

THE HOOD SCOOP

SEPTEMBER 1993



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Moore Pontiac



DON & PAT SPINDEL'S MERIDIAN TURQUOISE 1968 GTO

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THE HOOD SCOOP is published monthly as an informative news bulletin to keep our members up to date on past, present and future events. **CLASSIFIED ADS** up to 50 words are free to members. Classified Ads up to 50 words for non-members are \$5 per issue. Advertising rates per issue are: full page \$25, 1/2 page \$13, 1/4 page \$7. Payment is due upon submission, discount of 10% for one year prepaid, 5% for six months prepaid. Acceptance is at sole discretion of editor and officers. All ads should be submitted to Newsletter Editor Ron Fiebiger.

GATEWAY GTO ASSOCIATION MEETINGS are held monthly. Dates, times and locations are listed in the **UPCOMING EVENTS** section of the newsletter.

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 the photo album, please put your name, the date and name of the event and a short description on the back of the photos and send them to Photo Album Editor Michelle Kries.

The Gateway GTO Association is an official chapter of the GTO Association of America

SCOOP FROM THE PREZ

Fellow members,

Seems like only yesterday that the humidity and heat were sky high! Hard to believe Labor Day has made its exit and left us with a little nip in the air. Now folks, the year ain't over yet. We've got some events yet to happen that promise to be a lot of fun. I'm speaking of our drag races with the Ford and Corvette clubs and our annual Fall Color/Wine Run. So don't cover up those cars yet - come on out and take part in these events and let's make them something for everyone else to talk about - positively!

Many thanks to Tony, Paul, Rich & Pete and others for a fantastic job at the picnic. There was lots of good food and drink to be had and I think everyone there enjoyed themselves. There were all kinds of "goats" present. Too bad some of you missed them. They would eat almost anything (including the hair off your leg).

I apologize to those of you who were present at our last meeting for not having arranged an October meeting place, we do have one however. It will be at the Ponderosa Restaurant on S. Lindbergh Blvd. in South County. Please try to attend.

Those of you that have read the revised constitution and by-laws of our club most certainly know that it is again time to nominate officers for the coming year. So please nominate someone who you think will serve the club well in the coming year and everyone please try to participate in the election process.

I would like to take this opportunity to personally thank Brad Piper for his recent efforts in bringing about our much needed revised constitution and by-laws. I know he has done quite a lot this year with that and in other areas. Congratulations for a job well done!

See you all soon,
Darrell

FROM THE EDITOR'S BACK SEAT

On behalf of the St. Louis flood victims, the Gateway GTO Association would like to thank Dennis Parus and the Crusin' Tigers GTO Club for their thoughts and efforts. During a recent car show, they took up a collection for the flood victims and donated \$100 to St. Louis flood relief through the American Red Cross.

The Fall weather is here and a few people have asked me about club jackets. So far there are five definite requests but it takes at least six to get any kind of decent prices for the embroidery work. You can supply your own jacket to be sure you get the perfect fit and color. The first batch of embroidered jackets were really nice and very impressive. If you are interested in getting a jacket please let me know as soon as possible.

Ron Fiebiger

MINUTES OF SEPTEMBER 2, 1993 MEETING

Recorded by Ron Fiebiger

The meeting was held at Mattingly's Restaurant in Florissant, Missouri. Darrell Carnal called the meeting to order at 7:27 PM. Darrell welcomed a guest, Bob Cables. Bob has known Darrell for eight years and bought Darrell's red 1967 GTO a few months ago.

Darrell Carnal said the Gateway GTOA Picnic in August was a real good time with twenty-six members and their families and friends attending. There also were some surprise guests at the picnic. Three real little goats (Baaaaahhh! Baaaaahhh!) showed up late in the afternoon and pictures to prove it were passed around the meeting. Also at the Picnic, Chris Simmons and Pat Kuehner each won \$42 in the 50/50 drawing and Axle Weiss donated some Potter/Weiss Racing Team "World's Fastest '65 GTO" cooler cups to sell to benefit the club treasury. There was a cake left over from the picnic so we won't need one for the Christmas Party. A round of applause was given for the great job done by the picnic committee: Tony Bezzole, Pete Fahle, Rich Vie and Paul Middendorf.

Brad Piper called a vote on the revised Gateway GTOA Constitution and By-Laws. The result including ten proxy votes taken at the picnic was a unanimous 28 for and 0 against. Brad said all members should be sure to read the constitution and by-laws because there are some important changes.

Dave Weeks said the September 18th drags against the Mopar club were canceled but they still are very interested in racing us. We will try to schedule a drag day with them in the Spring of 1994. The drag days with the Ford and Corvette clubs in October are still on and will be held at Mid-America Raceway in Wentzville, Missouri.

