

## Jim & Kathy's 67 GTO



Kathy and I have owned our 67 Tyrol Blue/Parchment interior GTO since July 2001. The car is a correct restoration of its original 4 speed ram-air designation. The car was probably the 3rd or 4th car we looked at once we got serious about looking and purchasing. The car had previously been owned by Bill Hensley, a gentleman who lived near Indianapolis, IN. We found the car through Hemmings. Bill (a retired Chrysler transmission builder) had owned the car since 1994 and completed the frame on restoration sometime in 1997. Bill had previously restored a number of GTOs and he selected this one because it was an almost exact copy of the car he had when he was younger. The most challenging aspect of this restoration was clearly finding the correct XS block for this ram air car. After much effort in searching the country he found a rusted, correct XS block and in proper date code in Oklahoma. The block was a complete mess he acknowledged and it required major overhauling including the sleeving of the cylinders.

The car was originally owned (according to PHS docs.) by Beulah Fultz of Richmond, KY and was purchased from a dealer nearby. Given the color scheme of the car, it would make sense that this woman purchased it, however it was the top of the line goat w/4spd, ram-air, HO, racing gears and no AC, so we don't know if she purchased it for herself or perhaps for her son. We don't know exactly how many owners the car has had, however Bill, who we purchased the car from, seemed to think he may have been the 4th or 5th owner. The person he had bought the car from had drag raced the car exclusively, as Bill noted the interior of the car was completely gutted, carpet and all with about the only thing in it being an old chevy seat.

After a few yrs of having the car complete (since 1997), Bill claimed driving the car made him nervous as he was always concerned about rock chips and the sort, as a result he drove the car very little (200-300 miles driven since the restoration was complete). Bill had another project underway (another 67) and two cars for him was getting to be too much. As his wife was not into the car or in showing it, he would typically be out on his own if he were out in the car. As a result, he was looking to sell the car.

On my second visit (summer 2001) over to see the car, Bill agreed to sell us the car in 2001 for \$23,500. He had wanted \$28,000 and had full price offers from out of town, however he could not bring himself to sell the car to someone sight unseen. I made it clear that I would not go over \$23k. He indicated that it made him feel better to sell the car to someone who would come there, look at it in person, talk about the car, etc. to make sure they knew exactly what they were getting. After a few

hours of talking about the car and careful contemplation he said he could go at \$23,500 and we shook hands on the deal. I remember on our first visit to see the car, he had me start and drive the car on a grass field behind his house/garage that was the size of a football field and perfectly mowed so that I could have a feel of the car there first before taking it out on the road. In the end, while we paid a higher price for the car, it has worked out as we have had to do next to nothing to the car, the restoration including the mechanical aspects appear to have been good quality.

A few years ago, Kathy purchased me Hurst wheels for a present and we have mounted those on the car with red-lines which really complete the package. Nothing else has been added to the car since we have owned it.

I occasionally still talk with Bill Hensley and have seen him at natls. and he always comments that the car looks better now than when he had it, the car has a good home as he says.