



# THE HOOD SCOOP

June 2013

Gateway GTO  
Association



## GTO of the Month

My GTO

By Doug Wallgast



January, 1975. My first car ride, home from the hospital in my mom's arms – dad at the wheel of the 1968 Pontiac Tempest sport coupe. Dad had received this car, brand new, as college graduation gift from my grandfather. It was basic. A 2 door sport coupe, flambeau burgundy metallic with painted white top and black interior, OHC-6, three speed manual, column shift, no options. It cost \$2333.00. This car served as everyday transportation until 1985 when my grandfather gave my parents a 1979 Dodge St. Regis. This car was fully loaded with every option that could be ordered and had very low miles. My dad sold the Tempest for \$900.00 to a man whose kid tore it up and sent it to the junk yard in about two years.

In 1988 I started to dream about getting a car of my own. I would have really liked to have had dad's Tempest but it was sold before I had a real interest in it. I tried to find it



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back, that's when I learned of its junk yard fate. This led me in search of a car thru the classifieds (this was before the internet and Ebay) in which I saw many GTOs, Lemans and Tempests. Thru this research I realized what I really wanted was a GTO. This was not to be – as dad informed me that there was no way he would let me buy a 23 year old car for four or five grand.

I continued to mow lawns and save money and eventually in October 1989 I found a 1965 LeMans original owner car about ten miles from my home. I was more than a year shy of 16 so my dad drove me to see it. It was a nice original car with a fresh paint job in the original cameo ivory. It had the original dark blue interior in very good condition. Under the hood was a 326 two barrel with a two speed auto on the column. Not exactly a GTO but it was a very nice car. We bought it in November, 1989.

Thru the next year dad and I proceeded to pull engine and transmission, rebuild and restore to 1965 specs. We pulled out the interior, cleaned thoroughly, and installed a new carpet and headliner. The underside of the car was originally undercoated from the dealer (Barton Pontiac on West Florissant Road) so I re-undercoated it to make it fresh looking. There were a couple rust spots in the trunk that I cut out and replaced with patch panels. Both rear inner fender wells had rust areas that I cut out and replaced. I had the bumpers, headlight doors, tail panel, and remote mirror re-chromed. I wanted everything to look like it did when the car was new – I was not into aftermarket or modifications at all. I read all the Pontiac books I could get and bought parts from various restoration supply companies. I made mistakes and had to redo some things a couple times to get them right.

In the fall of 1990 Dad drove me, in the freshly completed LeMans, to a car cruise at a

pizza place near my house. It was a lot of fun as many people wanted to talk to us about the Pontiac. It was then as it is now – Pontiacs were usually in the minority at car cruises dominated by Chevrolet, Ford and Chrysler made cars. There was one guy there with a GTO that seemed very interested in the LeMans and its young owner. He couldn't believe that he hadn't seen this car before – as he knew almost all the Pontiacs in town. He was also surprised to see a "kid" who had the desire to restore a car the way that I did. His name was John Novelli. John lived a short distance from the pizza place and he told me to come by some time as he may have some parts that I could use for my car. I jotted down his phone number in case I did need something for my car.

About six months later I needed a part for my brother's 1968 LeMans we were working on and I called John Novelli. He had the part so I went to his house to pick it up and see what else he had. When I got there I was very surprised to see all the cool options, trim parts, tri-powers, 4 speeds – you name it, he had it and most of it was mint. Even more exciting than those things was a 1965 GTO, reef turquoise, post coupe, tri-power, and 4-speed with about 30,000 miles in the single car garage. I asked him if I could go for a ride in the GTO as I had never ridden in one before. There is nothing like the sound of a tri-power under full throttle acceleration. Couple that with John's power-shifting of the four-speed that just about ripped your head off at every shift! I was hooked forever! I hate to say it, but I knew at that moment the LeMans would eventually have to be replaced by a GTO. John wasn't interested in getting rid of his GTO and even if he was that car was way beyond my means. I would have to just dream.

I continued to enjoy the LeMans, but I was always on the lookout for a GTO. I continued to work and save money. I usually

would stop by John's house every couple weeks to see the Sedan and see what other finds John had come upon. In the summer of 1992 John came up with a regimental red 1967 GTO, HO, 4 speed, air car. This



car was like the 1965 Sedan – southern, rust free and beautiful. It needed a lot of detail work but it was all there and in very good shape. John informed me that he bought it for resale. I asked him to take me for a ride. The big Quadra-jet Rochester and 4 speed combo was very close to the sound and feel of the 1965 Sedan and at a much more affordable

price. I asked him to drive by my parent's house to let them see the car. Dad thought it was nice but didn't see the need to make any hasty decision. A few weeks later John asked me to get his mail and keep an eye on his house for the week that he would be away at the GTO nationals. Every day when I stopped by to get the mail I took time to stare thru the



garage window at the '67. By the time John got back I had convinced my dad to loan me the money to buy the GTO. I was 17 yrs old. It was one of the best purchase decisions I ever made.

The GTO was good for me. It kept me out of a lot of the troubles that kids my age were involved with. I spent weekends working



loan me different wheel covers or wheels if I wanted to run them on my car and see how they looked. Kind of a loan-to-own program! Over the years I added many options to an already well optioned GTO. Many of those additions were with the help and advice from John.

During my college years I didn't have as much time to spend on the GTO. I parked it in my grandparent's garage. I sold the 1965 Lemans and bought a

on the car. I kept my grades up as my parents would help me buy parts that I needed for the car or pay off what I owed on it. I was very careful with the car – I took very good care of everything as I had a lot invested and a lot to lose if I was careless. This did not stop me from power-shifting the heck out of it on occasion! My friend Mike Reifel and I would take it out on Friday and Saturday nights for some fun with Mustangs and Camaros. It was an air car so it only had a 3.23 saf-t-track but in first gear you could stomp it to the floor and when the secondaries came open it would smoke the tires! I never did stoplight burnouts but I regularly spun the tires on the 1-2 up-shift!