Will Bowers gave a Treasurer's report. The Treasury had about \$1,750 after the picnic expenses. Dave Weeks said a separate account has been set up for 1994 GTOAA Meet expenses and the Gateway GTOA will be reimbursed for 1994 Meet expenditures to date.

Dave Weeks gave an update on plans for the 1994 GTOAA International Meet. The latest report from the Stouffer Concourse Hotel shows the rooms getting close to being sold out. There was a really nice layout of the room reservation form in the August issue of *The Legend* which should help sell out the rooms very soon. Overflow hotel information may have to be published very soon. Ron Fiebiger has checked the hotel to see if just anyone could get a room during the meet and he found that they were only taking reservations from people who mentioned the event. There was more discussion about several aspects of the meet and then the subject changed to the 1994 Meet Drag Day. Tony Bezzole suggested more drag race classes divided by times and there was discussion on awarding 1st and 2nd place trophies and maybe a club participation award.

Dave Kries gave a Chapter Rep report. He said it cost the GTOAA \$450 (unbudgeted funds) to send out trophies from the 1993 International Meet that were not picked up. He suggested that we ask 1994 participants who anticipate winning trophies to arrange for someone to pick up trophies if they cannot attend the awards ceremony or, as a last resort, send them out with postage to be paid COD.

Joyce Nettle requested clean, full photos and negatives of Gateway GTOA member's cars. She is looking into producing an 18 month calendar.

At the time of this meeting, all arrangements for the Fall Cruise 93 and Fall Auto Show 93 set for October 2nd and 3rd are made except for selling a few class sponsorships and getting a few more club volunteers. Marty Howard will be the DJ for the Fall Auto Show.

Darrell Carnal spoke about the canceled Fall car display at Moore Pontiac. He said he understood that there was a mechanic's grievance at the time and the show was canceled to prevent any possible problems at the show.

It was mentioned that 1994 officer nominations will be soon. All members were asked to keep this in mind and think about who they want as officers for 1994. Changes to the nomination and election process can be found in the revised constitution and by-laws.

Ron Fiebiger discussed plans for the Fall Color/Wine Run on October 16th. He wants to cruise to a winery in the St. James, Missouri area, driving on as much of Historic Route 66 as possible. A final decision, depending on the number of members interested, will be made at the October meeting. If you are interested, contact Ron Fiebiger ASAP!

Marty Howard discussed plans for the Christmas Party. Everyone attending is asked to bring a side dish. Members are asked to call Marty and Mary in advance to RSVP and let them know what dish they will be bringing. The party will be for club members and guests, adults only. Mary is advising all members that she has cats but they will be kept in a separate room during the party.

TREASURER'S REPORT

By Will Bowers

Beginning Checkbook Balance 08/20/93.....	\$1,700.31
Income:	
Dues.....	\$ 12.00
Judging fee from Cliff's Auto Body.....	\$ 50.00
Fall Auto Show '93 Class Sponsors.....	\$ 550.00
Meeting room deposit refund.....	\$ 25.00
Sales of club items at Show Me Regionals.....	\$ 73.00
Total After Income.....	\$2,410.31
Disbursements:	
Postage.....	\$ 52.00
Materials for car wash signs.....	\$ 37.35
Food for GGTOA Picnic.....	\$ 169.82
Ending Checkbook Balance 09/14/93.....	\$2,151.14
Petty Cash.....	\$ 14.85
Total Cash on Hand.....	\$2,165.99

Total GGTOA membership as of 10/01/93 is 97 of which 38 (39%) are GTOAA members.

