim Novelli's shop and left un-finished when the car fund ran out. Several years later when we'd gotten several thousand dollars saved up to try to finish it, we got a call from the original owner of a Cardinal Red 1970 GTO convertible (Gary Williams from the Perry/Vandalia MO area). He was also the 3rd owner, having sold the car in 1971, and then buying it back in 1986 from the 2nd owner. He and his son had finally decided they were not going to get the old car restored, and instead of letting it sit any longer, they wanted to find someone who would fix up the car.

About a week after his call on a Sunday afternoon, we loaded the boys up in our van and went to see the car. Walking up dirt road towards a

INSIDE THIS ISSUE:

GTO of the Month	1
The Presidents Scoop	7
Meeting Minutes	8
Calendar	14
GTO Marketplace	15
GGTOA Info Page	17



THE HOOD SCOOP

GTO of the Month

corn field, we passed a large tree with a wagon parked under it. The car's motor and 4-speed were in it (covered with a tarp), having been winched out of the car as it was being dragged up to it's resting place on the field's edge several years prior. As we got up to the level of the field, we could see the bare radiator support of a 70 GTO sticking out from under a body covered with layers of blue/silver poly tarps. The tarps were required, as the top was shot (there was tape patching the rips on the top) and more tarps were added each year to keep the water out of the car. Uncovering it, the front clip was off, the driveline and interior was out, and the rear clip looked like most Missouri cars with rust in the usual places. The rust was so bad on the right hand rear quarter panel that several times when I'd brushed the edge of the wheel well opening when walking by it, my pants snagged on the sharp rusty edges of metal.

A quick review of the car and its parts stored in Gary's garage showed that almost everything was there, but I was still a bit uneasy, as I was not really sure about the convertible top mechanism. We went back home with the understanding I'd be back with another Pontiac friend who was more familiar with convertibles (although mostly Firebird convertibles), and as it would turn out, who would do a major portion of the car's restoration. Paul Nixon and I returned in the next week, and gave the car a good looking over. He asked me what price Gary wanted, and upon my reply he stated "John, if this was a Firebird Convertible, we'd be loading it up".

Obviously, Diana and I purchased the car. It was early summer, and as Paul was a teacher, he was 'on vacation' and willing to accept a project. It took 2 pickups, one trailer, and a station wagon to get all the parts brought back to Paul's garage, where the restoration was to occur. Our oldest son Johnny would go over to help work on the car ("Patches" as it became known) from time to time, and I would also help after work or on a day off, and finally the car was somewhat re-assembled (but not restored). The engine that came with the car turned out to be a 1968 Grand Prix 400, of unknown condition. The Muncie did turn out to be the car's original tranny, as was the Q-jet carb.

On one of my days at work, Paul and our oldest son Johnny were wiring up the front



GTO of the Month

electrical harness. A battery was located and hooked up, and after a few checks of fluids and cables, Paul poured a little gas out of a Coke bottle down the carb, and told Johnny to “hit it”. The old motor cranked, and surprisingly, tried to start. The gas line was blown out, new gas and an in-line gas filter was added, and the carb was primed from the Coke bottle again. After a few attempts, the motor started and ran, which gave the project a new life. Now we had a chance to get the car back on the street before school started and Paul’s time would become more restricted.

Brakes were fixed, a full dual exhaust installed, new tires were purchased, as was a new carpet and top, and the list went on and on. But the body and interior was left as-is. and so the car sported a tan nose, white front fenders from another ’70 GTO, and the rest of the body was the car’s original faded Cardinal Red, except where the rust and primered patches were. Finally, the car was inspected and insured, and was legal to drive.

We drove the car in this configuration for a couple of years, and learned that manual drum brakes are not too good, the car’s 4-speed shifted poorly, and the motor was so loose that when we’d rev it up past about 2,500 RPM the timing chain would sling out so wide it would rub against the insides of the timing cover! We hardly ever left the city limits with it, but we had a running GTO Convertible!

When it was announced in 1997 that the 1998 GTO Nationals would be hosted by the GR-RRR-8R GTO Club in Wichita KS, this spurred our work to get Patches fixed up even faster, and money was set aside to get the car’s body work done and painted. This was accomplished locally by April of 1998, and that July we took it on a trailer it to the show (I certainly did not trust that engine to drive that far!). The upholstery that came with the car was left alone except for a dash pad replacement (it was really bad). This was the first time I’d ever had a GTO at a GTOAA National event, and we had a blast there with it, despite the car dumping us on a cruise around the Wichita area when it got hot and wouldn’t re-start for about an hour.