All this time I continued to restore/detail the car to 1967 new car appearance. I added options as John would find them for me. John taught me a lot about GTOs. Even though John is 15 years older than me he didn't treat me like a kid, I would ask him for help with something and he would show me how to do it and many times would loan me the tools I needed. John's house was like a candy store of items that I would like to get some day when I had the money. Sometimes John just gave me the part I needed. He would

1991 Mustang 5.0 to drive. I drove the Mustang a couple of years and in 1996 I ordered a brand new WS-6 Ram Air Formula 6-speed. I thought this was my chance to buy a modern day GTO. The Formula was a really cool and rare car that I pampered and never so much as drove it in the rain. In 1998 I graduated from college, got married and bought my first house. By this time the GTO and the Formula were rarely ever driven. My house had a two car garage so I moved the GTO from my grandparent's house to mine along with the Formula. My everyday driver was an 87 Ford F150. During this time John had sold the 1965 sedan, gotten married and moved much farther away to Illinois – we kind of lost track of each other for several years.

In 1999 while attending a car cruise at Dairy Queen (without my car) I saw a lady with a very original 1968 Tempest sport coupe with a for sale sign in the window. In my discussion with her I found out that she was the second owner of a very nice survivor car. It was an original paint (meridian turquoise metallic) 350, two speed auto on the column. Everything was original, plug wires, T3 headlights, 34,000 miles. She was moving out of

town to a place on a rock road and did not want to ruin the car. She wanted it to go to a person that would take care of it and not tear it up. I was the one to do just that! I called John Novelli, caught up on the lost time, and asked his advice on the car. I wound up negotiating a price and buying the car. I rented half of a neighbor ladies garage for the Formula and put the 68 Tempest in my garage. I converted the Tempest to H.O. specs with a quadrajet, 4-speed muncie and a 3.55 saf-t-trac rear end. I also added a hood tachometer. It looks factory original.



where I still work today. My wife Amie and I had two children, Megan in 2001 and Robert in 2006. It wasn't until 2006 that I started to get back into the 1967 GTO. I decided that I really wanted to do a thorough job at detailing and restoring the car.

The 1967 GTO was, in my opinion, too nice to require a frame off restoration but not nice enough to be a high-scoring points judged car. The undercarriage and drive train needed restoration. The paint was 20 years old but still very nice. The interior was original – just

needing cleaning and a new carpet. I pulled the drive train and jacked the car up so that I could work underneath. It is a Texas car so the undercarriage was very clean – really just in need of repaint. I cleaned and repainted the entire frame and underside of the body. I removed hardware, glass beaded and

I attended the GTO nationals in St. Louis and met the couple from Indiana that had purchased John's 1965 sedan. I had thought that I would never see that car again. I asked them to let me know if they ever wanted to sell it! During the next few years I bought and sold a 1965 GTO and survivor 1965 Tempest four door. I moved to a new house out in rural Missouri. I was laid off from my job as a machinist in a mold shop. I got a new job at another machine shop – Planet Tool and Engineering –



had re-plated. I rebuilt the engine, rebuilt the Hurst shifter, re-plated the linkage, installed a new clutch, repainted and re-plated everything. I had the front bumper re-chromed. I had the regimental red paint buffed out. I re-installed everything and finished it off with a Gardner exhaust. I took it to the GTO nationals/POCI show in Dayton and got Concourse Gold in the Restored Stock Class from both clubs. I was very proud of that car to say the least!

During the show in Dayton I saw Doug and Clancie Reno – the couple that bought John’s 1965 Sedan. I spent some time talking with them and looking over the car I had always wanted. Doug and Clancie had taken very good care of the GTO. They drove it a lot, but very carefully, as it now showed about 52,000 miles. It no longer had the checked original paint but had been very nicely re-painted in the original Reef Turquoise complete with white pinstripe. The original turquoise interior still remained but now had a new carpet to replace the threadbare original. The AM/FM had been replaced by a standard push button AM radio. The deluxe wheel was replaced with an original custom sport wood wheel. In place of the dog dish hubcaps were a nice set of original Rally I wheels. The dash

now sported a mint Rally gage cluster acquired from John. Other than those items the rest of the car was as I remembered it. At the end of the meet I reminded them that if they ever wanted to sell it to please let me know.

About one month after the GTO/POCI convention I received a phone call from Doug Reno in which he said that he wanted to sell the 1965 sedan and wanted to give me the first opportunity to buy it. It was great to have a second chance to buy this car, but at the time it came as a surprise and I was not prepared for a purchase of that type. I looked at the parts and things that I had that I could sell to come up with money to buy the car – this included the 1965 Tempest four door survivor that I had purchased a few years before. Doug and I agreed on a price and he allowed me a couple months time to sell the 1965 Tempest and all the parts I could for money for the GTO. My dad again came to the rescue and agreed to loan me the rest of the money for the car. On October 31, 2009 my wife and I drove to Indianapolis to pick up the GTO. Doug and Clancie were sad to see the GTO leave for a new home – but they were relieved to know it would be well taken care of!



Back at home it was like I went back 20 years – except this time I was in the driver seat! The only things I’ve done are to find a nice AM/FM to put back in the dash and to reinstall the steel wheels and dog dish hubcaps with a fresh set of redlines. It brings back a lot of old memories – especially when the three deuces come open with that “WHOMP” and you feel your neck jerk each time you shift the tall chrome Hurst stick thru the gears!