SEPTEMBER 1993 GOAT OF THE MONTH

By Don Spindel

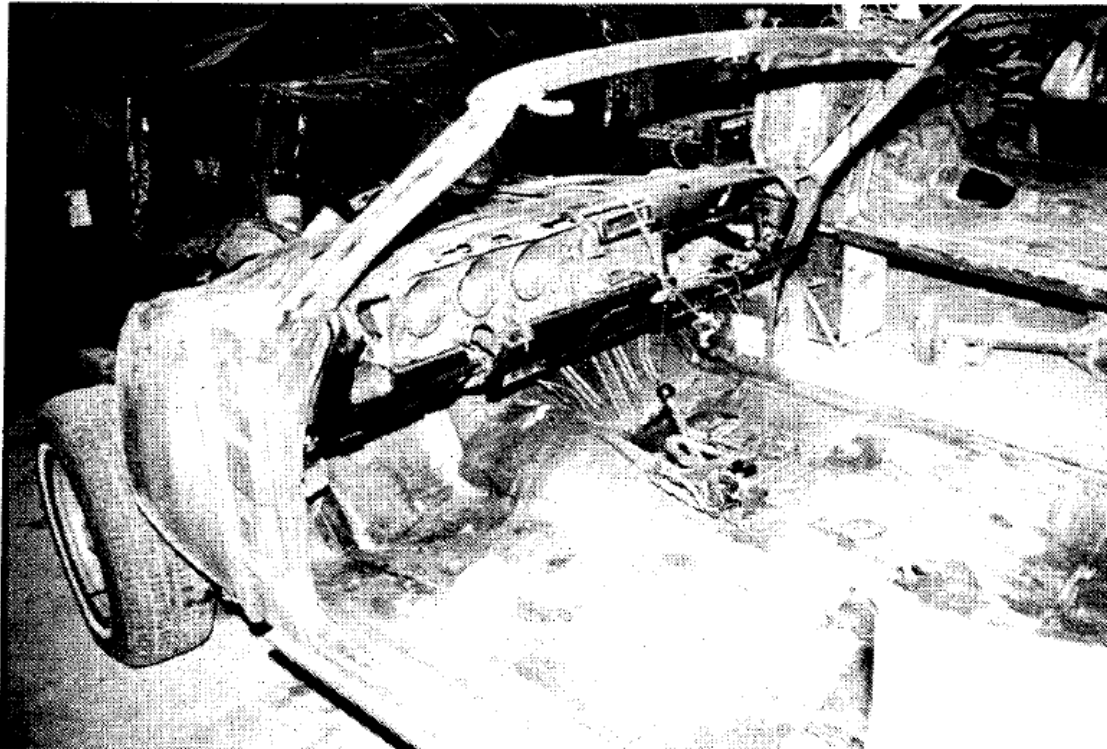
The purchase of a brand new 1969 Pontiac Custom S in March 1969 marked the beginning of what has become a 25 year affection for Pontiacs. My wife, Pat, and I would have greatly preferred to buy a GTO convertible but could not justify the extra \$1000, which seemed like a small fortune back then for two 21 year olds who had just graduated from college. Incidentally, we drove that Custom S for 11 years and over 167,000 miles (never having removed the valve covers or oil pan) until it was totaled in 1980 when a 16 year old front ended it and totaled both cars. (His was a brand new Dodge station wagon.)

Subsequently we've continued to have exceptionally good performance from Pontiacs. We bought a 1979 Grand Prix in 1980, and another 1979 Grand Prix in 1990. Both have over 160,000 miles on them and are still going strong. Neither has needed as much as a valve job or a carburetor overhaul.

A couple of years ago, with our two kids pretty well grown, I got the bug to buy a classic car. After unsuccessfully looking for a suitable 1957 Chevy, I decided that what would really be nice was to own a 1968 or 1969 GTO convertible.

As it turned out, this was something that obviously was meant to be. Chris Houska, owner of Houska Auto Body in High Ridge, Missouri, had done a good job of professionally restoring the body of my 1971 Triumph Spitfire in 1984. We had lost touch with each other until 1991 when the Spitfire needed a minor paint touch up from an ill fated encounter with a shopping cart. I sought out and relocated Chris. While Chris was working on the Spitfire, I told him of my interest in restoring a 1968 or 1969 GTO. He told me he had both a 1968 and a 1969 convertible in his shop, one owned by him and the other by John Finocchiaro, one of his shop hands. Chris was willing to sell me his 1969 convertible but wouldn't be able to start the project for about six months.





As good fortune would have it, Chris called me in October 1991, regarding a 1968 convertible a friend of his had seen. It was Meridian Turquoise, with a Parchment top, His and Hers shifter with all key engine and drive train numbers that matched. It was somewhat unusual and rare in that it had a two barrel (one of only 452 1968 two barrel convertibles). The odometer had a reading of just under 128,000 miles.

When I first looked at the car, I remember being less than enthusiastic because it had several items that were modified, primarily a non-factory stereo AM-FM radio/cassette player that required cutting up the dash to install and speakers installed in the front kick panels and rear seat quarter panels. The convertible top switch was missing, while a modified version was found hanging down from under the dash. The convertible top was in poor condition with several rips. The dash lights were real dim. The car started right away and sounded terrific. The rest of the interior and entire engine compartment looked pretty good. I couldn't get a good read on the condition of the body because it was dark and raining when I looked at it the first time. Also, I was not allowed to test drive it. Although I was interested, I was not all that eager to buy this GTO after the initial visit.