GTO of the Month



Over the next few years, many memories were made by our family with Patches. One highlight was several invitations to drive “Miss Missouri Queen Candidates” in the event’s parades (the pageant is held here in Mexico MO annually. Also, in the weeks leading up to Christmas, Diana, Johnny, Bryan and I would bundle up with our winter coats, grab some blankets, and drive around town in the evening, looking at the Christmas lights. The view from a convertible is excellent, and we certainly got our share of big stares from other people as we made our tour of the town!

Obviously it was time for a new motor, but what would it be? The original motor was long gone, but having lots of experience driving Pontiac motors from 350 to 455 cubic inches, the decision was made to go big! A 4-bolt 455 block from a salvage-yard 1970 Grand Prix had an external crack welded-up, and a sleeve pressed in. The crank was fitted with a set of SD-455 rods and “30-over” Venola pistons from an eBay auction I won. A set of 1973 SD-455 round port heads had been previously refreshed by MBJ Machine and were added to a 1971 800-cfm ‘single-ring’ Quadra-Jet, and a 1972 455HO intake and crossover. When the weekend came for the motor swap, once again Paul’s services were employed. The project went reasonably smooth, but we did notice that when the previous owner had replaced the GTO’s broken original 400, he failed to install the Muncie’s input shaft bearing into the ’68 Grand Prix 400 motor’s rear crankshaft hub- no wonder the car’s tranny was kind of balky! Driving the car with that 455 has been a blast, as you can imagine.

Many Gateway GTO-ers will remember our chapter hosting the 2005 GTO Nationals, and of course we had Patches there. As a side-note, the GTOAA’s official meet shirts have an image of Patches on them- quite a treat for us! The next year when the 2006 GTO Nationals were held in Louisville KY, we again took Patches to the Nationals, and we won our drag racing class!

GTO of the Month



Another interesting story happened during the fall of 2015. I was going to take Patches to the last local car show. Trying to get the car started and backed out of the garage was not the easy task it usually was, it just would not run very well. That was attributed to it having sat a while, and besides, the aluminum intake is rather cold natured. Heading up the hill towards the show, the car was bucking, spitting, and backfiring like it never had before. A fowled spark plug or three seemed like a decent guess, so instead of heading to the show, a turn to the west and out of town was taken, to get up to highway speed, warm the motor up, and clear out the plugs.

That didn't happen. Getting about a mile away from the city limits sign, the backfiring became much worse. Finally there was a series of

BANG, BANG, pop, BANG, pop, BANG BANG, and the more it happened, the louder it got! The car was shuddering and was losing power rapidly. The people outside the approaching gas station had all turned and were looking in my general direction, it was so noisy. A right turn was taken onto the residential streets back towards home, along with a little prayer being muttered that we'd make it safely there. Using a widely varying amount of throttle, and doing California-rolling-stops through the intersections, home finally seemed to be a realistic destination. Diana was at home and called, the situation was explained, and a request to open the garage door was made, so if the car made it that far, rolling down the hill and making the turn into the garage could happen, and it did.

I took Diana's 1974 Trans Am up to the show instead, and didn't try to start diagnosing the GTOs problem until several weeks later. It remained a mystery to me for many months, but finally (the next spring) we determined the points were going/gone bad. The amount of the damage to the mufflers was amazing- the intense backfiring had literally can-opened the muffler body main seams, see the photo to the right.

As I finish writing this, the 4-month plus Covid-19 pandemic has all but cancelled out most car shows, both local and nationally. However, about a month ago, a bunch of owners just happened to get into their cars, trucks, and bikes



GTO of the Month

all at the same time and went for a cruise by the local VA Nursing home here in Mexico (MO). The Vets were either outside along the driveways or inside at the windows, and seemed very happy to have us come by and give them a break in the monotony that the lock-down has imposed on them. I had a good time having the car out, as I'm sure the other owners did, and who know, maybe we'll do that again in a few weeks or so. As I finish up this article, it seems to me that it's good day to get the old goat out and drive around town, and I think I'll do that now!





Presidents Scoop



The President's Scoop

By Terry Schott

Here we are mid-July hoping to start scheduling new events, but Missouri cases of Covid 19 are back on the rise again and that isn't good. It's hard to base what's going on by the numbers because there are now more people being tested than in weeks past. No matter what, St. Louis County has put a mandatory face mask rule in effect. St. Charles County and others are reviewing where they stand, as well. No matter what happens, it's not going to be easy to plan for additional activities at this time.

Our July meeting was held at Kircher Park in Eureka, MO, right off of I-44 and Hwy. 109. We had about 18 people in attendance and I had reserved their larger pavilion so social distancing was not a problem at all. It was a little warm, but with the shade around the pavilion it wasn't too bad. We discussed the September events that are still on the calendar and that we still plan on having.