There are several things I have learned during these years. 1. Sometimes you have to wait for a dream to come true. 2. There are second chances. 3. Much can be learned in the process of buying and owning an old car. 4. You can make a big difference and have a huge influence on a younger person by taking the time to help them get started in the hobby. I would like to thank my parents, Lee and Nancy for all that they did to make it possible

for me to get where I am now. I would like to thank my wife Amie and kids for putting up with me and my cars. I also would like to thank John Novelli for the time that he spent over the years as a mentor, and as a good friend to me. I also want to thank Doug and Clancie Reno for giving me the chance to buy back the 1965 sedan. Last, and most important, I want to thank God for allowing me to accomplish these things. I am looking forward to many more years in the hobby, God willing.





# Presidents Scoop

## The Presidents Scoop

By Mark Melrose

### Ethanol Havoc

As far as I know, the only gasolines un-blended with 10% Ethanol available in Missouri are High-Octane Racing and Aviation fuels. Who cares? You do, whether you realize it or not. If you own a gas-powered lawn mower, leaf blower, weed whacker, power washer or chain saw you have probably already had problems. If you own a classic car with an all-stock fuel system, you have either already had problems or they are coming. I haven't had any difficulty with dissolving fuel lines, natural or neoprene rubber seals and gaskets or paper filters in my '68 GTO apparently because I have unwittingly converted these components to equivalents employing modern, ethanol-resistant materials during normal service and maintenance. But potential problems do not end there.

This past week I pulled out my one-year-old power washer to spruce-up the concrete deck around my swimming pool. It wouldn't start. After performing all the recommended tasks listed in the "Troubleshooting" section of the owner's manual – it still wouldn't start. Even though while it was still running I had added fuel stabilizer to its tank for winter storage I drained and refilled the tank with fresh gas – it still wouldn't start. Now it was off to the manufacturer's recommended service center. The mechanic and I discussed all of the above and then he proceeded to remove the carburetor bowl and declared the fuel was discolored and therefore "bad" – which he dumped and then guess what? It started.

"Regular" fuel stabilizers only work for about 60 days in ethanol-blended fuels. Other words of wisdom can be found in an article reprinted with permission in this newsletter from Hagerty's magazine – it's titled *Living With Ethanol*. A web-link is listed in the article's *Resources* sidebar and I suggest you check that out also. Some fuel stabilizers are now on store shelves that work as expected with the 10% Ethanol blend – shop carefully with that in mind. Lord help us if Washington decides to force the 15% blends down our carburetors.

**Calling all cars .....** The *Great Race* of classic cars has a lunch stop in Washington, MO on June 25<sup>th</sup>, the St. Charles Heritage Museum Car Show if June 29<sup>th</sup>, the GTOAA/POCI Co-vention is July 9<sup>th</sup>-13<sup>th</sup> in Dayton, OH and our next North County Cruise Nite is July 12<sup>th</sup>.

For other upcoming area car shows & cruises see <http://clubs.hemmings.com/lakerscarclub/>







# Gateway GTO Meeting Minutes



## GGTOA Minutes: 6/5/2013

7:13PM – Old Business – 21 Jackets being sold to club members for \$35.22 each. Price includes GGTOA emblem on back and embroidered name on front. E-mail will be sent with more info.

7:26 – 5/10 North County Cruise Night had 20 cars. Word is getting out that the show has moved from Behlmann to Complete Autobody.

7:29 – 5/27 Cobblestone Nationals at Fastlane classic cars. Had good turnout even with rain.

7:31 – 6/2 Don Bennett Pontiac cruise in Vienna, MO. He has a collection of rare Pontiacs.

7:33 – New Business – We currently have D&O insurance with renewal at \$793/12 months. GTOAA provides liability insurance which provides for defense lawyers. D&O pays for lawyers and settlement costs in the event of a loss in court. Harry Smelcer proposed that we continue with D&O coverage. There was a vote with unanimous decision to keep D&O.

7:40 – Reschedule for the Heritage car show is set for 6/29, due to inclement weather on the first date.

7:45 – Large trophy class car show at Complete Autobody on 10/5/13. We're looking for volunteers to help plan the event.

7:52 – Arch/POCI car show at Dave Sinclair Buick GMC.

7:57 – 6/22-6/23 Missouri River Cruise. Boonville cruise is booked solid.

7:58 – 7/9-7/13 GTOAA/POCI co-vention in Dayton Ohio. Car caravans are being put together. Marty has 2 rooms available near event.

8:03 – Tech session – Shauna replaced all speakers and the head unit in her GTO. Mark had electrical problems with his steering wheel. Terry Schott was having overheating problems.

8:10 – Shauna said that John Lally recently had a motorcycle accident and broke his collarbone.

8:11 – Marty brought in more movie posters

8:13 – Terry and Gail Schott took some relatives to Pontiac Illinois by train. They had a really nice trip.

8:14 – Motion to adjourn by Karen Ewans.

50/50 - \$34 won by Dave Demsko



## GREAT RESOURCES

# LIVING WITH ETHANOL

How to make blended fuels work with your old car



 Don Sherman

As if classic car owners didn't suffer enough with the demise of leaded gas, now we've got ethanol to fret over. While gasoline-ethanol blends, originally called gasohol, have been around since 1978, they're now so prevalent we're stuck pumping the stuff into our tanks.

A 2009 survey conducted by Hagerty revealed that 91 percent of the respondents were down on the idea of blended gas, and 29 percent reported problems attributable to the use of E10, a 10/90-mix of ethanol and gasoline.