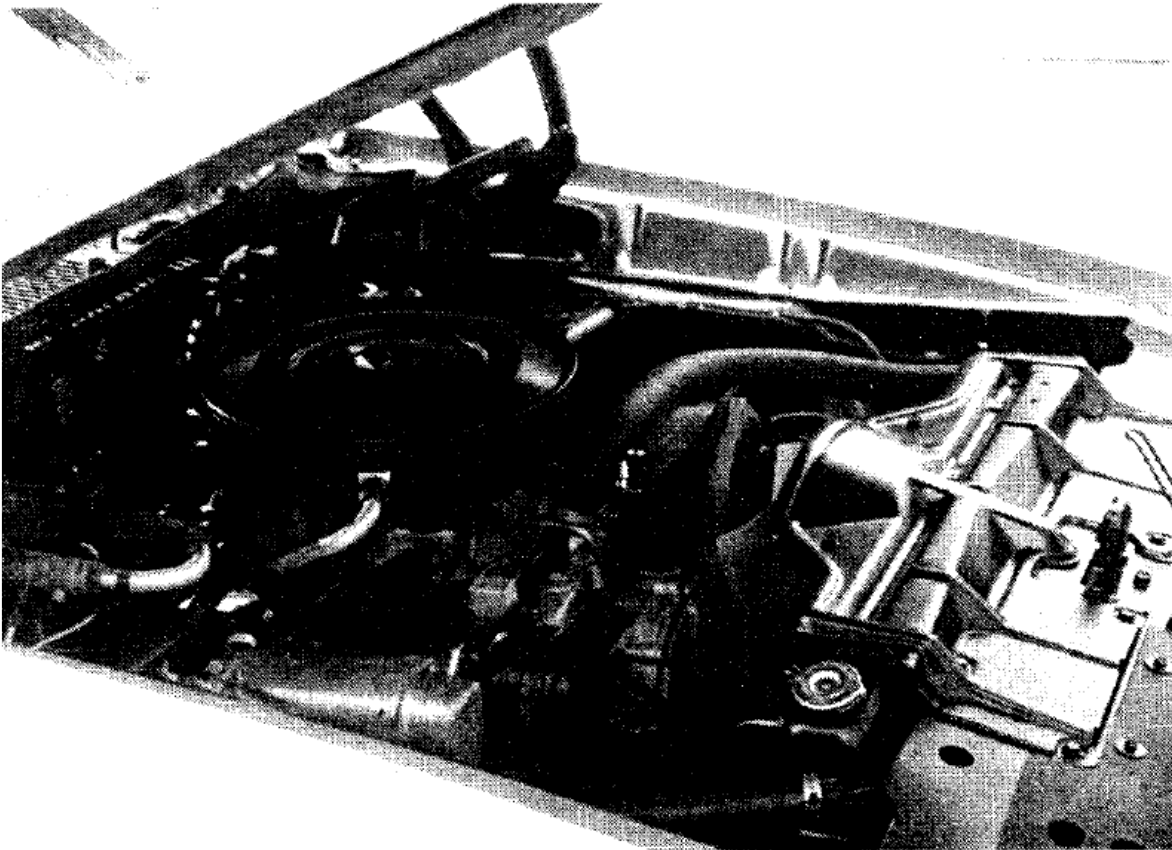
I thought seriously about the car for the next few days and decided to do some research to find out exactly what I might be getting into. My invaluable and very helpful information source was Ron Fiebiger, whom I had met about six months earlier by chance at work in an elevator. Ron had noticed my daily driver (a 1979 Grand Prix with T-tops, factory wire wheels and two tone maroon original paint that still shines like a million dollars). He told me he was in the Gateway GTO Association and told me I should join even if I didn't own a GTO. (I later learned he was trying to pad his lead in the new membership drive!)