Earl Lewis donated money to the club from his sale of Hagerty Insurance to a club member. Thanks to Earl for his additional support of Gateway GTO. He has done this several other times and we really do appreciate it. Earl also had free tickets for the 2020 ADRL Tour racing event at Worldwide Technology Raceway on July 10 and 11 for anyone wanting them.

We had a few GTO's at the park, plus John Grissom hauled his beautiful, freshly restored 1967 GTO to the meeting. His cousin, Kenny Grissom, who is also a member of Gateway GTO, drove his 1969 beautifully restored GTO. Barb and Earl Lewis had Barb's Vauxhall, a former SEMA car there, too. I think this might have been the first meeting that it has attended as well.

After the meeting a few of us stopped at "Spooner's Ice Cream Shop" which was only a mile away from the park. We were able to sit at their outside seating and have plenty of room to spread out.

I received a call from Elliot Cytron from Wheels in Motion and he told me that they are applying for a permit to have their event Sunday, September 13, this year. I assured him that the Gateway GTO club would be there to help with the event as always. Please start to collect your items for the raffle so that we can have plenty to work with. The raffle is always one of our best income sources to help support the "Kids with Cancer" fund. We will need people to help park cars and assist with the raffle the day of the show, so mark your calendar for this very worthy cause.

The Pontiac Regional Event on September 19 & 20 is still being planned. There will be some changes from the past years, but as of now, it is still on. Keep it on your event calendar. All other events on the calendar are still being held. If anything changes, we will notify everyone by email.





Presidents Scoop



I will notify you about our August meeting when it gets a little closer. We plan on having it, but I will have to let you know the location at that time. Stay safe and healthy and I hope to see you soon.





Gateway GTO Meeting Minutes



7/7/20 Minutes

6:53PM – Meeting Start – Meeting held at Kircher Park in Eureka, MO.

Old Business – Terry Schott talked about the cancellation of the White Mule Poker Run. He also said that Gingham's is still not accepting large groups, so we will not be able to meet there next month.

6:55PM – New Business – Terry Schott mentioned that the next business meeting may take place at Vago Park, where we hold the annual club picnic.

Terry said that we need members to start gathering items for the Wheels in Motion show.

Terry Schott said that you should reserve your motel room for the Pontiac Regional now. He also said that dinner will not be served at the event this year.

Terry talked about the Cuba, MO car show and that they are still currently planning on putting it on. Breakfast will still be served on Sunday, Tom Oxler mentioned that some members are going to stay at the Wagon Wheel Motel.

Earl Lewis talked about a deal that he made with Hagerty Insurance.

7:03PM – Upcoming Events

Steve Hedrick talked about Fitz's in South County. He said that they have a large parking lot and are willing to bring food to your car.

9/13 – 2020 Wheels in Motion Car Show

9/19-9/20 – Pontiac Regional Event in Pontiac, IL.

9/26 – Cuba, MO Car Show

10/11 – Gateway GTO Annual Picnic

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

12/12 – Gateway GTO Annual Christmas Party

7:06PM - GTOAA

Tom Oxler talked about the 2021 Nationals in Wisconsin.

He also talked about a Route 66 mini cruise they took in place of the cancelled national event in Wichita. He talked about the Little Brick Inn as well as other attractions and stops along the way.

Tom talked about upcoming Pontiac Regional Event.

He mentioned that Steve Hedrick is the new Public Relations Coordinator for GTOAA.

7:16PM – Tech – Terry Schott talked about a Trans Am that is for sale.

Tom Oxler discussed an A/C problem that he's been having with his vintage air system. He thinks that he found a short in the clutch coil that likely was causing the problem.

Chris Winslow talked about an ignition switch problem with Will Bowers' 06 GTO.

Mark Melrose talked about a shop that he had do some work on his 68 GTO. Frisco Hill Shop.

Terry Schott talked about his 70 GTO

John Grissom talked about a car show that he recently attended with his newly restored GTO. He won runner up in his class.

Marty Howard brought in a lighted rear view mirror that he was looking to sell.

7:25PM – Club Personals – No News

7:26PM – Motion to Adjourn by Brian O'Sullivan, seconded by Paula Winslow.

50/50 of \$27 won by Ron Wildebrandt which he donated back to the club.



For Fun Come to the Ninth Annual...

GTOAA REGIONAL ALL PONTIAC CRUISE AND SHOW

proceeds benefit the Pontiac-Oakland Museum

Hosted by the...