Ethanol does have positive attributes. The government mandates its use because it lowers both greenhouse gas emissions and petroleum imports. Ethanol also boosts octane — good news for muscle car and hot rod owners.

The bad news is that ethanol's energy density is lower than gasoline, so mileage is slightly poorer with the now-common E10 and the coming E15 (15 percent ethanol) blends. Because ethanol is an aggressive solvent, it can dislodge fuel system deposits, resulting in clogged filters and screens. Its galvanic action can also corrode unprotected steel fuel tanks. Worse, ethanol absorbs water from the air, and it's hostile to fiberglass, two reasons why boaters hate the stuff. E10 is illegal for aviation use.

To understand what we're getting into here, Hagerty collaborated with

Kettering University on an in-depth E10 study. Some 3,000 hours of testing revealed that ethanol won't dissolve your carburetor or fuel pump while you watch. As long as an extra measure of preventative care is exercised, classic car owners should be able to survive the blended-fuels era without calamity.

Shrewd preventative maintenance starts by keeping a watchful eye on fuel filters. Because cork, paper, natural rubber, neoprene rubber and some silicone materials are vulnerable to the ill effects of ethanol, when it's time to overhaul your carburetor, rejuvenate your fuel pump, or service your tank and lines, it's essential to use modern gaskets, seals, coatings and hose materials compatible with today's fuel. It's also a good idea to brush up on your spark plug-reading skills: While modern cars self correct for the slightly leaner fuel-air mixtures inherent with E10, old cars may require carburetor jet changes to run perfectly on this fuel.

Short of constructing your own refinery, there are fuels such as VP Racing Gas that contain no alcohol. VP's C9 storage fuel guards against gas-water phase separation and jet clogging during winter months. Additives such as Marvel Mystery Oil and Sta-Bil have also earned a devoted following among car collectors. The only way you'll know what works best in your car is to experiment with the products we've listed here.



PHOTO: GABE AUGUSTINE

## RESOURCES

Cam 2 gas treatment  
800-338-2262  
[www.cam2.com](http://www.cam2.com)

Marvel Mystery Oil  
800-887-8539  
[www.marvelmysteryoil.com](http://www.marvelmysteryoil.com)

Mix-I-Go gas treatment  
877-231-6673  
[www.bellperformance.com](http://www.bellperformance.com)

Sta-Bil fuel stabilizer  
800-367-3245  
[www.goldeagle.com](http://www.goldeagle.com)

Star Tron Enzyme  
954-587-6280  
[www.mystarbrite.com/startron](http://www.mystarbrite.com/startron)

VP Racing Fuels  
210-635-7744  
[www.vpracingfuels.com](http://www.vpracingfuels.com)

To read our two-part series on ethanol from the Spring and Fall 2009 issues of *Hagerty Classic Cars*, go to [hagerty.com/ethanol](http://hagerty.com/ethanol).



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# History of a Rural Pontiac Dealership

By Terry Schott

You might say that I was born with Pontiac in my blood.

My grandfather started selling Pontiacs in 1926, the first year they were available. The rural town of Fox Creek, Missouri (approximately 2 miles west of Pond, MO), on historic Route 66, was the home of our small family-owned Pontiac dealership.

## Fox Creek Garage

In the beginning, the business was known as Fox Creek Garage. It had wooden floors, and two work/service bays. My father and three uncles all worked for my grandfather in the business. The history of the business starts before the Pontiac automobile even existed and even before the roads were paved. Back in 1917, Henry Gaehele opened a general repair shop on the property. In 1920, his nephew Edward Schott, my grandfather, purchased the property, added on to the existing building, and named it Fox Creek Garage. Around 1925/1926 the road in front of the shop, part of the historic Route 66, was paved.



My grandfather, Ed, was a self-taught mechanic/machinist. He ordered a Dyke's Automobile and Gasoline Engine Encyclopedia, copyright 1921, from a Sears & Roebuck catalog to learn more about automobiles. This book had information dealing with Fords, Packards, airplanes, and the Liberty "12" engine. It also had information on setting up your shop, oxy-acetylene welding, and general tools and their use. (This book still exists, in rough condition, and is part of my family collection.)

Besides the repair business, Ed somehow became interested in selling cars. One of his first ventures involved selling Ford Model T's he obtained through Manchester Motors, a Ford automobile and Fordson tractor dealer in Manchester, Missouri. Later he also sold the Oakland automobile. In 1926 when General Motors released the first Pontiac, he began selling them as well. He obtained them through Ed Loehr in Des Peres, Missouri. Sometime later, Ed Schott became a franchised Pontiac dealer and could take delivery of the cars himself. (See 1927 photo of Ed Schott touring the Pontiac plant.) Over the years, in addition to Pontiacs, he also sold a few GMC trucks.