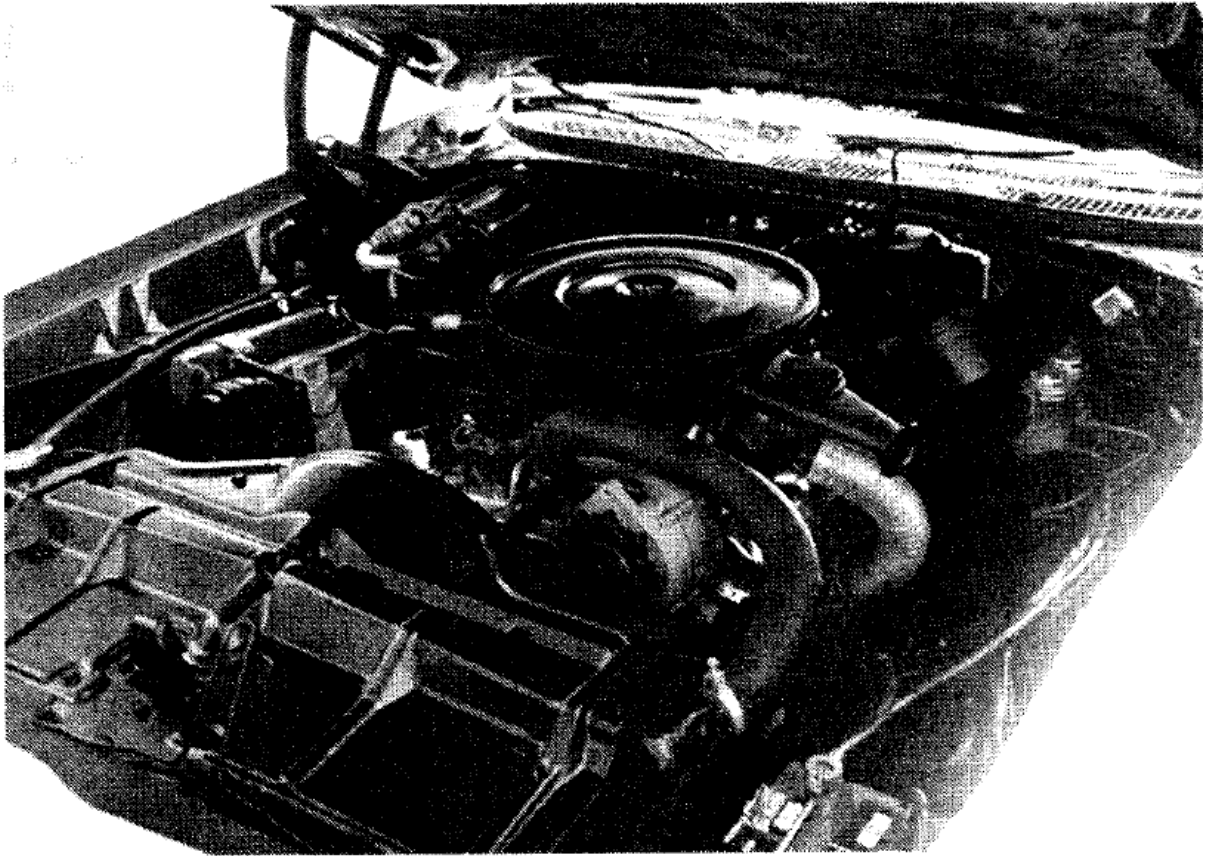
Ron was an indispensable source of knowledge and insight. He confirmed that a two barrel, 400 GTO convertible was indeed a rarity. He also gave me the locations of various engine code numbers and made suggestions as to questions I should ask. Armed with

this new information, and with Pat accompanying me, we took another look at the car in the daylight, six days after my initial looksee. Fortunately, the car was still unsold. Remarkably, this GTO looked even better in the daylight than it did at night. All the numbers matched and the more I looked, the more excited I became. The body, frame and undercarriage had very little visible rust. I still was unable to test drive it because the owner wanted to be there to accompany any serious buyer.

I made arrangements to drive the car the next day and it drove great. The front end had just been rebuilt, all four wheels had new brake linings and the owner had just purchased \$200 worth of new rubber for the convertible top. We struck a deal in late October 1991.

The car came with the original sales invoice which showed the original couple who bought the car new had purchased it from Barton Pontiac in Ferguson, Missouri in February 1968, for \$4442.73. The factory installed options included: power steering, automatic transmission, push button AM radio, Rally II wheels, air conditioning, Soft Ray glass, console, hideaway headlights and Rally gauges with a clock. (Ironically, a few months ago when I was showing the car to a buddy of mine in our poker club, he recognized the car as being identical to one owned by a friend of his who turned out to be the original owner.) A subsequent title search turned up five other owners, two of whom were brothers who had the GTO from July 1976 through April 1990. Pat and I are the seventh owners. I contacted one of the brothers who verified the odometer reading was correct and that the only things done to the engine were several new freeze plugs and new lifters. The drivers side front fender had been hit but the car had not been involved in any other major accidents. The brothers had had the rear quarters replaced (due to rust) when the car was repainted (the original color) in the early to mid 1980's.





After I bought the car, I began accumulating various GTO magazines and publications. I made arrangements to have Houska Auto Body do a full frame off restoration. I dropped the car off in late January 1992. After the engine was pulled, I had it rebuilt (to run on unleaded gasoline). The interior was refurbished/redyed by Color Match Auto Interiors. As the body restoration was being done, I diligently went to work locating and buying new replacement parts to bring the car as close to original condition as practical. John Finocchiaro, of Houska Auto Body, became a good friend. John owns a 1969 GTO convertible and really did a splendid job and made a special effort to make sure everything was as close to perfect as possible. As with any restoration project, the job took longer and cost more than initially envisioned. (Just imagine building a new car by purchasing one part at a time at near dealer retailer prices.)