Heart of Illinois GTO Club
Gateway GTO Club

Pontiac, Illinois
Entertainment, Tours,
Show, Cruise, Fun & More



September 19 - 20, 2020

For Information Contact :

Mark Melrose
314-807-2520

mjmelrose@aol.com

Brian Sorensen
630-991-1465

bsorensen1@comcast.net

**Pontiac-Oakland Museum
& RESOURCE CENTER**

205 N. Mill Street - Pontiac, Illinois 61764
Phone - 815-842-2345
www.pontiacoaklandmuseum.org

both days \$30 Sunday only \$20

for registration & info, see www.gatewaygto.org

Saturday • Private Collections • Tour
• Entertainment • Ice Cream Social
Sunday • All Pontiac Car Show
• Expanded Classes • Special Judge Display

Hotels

- Hampton Inn 815-844-4400
- Quality Inn 815-844-4444
- Super 8 815-844-6888
- Best Western 815-842-2777



THE HOOD SCOOP

42nd GTOAA NATIONALS MAKING A SPLASH AT CHULA VISTA RESORT



JULY 5-9, 2021
WISCONSIN DELLS, WI



Hotel: 844.236.6492
Reservation Discount Code: H04446

Tom Oxler: 636.288.1426
Bob Alexander: 970.214.4234
John Owoc: 412.400.5093



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:

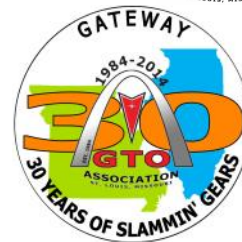
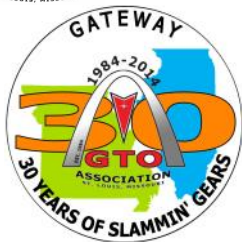
Phone: 636-928-5548

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

August

6 - GTO MEETING 7PM Location is TBD (Terry will send out a message once a location is identified)

September

3 - 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)

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

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

SEE THE FULL CALENDAR AT WWW.GATEWAYGTO.ORG

Gateway GTO Classifieds



***Tammy Hedrick
Hedrick Insurance Agency
558 Gravois Road, Suite 201
Fenton, MO 63026
636.492.5180 (office)
314.540.4122 (cell/text)
thedrick@farmersagent.com***



Let us protect your life and those things you need to make it work. We'll leave the cruising to you!

(314) 838-5533

Jon's Tri-Power Service

Jon F. Havens
Owner

126 Afshari Drive
Florissant, MO 63034
jfhavens@sbcglobal.net

(314) 496-7368

Jonathan's Q Jet Service

Jonathan Havens

13 Shamblin Dr.
Florissant, MO 63034

CustomAutoApparel.com

[CLICK HERE FOR GATEWAY GTO APPAREL CLUB STORE](#)



GATEWAY GTO ASSOCIATION OFFICERS

President

Terry Schott
18903 Saint Albans Road
Glencoe, MO 63038
636-273-6313

tschott@kelpe.com

Vice President IL.

Dan Jackson
P.O. Box 234
Greenville, IL 62246
618-664-0437

dajalji@gmail.com

Secretary

Brian O'Sullivan
2576 Westrick Drive
Maryland Heights MO 63043
314-225-7240

bsullivan@hunter.com

Photo Album Editor

Laura Kiefer
70 Keystone Drive
Old Monroe, MO 63369
1977kieferla@gmail.com

Web

Chris Winslow
644 Emge Rd.
O'Fallon MO 63366
636-294-8104

chriswinslow@charter.net

Charity Chairman

Bob Blattel
4564 Austin Knoll Court
St. Charles MO 63304
636-441-3141

bob@blattels.com

Vice President Mo

Chris Winslow
644 Emge Road
O'Fallon, MO 63366
636-294-8104

chriswinslow@charter.net

Treasurer

Will Bowers
#1 Goshen Woods
Edwardsville IL. 62025
618-791-3110

wwbdsb@yahoo.com

GTOAA Chapter Rep.

Tom Oxler
450 Muirfield Drive
St. Charles, MO 63304
636-928-5548

toxler@prodigy.net

Club Events Chairman

Marty Howard
7 Newcastle CT
St. Charles MO 63301
636-724-8641

nycgto@att.net

Newsletter Editor

Chris Winslow
644 Emge Rd.
O'Fallon MO 63366
636-294-8104

chriswinslow@charter.net

Photographer

Chris Winslow
644 Emge Rd.
O'Fallon MO 63366
636-294-8104

chriswinslow@charter.net

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 are no Gateway GTO membership dues for the year 2020. The rate for membership dues to Gateway GTO for 2021 and beyond will be determined by December of 2020. 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.

\$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.

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



644 Emge Road
O'Fallon, MO 63366