DAD TOURING PONTIAC FACTORY WITH OTHER DEALERS - 1927

## A Family Business

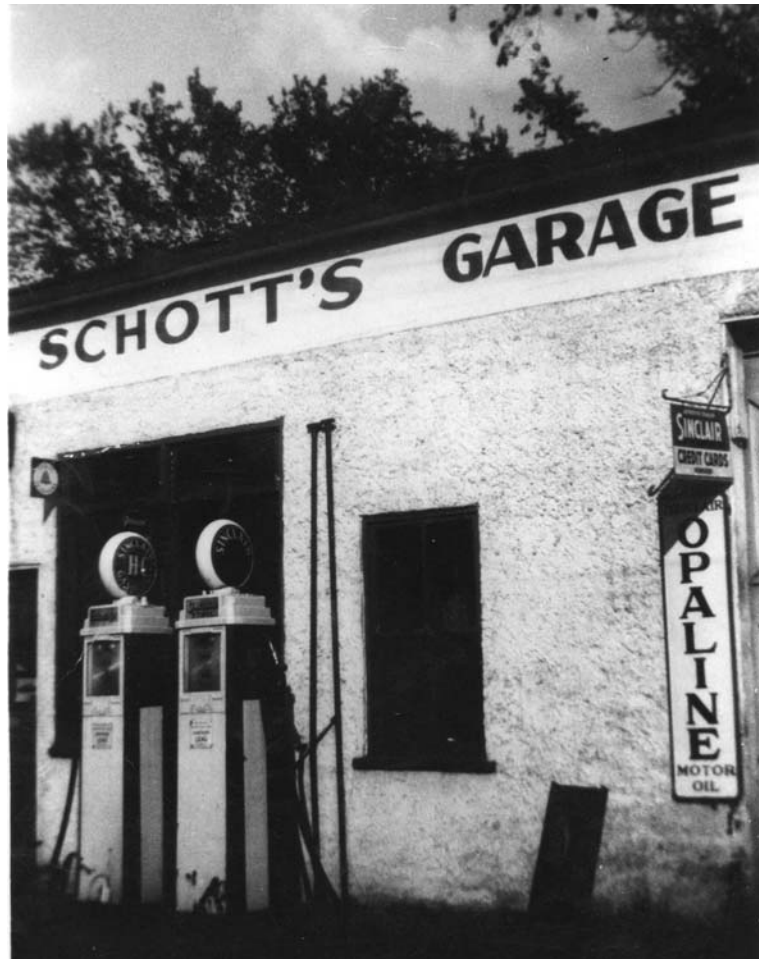
Ed's hours of operation were from 6 AM to 9PM. In the early years, Ed employed some of his uncles, and throughout the life of the business, the majority of the employees were relatives. Ed's oldest son, Gilbert, at age 14, started working there after school. A year or so later in 1936, my father, Elmer "Mick" Schott, started working at the young age of 14 as well. With their school days behind them after grade 9, their working days had begun. They started out performing oil changes and chassis lubrications. Just as their father before them, they had on-the-job training.

Ed had various tow trucks through the years. One of them was an early '40s GMC. He had fabricated and installed a homemade winch with a 300 ft. cable and the boys often made repair and recovery calls over the rural roads. Some of the calls were very unpleasant, one of which involved an individual who had been working on his 1930 Pontiac and was crushed when it rolled off the support blocks. The undertaker had to be called and they could not get the wrecker close enough to lift the car. They had to use jacks to lift the car to remove the body. There were many other calls involving icy roads and retrieving cars that had slid off the road on the hills surrounding the rural St. Albans area.

## Schott's Garage

Somewhere during this timeframe, the business name changed to Schott's Garage and another family member, Ed's daughter came to work. Viola, or "Sis" as she was known to her family, was fresh out of high school in 1941 and worked as the shop's first official bookkeeper. She also wrote up the sales contracts, prepared the GMAC paperwork, and performed other office duties. Her work there was short-lived, as the shop temporarily closed due to the war.

On December 7, 1941, when the country went to war, a lot of changes took place at Schott's Garage. Mick enlisted in the Army/Air Force and went into active duty November 4, 1942. After basic and aircraft training, Mick ended up in Italy as a crew chief on B-24 bombers. Gilbert also enlisted and after his training, ended up in England working on aircraft