Chris Houska confirmed very early into the restoration that the car was in exceptionally good condition. There was some rust on the inside door panels and he suggested I find a replacement for the drivers side front fender which had been hit and repaired. The worst rust was on the metal which ran across the top of the wind shield. This required some extensive rework.

As the months rolled by, I really struggled with what color to repaint the vehicle. Initially, I was set on Solar Red. However, I kept discovering that the car was very close to being as correct as the day it was originally purchased. Therefore, while I went from being only mildly interested in the original Meridian Turquoise color, I started having second thoughts about how wise it might be to paint it red. Ron Fiebiger kept telling me that there were already too many red convertibles. The real determinant, however, was my wife, Pat, who simply loved the blue color. So, in the end, we decided to keep it Meridian Turquoise.

The car was about 90% completed when Ron and I picked it up from Houska Auto Body in early November 1992. It still needed debugging, installation of the interior, a new convertible top, recharging of the air conditioning unit, as well as miscellaneous finishing touches. The next stop was Color Match, where Gateway GTO Association member, Chris Simmons, and owner Don Cerny, worked their magic on the rag top. Then in early December, it was back to Houska for final adjustments and finishing touches.

The restoration was completed in my garage with the installation of the complete interior: carpets, seats, console, instrument panel, dash and dash pad. In addition, many hours were spent on final detailing of the engine, trunk and undercarriage.

The car was essentially completed about a week before the 1993 GTOAA International Meet in Indianapolis, which was held from June 30th to July 3rd, 1993. It was entered in the Concours Show 1968-1971 Restored Convertible Class where it placed third. I'm really delighted about the finished product. However, I must admit that I have a tinge of regret that it has been restored so nice as I am somewhat hesitant to take it out as often as I might if it had a few more imperfections.

All told, it took many more dollars and much more time than I would have imagined but it was worth it. After all, a true work of art is priceless and the beauty (value) is truly to be found in the eye of the beholder.

Many thanks to all those Gateway GTO Association members who advised, consoled and assisted in the restoration, especially to my dear friend, Ron Fiebiger.



SHOW ME REGIONALS 93

By Joyce Nettle

Well, another Show Me Regionals has come and gone! This was the second one in a row hosted by the Arch Chapter POCI. We took four of our six Pontiacs to this show for display only. Again this year we were the first ones on the lot. Vic says it's because I get wound up and in a hurry. Saturday was registration and cleanup (we registered Friday night). I got outside about 9:00 AM and ran into John Seabolt. He brought his GTO out for a while before having to go to work.

Will and Donna Bowers were there with their 64 convertible (which was displayed in the swap meet area) and their 67 hardtop (which took a second place in the 66 to 67 GTO class). Mark and Terri Clatto brought their 71 Judge and took a first in the Judge class. Wayne and Trudy Sommers brought their 67 convertible and took first place in 60 to 69 Semi-Modified class and took best modified. Don and Pat Spindel brought their 68 convertible and took a first place in the 68 to 70 GTO class. Bob and Paula Swiecicki brought their 72 LeMans UFO and took a second place in the Intermediate Cars Modified class. Dale McCurdy took a third in the 69 to 73 Trans Am class with his 70 TA.

Darrell Carnal brought his 67 hardtop and John Novelli's 66 hardtop was at the show (for sale in the swap meet area). Other Gateway GTO Association members in attendance were: Jack Menke, Tony Bezzole, Pete Fahle, Chris Simmons, Marty and Mary Howard, John Hunt, Dave and Michelle Kries, Greg Tombridge, Bob Timmerberg, Dave Utterback, Dan and Debra Shabel, Tom and Diane Eyssell, Joe and Wendy Wirthlin, Jim Weaver, Tim Moll, Steve Agers, Jeff Steibel and Vic and Joyce Nettle. I hope I haven't forgotten anyone, we had a lot of club members there!

Sunday night was the awards banquet. I do believe that our GGTOA table at the banquet was having the most fun. It seemed that we were being watched a lot. Just ask Paula. After the meal the awards were given out and it was announced that next year the Show Me Regionals will be in Kansas City, Missouri.

mazda

JEFF STEIBEL

Wholesale Parts



Don Darr Pontiac-Mazda, Inc.

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(314) 487-9023

Direct Parts
1-800-727-0312
Out of Town

Gateway GTO Association member Jeff Steibel is a parts counterman at Don Darr Pontiac in South County. He is offering parts location service and wholesale pricing to all Gateway GTOA members. His services to members are on a time available basis so be patient with your requests, but if a part is available anywhere, Jeff will get it for you. I, Ron Fiebiger, have purchased many items through Jeff over the past few years and have always had excellent service. He recently acquired for me the last two remaining new GM 1977 Grand Prix electric roof switches on the continent from two dealers in Canada!

