

1967 Pontiac GTO

By

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The car I am currently restoring is a 1967 GTO hardtop that was built in the Kansas City assembly plant and delivered in June of '67. The options that were selected by the original owner were few – but desirable. The car is regimental red with a black bucket seat interior. It has the standard 335 HP 400 with the optional 4-speed and Saf-T-Trak 3:55 rear end, manual brake and steering. Other options include: console, push-button AM radio, F70-14 red-lines with deluxe wheel covers and electric clock. I have chosen to restore the car as delivered with the addition of rally gauges and a custom sport wood wheel.



My son Rob and the GTO

The car was purchased about 17 years ago by a guy that used to work for my grandfather. He then sold it to a friend of mine about 3 years ago. He had it for about a year when he decided that he didn't really want to dive into a frame off restoration. I decided to take the plunge and purchased it in the summer of 2015. At that time it was a complete – mostly rust free car with original sheet metal, but a lot of wrong stuff had been done to it over the years. It had a very bad – non original blue paint job with an even more non-original blue interior. It had a mixture of 66 and 67 components making up the interior. It came with a rebuilt 68 400 and also the correct 67 400 bare block. Much of the visible original hardware had been replaced with stainless steel replacements. The interior and trunk floor pans and had been replaced.



Body on dolly ready for the Body Shop

I immediately dismantled the car and started the restoration. By the fall of 2015 I had the frame and all the chassis components ready for paint. While those parts were at Walnut Park Auto body for paint I continued to restore small components and hardware. After trading a guy my incorrect 66 bucket seats for his correct 67 seats - Chris Simmons took care of reupholstering them. John Novelli assisted in finding/supplying missing components and hardware. Jon Havens helped with plating. During the same time I built a dolly for the body and got it ready for the body shop. The body was stripped to a bare shell - which included welding about 30 holes shut on the firewall where a previous owner had riveted a stainless sheet for a "custom look". As the New Year approached the chassis was ready to come back from paint and the body was ready to go out to Walnut Park. Ray Mansering was finally ready to take the body in June of 2016 – which took longer than my original plan, but I was able to get the engine, transmission and differential rebuild during this time. The engine took a while as I was starting with just a bare block. After the body left for Walnut Park in the summer of 2016 I was able to completely assemble the rolling chassis to be ready to accept the body when it returned. In early January 2017 I picked up the body complete with fresh gleaming regimental red paint. Ray did an excellent job!



Completed chassis

I immediately began reassembly of the body. Soon it had glass, trim, Instrument panel, wiring, weather stripping, stainless and chrome. After some issues with incorrectly sewn headliners – Chris Simmons was finally able to install the headliner. As usual - the finished results were excellent. By the first weekend in March my son Robert and I mated the body back to the chassis. While it was up on jack stands the fuel tank, emergency brake cables and rear bumper were installed. This pretty much brings me to the present. The next step is to get the Brake/Clutch pedals installed and the steering column in. Following that I plan to fire up the engine for a test run. The front end, interior, remaining trim and pin stripes/final buff of the paint will hopefully follow close behind.



Body and chassis being mated together

I am registered and plan to have the car at the 2017 GTOAA nationals this summer for concourse judging. After that I plan to sell it. As much as I would love to keep every car - I know it's just not possible – besides – I still have its fancier twin that I have owned since I was 17.



Back on its own wheels again!