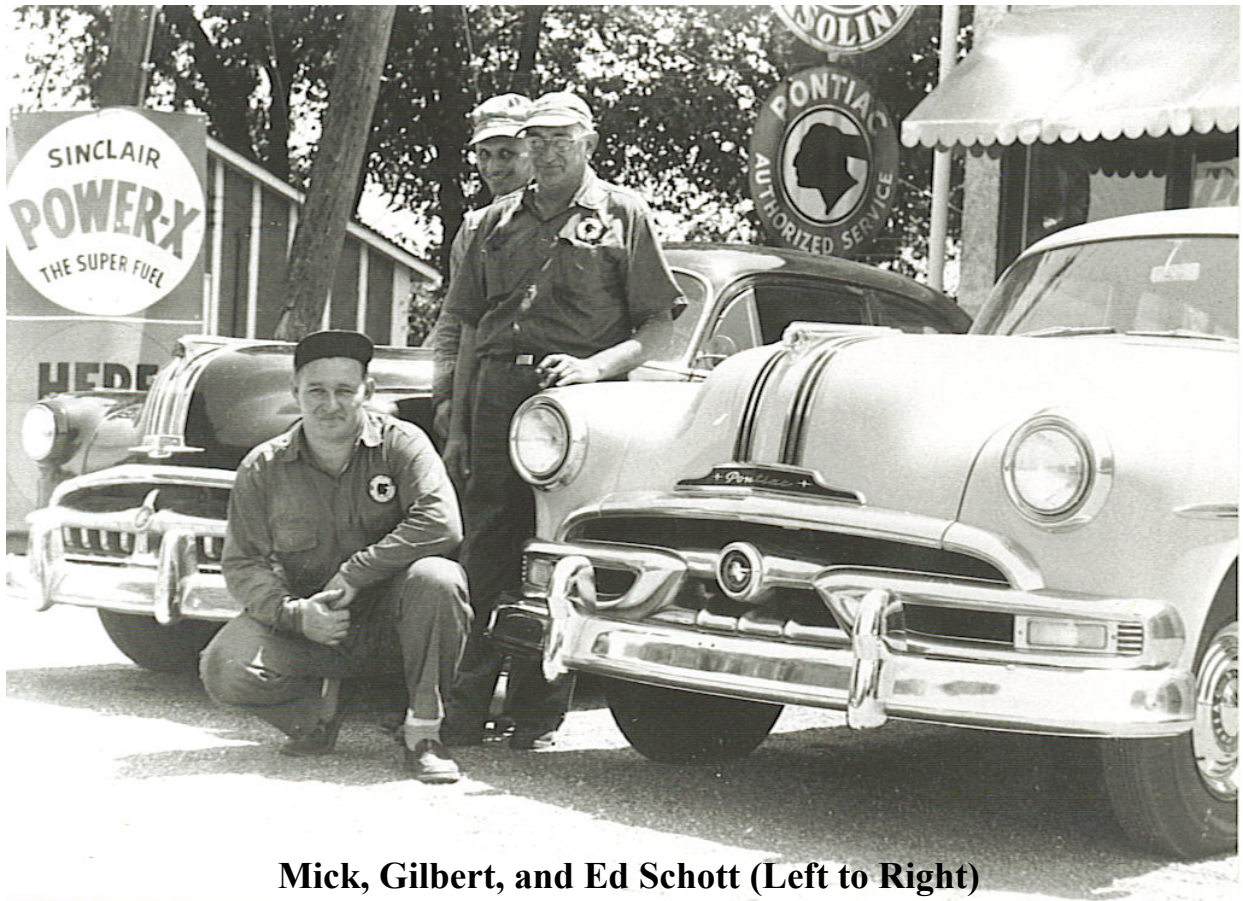


engines at the aircraft repair depot. Because the United States temporarily discontinued the manufacturing of personal automobiles to focus on production of military vehicles and weaponry, Ed was forced to shut down the business and went to work at Sunnen Products in Maplewood, MO as a machinist.

Ed's third son, Harold, who had just finished 10<sup>th</sup> grade, enlisted in the Army in November 1944. His duties included driving a light truck in a medical support unit in the Pacific Theater of Operations in the Philippines.

### **After the War**

Prior to the end of the war, Ed re-opened the shop and hired a young man to help him. Gilbert and Mick returned in 1945 when the war had ended and continued working at the family business. Harold returned from military service at the end of 1946, but unlike his brothers, he went to work for someone other than Ed. Harold took a job with Roper Danz Ford in Maplewood as a mechanic.



**Mick, Gilbert, and Ed Schott (Left to Right)**

Around 1950, Harold's career headed him back to the family business. He returned as a mechanic joining Gilbert and Mick in the shop. Later, as Ed got older and started slowing down, Harold gradually started working in the sales end of the business. As it turned out, Harold was

a natural born salesman, and it was said that “He could sell a snowball to an Eskimo!”

War production ended and new cars once again came rolling off the line. With new car production came additional training for Mick and Gilbert. They participated in the “Pontiac Craftsman Service News” program. This program, as described by Pontiac historian Tim Dye, in his book The Extreme Collector, Pontiac-Oakland Memorabilia, was a mail-order continuing education program. It included a series of publications regarding repairs, changes in procedures, changes in parts, etc. If a mechanic studied these courses and took the required tests, they could receive special Pontiac awards. Gilbert and Mick were awarded personalized pens, rings and plaques for their years of continued education.

In later years, Mick recalls that Pontiac started hosting training sessions and hands-on work in the service bays at some of the larger dealerships. The program evolved to include classroom training at the new GM Training Center where they could study to maintain the certification, Pontiac Service Craftsman.

The final family member to join the business was Marlyn or “Bud”, Ed’s youngest son. Bud graduated high school in 1951 and started working full-time in the shop performing new and used car cleanup. In October 1952, during the Korean War era, Bud enlisted in the U.S. Navy/ Air Force Reserve. The Reserves not being to his liking, Bud transferred to active duty and was stationed in Florida working with weather equipment for the pilot training program. Bud’s tour of duty was cut short due to the ending of the Korean War and he returned home in July 1954.

Bud returned to the shop as a mechanic and also performed new car service prep. Like his brothers, he took advantage of classes at the GM Training Center, such as electrical troubleshooting, electronic ignition, and even new car clean-up. At work back home, one of the jobs he remembers hating the most was cleaning up the new Vauxhalls. No, that’s not a typo – Schott’s Garage was one of the few dealers that sold the GM, British made, Vauxhall. They arrived sprayed with a waxy protective coating for shipping that had to be removed with “Prepsol” cleaner. It was a nasty job. Schott’s Garage sold about a half dozen of these cars, one of them to Ed’s son-in-law.

### **Shop Expansion**

During the late ‘50s as business continued to grow, there was a need for additional space. The only space available to expand the building was to the east. In order to build the new addition, the foundation had to be dug around the existing cistern. The new “one car” showroom was built above the cistern, and with the addition of an electric pump, this now allowed for running water and indoor restrooms! It also included a forced air fuel oil furnace. This replaced the old hand-stoked coal furnace that had only one central grate in the middle of the floor. The rear of the building included more parts storage above a basement wash bay where the new cars could be prepped. The showroom also incorporated office space which allowed for a salesman’s desk and a secretary’s desk.

Every year in early fall, Pontiac had new car announcements. Ed and all his family would go to the GM Training Center in Kirkwood, Missouri to see the new models. Each grandchild would

receive a small replica of a new model Pontiac and an Indian feather hat. Now that they had their own showroom, they could celebrate the new car announcement festivities too. The shop was decorated with balloons, crepe paper streamers, and posters of the new Pontiacs. It was a three-night event and plenty of beer, soda, donuts, and coffee were provided. People who never even bought a car would show up for the fun!