MOORE PONTIAC

1993 COUNTDOWN SALE

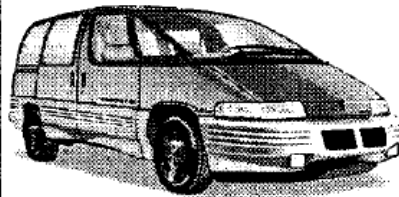


1993 BONNEVILLES

\$1750 Rebate
35 TO CHOOSE FROM

1993 GRAND PRIX COUPES & SEDANS

\$1500 Rebate
12 TO CHOOSE FROM



1993 TRANSPORTS

\$1500 Rebate
5 TO CHOOSE FROM

1993 GRAND AM COUPES & SEDANS

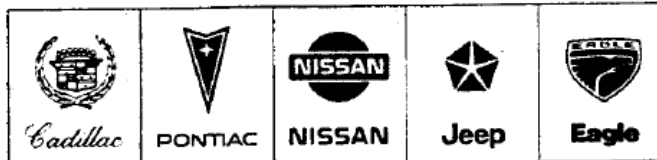


\$1500 Rebate
32 TO CHOOSE FROM

1994 FIREBIRDS IN STOCK
WITH T-TOPS



Moore



A U T O P L E X

Manchester at Clarkson • Ellisville

394-0300

SUNDAY, SUNDAY, SUNDAY – BE THERE!!!

The Place: Mid-America Raceway

The Date: October 10, 1993

The Reason: The Challenge has been made and accepted, and the time has come to put up or shut-up! The High Performance Fords are waiting to wreak havoc on our Pontiacs like they did last year. A repeat performance is expected. Now can we let this happen? I would hope not! We have even expanded the racing this year to all Pontiac models. So let's get out the octane booster and those sticky tires and get ready to show the Fords Unlimited some real horse power!

This is bracket racing, not heads up so you don't have to be fast, just consistent. Jack Menke is even going to race his new 92 Firebird. So bring out your Poncho for a full day of racing and fun. By the way if you have never raced before, we have enough racers in the pack to help you out, so don't let that stop you. If you have any questions call Dave Weeks, evenings (314) 772-6326 or weekends (314) 839-4882.

RECHROMED BUMPERS UPDATE:

ARE WE THERE YET?!

Well almost. Larry Cooper is about ready to make the Big Bumper Trip to California. The second week in October should see the trailer loaded with bumpers & headed West. Larry will be at the Gateway GTOA vs Fords Unlimited drag races at Mid-America Raceway in Wentzville, Missouri on October 10th and will be picking up the bumpers there. In order to have your bumpers chromed, you will have to drop them off there.

Larry is going to call California and let them know just how many are coming and we need to know exactly what you have, so Larry can get us prices on the different bumpers. As we have said before, the chroming has to be paid for in advance – this will have to be cash because Larry will have to pay for them when he picks them up. Even if you have called me before, I need you to call again with exactly what you need done so I can get you a price and you will know what to pay. If I am not at home, leave a message and when I get back to you I'll give you the price. We should see a lot of new chrome at the 1994 International Meet. Call Dave Weeks, evenings (314) 772-6326.

WANTED: PHOTOS AND NEGATIVES OF YOUR GTO

Cars only, no people. Any nice background, any angle of your car. Closeups if possible, the more car filling the picture the better. Planning for a possible 18 month calendar for the GTOAA International Meet. Your photos and negatives will be returned. Please send them to Joyce Nettle, 4450 Nazareth Hills, St. Louis, MO 63129.

UPCOMING GATEWAY GTOA EVENTS

REVISED OCTOBER 1, 1993

OCTOBER 10TH, ANNUAL GGTOA PONTIAC VS FORDS UNLIMITED DRAG RACING: Mid-America Raceway in Wentzville, Missouri. Gates open at 8:00 AM, time trials at 9:00 AM, program starts at 1:00 PM. Come early for time trials. Gateway GTOA members will be allowed to race any type of Pontiac. Be there to help the Gateway GTOA recover the event plaque which was lost last year! GGTOA Chairman is Dave Weeks (314) 772-6326.

OCTOBER 11TH, GATEWAY GTO ASSOCIATION MEETING: Ponderosa Restaurant, 5728 S. Lindbergh Blvd. in South County, (314) 842-4880. It is located on South Lindbergh about one mile North of I-55 between Mueller Road and Tesson Ferry (Highway 21). (Don't mistakenly go to the Ponderosa right at S. Lindbergh and I-55!) Be there at 6:00 PM for dinner or 7:00 PM for the meeting. The meeting will be in the Sun room on the side of the restaurant. Order your dinner from the regular line and it will be served to you in the meeting room. For more information call Ron Fiebiger (314) 892-4712.