One of Ed's original customers, Pete Mertz, bought his first car in 1940. He always prided himself in being the first to order a new model every year, and in taking delivery on the first night of new car announcement. Aside from during the war years when no new cars were available, he purchased a new car each year through the close of the business.

In the early years, Ed's sales were about 5 to 6 cars per year. With the additional space and promotion and advertising, sales continued to grow. During the '60s, more cars, both new and used, were being sold. Since all of his sons were now involved in the business, Ed decided to retire in 1962. The sons purchased the business and with community involvement and promotions the growth continued.

### **Community Involvement**

One of the community events the family recalls was a two-day annual picnic hosted by the American Legion of Chesterfield, MO. The Schotts always took several new cars for display during the picnic. There was always someone there to readily show the cars and answer any questions. Another promotional opportunity in the mid '60s was providing cars for the Driver's Education classes at Lafayette High School. A new car was provided at the beginning of the school year and switched out at mid-year to maintain lower mileage on the car for its resale value. The school furnished a secondary brake pedal assembly on the right side of the cars that allowed the instructor the ability to apply the brake in emergencies. Local baseball teams were also sponsored with the Schott's Garage name on the team jerseys.

### **Schott's Pontiac**

The family tradition continued in the mid-'60s with two of Ed's grandsons, Terry, son of Mick, and Hal, son of Harold. Around 11 years of age, Terry, who lived next door to the shop, started working before and after school sweeping in the showroom and shop and mowing the property. He also assisted in the cleaning of parts during overhauls or valve jobs. Hal, a year later, also at the age of 11, started working with Terry. He helped with the mowing and the two of them did clean-up of the new and used cars. And, Irene Hairston, a niece of Ed's, also started to work as a secretary/bookkeeper. In late 1966, the business name was changed to Schott's Pontiac. Later, in August of 1968, the business was incorporated and the name was changed to Schott's Pontiac, Inc.

Over the years several people from outside the family worked at the garage as well. Through the mid '60s the volume of cars being sold increased. Harold became Sales Manager, Bud joined in on sales, one person was hired just for new car clean up and another to service the new cars before delivery. Servicing the new cars meant that as the cars came in there were always "adjustments" to be made, such as body fits or hood and door adjustments, dash rattles, and general alignments.





### **Excellent Customer Service**

The Schotts always prided themselves in spending the time that it took to make the cars “right” for their customers. When a car was delivered to a customer, they did not want it coming back the next day with issues. Even a larger dealer to the east in Kirkwood, Carson Pontiac, would bring their cars to Schott’s for new car service. The Pontiac Zone Manager at the time valued their attention to detail so much that he brought his own personal car to them for service prep as well. Another very important customer service offering was the personal pickup and delivery of customers’ cars and the customers themselves. The customer always came first, and their slogan, “Schott’s Service Satisfies” kept them coming back.

During the peak years of 1960- 1970, Schott’s Pontiac sold 300 new Pontiacs and more than 700 used cars. The dealership was awarded a number of plaques for meeting sales quotas and various other recognitions, including the McDonald Award for 1969, the “Record Breakers” Sales Campaign and the McDonald Award for the 1970, “Fast Track 70” Sales Campaign.



**1967 Grand Prix at the New Car Announcement**

### **Relocation Discussions**

Over the course of time, the Schott dealership was in discussion with the Pontiac Motor Division regarding building expansion and relocation of the dealership. In the mid-'50s, Ed had purchased five acres at the corner of Manchester Road and Hwy. T. Pontiac had to approve the location of any dealership properties, and they said that it was too far out in the rural area, so Ed sold that property in 1964. Between then and 1970, two other attempts were made to purchase property. The second piece of land was on the south side of Manchester Road at Clay Avenue in Grover. Pontiac did not like this location either. The third and final piece of property was on the west side of Clarkson Road just north of Manchester, in Ellisville. Pontiac would not approve this property saying that it was too close to another larger dealership, Carson Pontiac, in Kirkwood, Missouri. That dealership was 10 miles east of this property. Schotts got the feeling that Pontiac was trying to “weed out” the smaller dealers.

Two things happened in 1970 that changed the course of the business. In the fall of 1970, Pontiac Motor Division began making demands on the dealership to relocate the business to an incorporated area. Pontiac also wanted to dictate building size and other details. As stated before, it seemed impossible to satisfy them as to where that location could be. Also, Harold, the Sales Manager, became very ill and passed away in December. So a decision had to be made

before renewing the next year's contract. The brothers all agreed that this was too big an undertaking for the three of them, so they decided to terminate the franchise.

On July 30, 1971, Schott's Pontiac terminated their selling agreement with Pontiac Motor Division. Bud stayed through 1971 selling out the remaining cars and then went to work as a salesman for Carson Pontiac. Gilbert and Mick continued to run an auto repair shop for all makes and models of American cars under the name of "Schott's Auto Service Center, Inc." until 1985 when they retired. It was a sad day when Schott's sent out their letter to customers telling them of the termination of their franchise. It was the same kind of feeling, years later, when it was announced that GM was discontinuing the Pontiac line.

\*\*\*\*\*

I would like to acknowledge my Aunt Viola Schott/Decker, for her information booklet gathered from the family in 1985. I would also like to acknowledge my Dad (Mick), Uncle Bud, and the rest of my family for their help and their information provided to write this article. If you have PHS documentation on your car showing a Pontiac dealer code of 312 631, you have a car that was sold through Schott's Garage or Schott's Pontiac, Inc. Your Protect-O-Plate or Warranty Book would have the number 12631 or 12-631. I would like to hear from you about your car. If you can provide me with a picture of the documentation, I have reproduction reflective bumper stickers with "Schott's Garage" or "Schott's Pontiac, Inc.", and I can provide you with the appropriate sticker for your year model. Send your verification and mailing address to my email, [tschott@kelpe.com](mailto:tschott@kelpe.com).