OCTOBER 16TH, ANNUAL FALL COLOR/WINE RUN: Plans for the Fall Color/Wine Run are to cruise to a winery in the St. James, Missouri area, driving on as much of Historic Route 66 as possible. A final decision, depending on the number of members interested, will be made at the October meeting. If you are interested, please contact Gateway GTOA Chairman Ron Fiebiger, (314) 892-4712, as soon as possible.

OCTOBER 24TH, ANNUAL GGTOA VS BOONE TRAIL CORVETTE CLUB DRAGS: Mid-America Raceway in Wentzville, Missouri. Gates open at 8:00 AM, time trials at 9:00 AM, program starts at 1:00 PM. Come early for time trials. Gateway GTOA members will be allowed to race any type of Pontiac. Come out and help continue the winning streak against the Corvettes! Gateway GTOA Chairman is Darrell Carnal (314) 928-8030.

NOVEMBER 3RD, GATEWAY GTO ASSOCIATION MEETING: Willikers Bar & Grill, Country Club Plaza, St. Charles, MO. Be there at 6:00 PM for dinner or 7:00 PM for the meeting. Directions: Highway 70 West to St. Charles, left at First Capitol/Highway 94 Exit, continue to Friedens Road, left turn immediately into parking lot, left at S&P Oyster, continue to Willikers, meeting room is in back of restaurant.

DECEMBER 11TH, GATEWAY GTOA CHRISTMAS PARTY: Hosted by Marty and Mary Howard at their home in St. Charles. We will hold our December meeting at the party.

CARS AND PARTS FOR SALE:

1968 GTO hardtop, 400, automatic, His & Hers, p/s, p/discb, gauges, frame off restoration, green exterior with black interior, Bill Craft (314) 639-1488 (September)

1967 LeMans hardtop, 326, 4 speed, p/s, p/discb, gauges, bucket seats with console, red with black interior, Bill Craft (314) 639-1488 (September)

1969 GTO, 400, 4 speed, good motor, runs good, is drivable, needs restoration, \$2,500, Larry Cooper (314) 783-5702 (October)

1970 LeMans Sport convertible, 400, automatic, runs and is drivable, needs restoration, \$2,500, Larry Cooper (314) 783-5702 (October)

1966 GTO grills, 1966-67 dash pad, 1965 LeMans grills, all in nice condition, Bill Milligan (314) 947-8022 (October)

1971 LeMans front brakes including drums, spindles, master cylinder, proportioning valve, etc., Joe Wirthlin (314) 849-5477 (October)

1967 GTO front bumper, straight, good core \$30; 1967 GTO 4 speed console, needs refinishing \$40; Tom Eysell (314) 537-5248 evenings or (314) 553-6273 days (October)

1966-67 GTO black convertible top, brand new, still in Year One Box, \$125/obo, will sell to the highest offer for sure, Ron Fiebiger (314) 892-4712 (September)

Garage space for rent, secure and secluded, in South County area, for details call Ron Fiebiger (314) 892-4712 (September)

CARS AND PARTS WANTED:

1969 GTO, prefer hideaway headlights, should be in fair to good condition, ready to run, Stan Balsman (314) 788-2590 (October)

1966-67 Convertible RH quarter window, tinted, Brad Piper (618) 398-4855 (October)

1970-72 GTO front clip, Tony Bezzole (314) 878-6892 (October)

Four Core radiator in any condition to fit 1964 LeMans/Tempest/GTO, John Seabolt (314) 447-7801 (September)

1966-67 Tempest front bumper, Bill Craft (314) 639-1488 (September)

1970 GTO RH side marker light/blinker, goes on fender at Endura bumper, Sam Lawson (314) 739-6844 or (314) 230-6669 (September)

Convertible top frame work and top motor for 1968 GTO, top frame must be rust free and not have any bent components; other 68 GTO Convertible parts needed are chrome trim for passenger side rear window, rear bumper, bumper jack, complete antenna and spoiler; also want spoiler for 72 Olds Cutlass Sup or Hurst Olds; Does anyone know a top shop that can do restoration work (straighten bent frames), I need help on this, the top is holding up final restoration on my 68 GTO; John Frame, 3025 College, Alton, IL 62002, (618)465-8999 (September)

GATEWAY GTO ASSOCIATION
4711 LANGTREE DRIVE
ST. LOUIS, MO 63128-2726

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