Terry Schott, May, 2013  
Gateway GTO Association #39  
GTOAA #5293  
POCI #20968



# Gateway GTO Activities

## North County Cruise Night By Chris Winslow



### FINALLY!!

We finally had a nice night for the North County Cruise night. That great weather paid off with a turn out of over 50 cars. This count included some cars we had not seen since last year and some cars we had not seen before.

Our new sponsor, Complete Auto Body, provided the water and hotdogs and Gateway GTO provided the music. We eventually filled up the main lot and had some cars parking at the lot across the street. Pictures of some of the great cars that made it are included here for your viewing pleasure.



# Gateway GTO Activities



Yes—This is Shauna back from Florida!





# TEN COMMANDMENTS FOR THE GTO OWNER

- I. Thou shalt feed no "Gasohol" or whimpy unleaded gas to thy Goat nor permit heathen with unworthy wrench to render it lame or spoiled.
- II. Thou shalt not covet thy neighbor's Tripower, hood tack, Ram-Air scoops nor his NOS wood wheel.
- III. Thou shalt not permit thy family to schedule events of lesser importance (such as marriages and funerals) during the Sacred Season of the GTO Nationals.
- IV. Thou shalt not "Light up" the tires or cause thy Judge to be launched, forthwith, while thy spouse has placed her Cherry Coke on the dash board.
- V. Thou shalt make no uncharitable references to thy neighbor's Granada, Nova or Pacer and pray often that his earthly existence is joyous in other ways.
- VI. Thou shalt not sell thy wife's Camaro at a garage sale nor spend the proceeds for a "Posi" rearend and set of exhaust splitters without her consent, unless you know where she keeps the title.
- VII. Let no male dogs within 300 cubits of thine Rallye wheels, and give reasonable warning to thy neighbor that his cat's foot prints on thy GTO hood commit a grave transgression upon thee.
- VIII. Be truthful and forthright when approached by thy neighbor concerning the whereabouts of his late cat and male dog.
- IX. Thou shalt not challenge thy neighbor in any contest of swift acceleration upon the road, lest the wrath of the Phillistine with flashing lights cause a costly citation to befall thee.
- X. Make no bargains with merchants peddling machines from the orient, for they burn rice and lack true spirit. Remember, it is written by the prophets who bespake great truth: "There ain't no substitute for cubic inches"!

Steve Roberts, GTOAA Member

# GATEWAY GTO ASSOCIATION & COMPLETE AUTO BODY & TRUCK REPAIR

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**both days \$30 Sunday only \$20**

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Mark Melrose  
314-968-3106

[mjmelrose@aol.com](mailto:mjmelrose@aol.com)

Brian Sorensen  
630-991-1465

[bsorensen1@comcast.net](mailto:bsorensen1@comcast.net)

**Pontiac-Oakland Museum**  
& RESOURCE CENTER

[WWW.PONTIACOAKLANDMUSEUM.ORG](http://WWW.PONTIACOAKLANDMUSEUM.ORG)



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



# 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

## 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

## 2013 GATEWAY GTO CALENDAR OF EVENTS

- July 3 GTO MEETING 7pm J.J.'s 1215 S. Duchesne, St Charles, Mo, 63301 (CLUB SPONSORED)
- 9-13 GTOAA/POCI Covention in Dayton, OH. (CLUB SPONSORED )
- 12 North County Cruise Night on the 2<sup>nd</sup> Friday of each month April-October at Complete Autobody 6041 N. Lindbergh, Hazelwood Mo (CLUB SPONSORED)
- 13 JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- August 1 – Meeting at JJ's. CLUB SPONSORED
- 2-4 – Ames Tri-Power Nationals in Norwalk, OH.
- 9 – North County Cruise Nite 6-9PM on the 2<sup>nd</sup> Friday of each month April-October at Complete Auto Body, 6041 N. Lindbergh, Hazelwood, MO. CLUB SPONSORED
- 10 – JJ's Cruises at 1215 S. Duschene in St. Charles second Saturday of the month April-October
- 17 (8/18 Rain) – 4<sup>TH</sup> Annual Veterans Charity Car Show, Purina Farms, 200 Checkerboard Loop, Gray Summit, MO 63039; 11AM-3PM. Clubs with 5+ cars at \$10/car. CLUB SPONSORED
- 17 – Woodward Dream Cruise

SEE THE FULL CALENDAR AT [WWW.GATEWAYGTO.ORG](http://WWW.GATEWAYGTO.ORG)

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**Gateway GTO Classifieds**



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**St. Charles, MO 63304**  
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## GATEWAY GTO ASSOCIATION OFFICERS

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[chriswinslow@charter.net](mailto: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 Wednesday of the month at J. J.'s Restaurant, 1215 S. Duchesne Rd, St. Charles, Mo. 63301.

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

### 2 Locations:

**6041 North Lindbergh**  
Hazelwood, MO 63042  
(314) 731-7999

**10100 West Florissant**  
Dellwood, MO 63136  
(314) 868-2000

**Tow Service:**  
314-427-8697



**As a Gateway GTO member please consider joining the GTO Association of America**

**The Gateway GTO Association  
is an official chapter of the  
GTO Association of America  
[www.gtoaa.org](http://www.gtoaa.org)**

**Visit us at  
[www.gatewaygto.org](http://www.gatewaygto.org) or  
[www.gatewaygto.com](http://www.gatewaygto.com)**

## 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.



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