



Paw Prints

APRIL 1986

PHOTOS FROM MUSCLE CAR SWAP



LYNN ALWAYS SMILES WHEN JEFF HAS A POCKET FULL OF MONEY



ENTERTAINMENT WAS PROVIDED BY THE WOLFMAN, AKA ANDY SYRKIN



NEAL SHOWN HERE WITH THE LIMITED EDITION NICK ANSPACH LOVE DOLL.

Dear GTOACO,

My wife Marianne & I are hoping to attend your show this year & are anxious to review your "Show Rules & Procedures" booklet. Marianne owns a 1972 GTO & I own a 1967 Convertible. We have been fortunate in being able to attend the last two GTOAA shows in Michigan. I believe your approach to a set of rules & guidelines to judging is overdue.

Please find enclosed the \$17.00 required in U.S. money order for the rules & procedures booklet as well as the code book.

Thanks!

Bill & Marianne Stasso
Leamington Ontario

Those of you who who attended the Parade of Champion Car Show at the Ohio State Fair Grounds probably ran across Richard Whalley and his 70 GTO. Richard is to be commended for using this opportunity to recruit new GTOACO members. He handed out more than 20 membership applications to GTO enthusiasts who stopped by his car. Keep this in mind next time you attend a cruise, swap or show.

**GTO Association of Central Ohio
1986 Officers**

President	Nick Anspach Box 265 Jacksonstown, OH 43030 246-5145
1st Vice President	Andy Syrkin 9130 Muirkirk Drive Dublin, OH 43017 Bus. 766-0011 Home 766-0346
2nd Vice President	Jeff Inskip 3193 E. Dublin-Granville Rd. Columbus, OH 43229 891-7821
Treasurer	Rob Wilson 4630 Waterloo Rd. NW Canal Winchester, OH 43110 837-5859
Secretary	Leslie Blankenship 2763 Lear Road Upper Arlington, OH 43220 459-0352

NEXT MEETING APRIL 9 1986

place: Bob Evans Restaurant
Rt. 161 & Cleveland Ave.

time: 7:00 p.m.
if you plan to eat dinner
try to get there by 6:30



PROFILE OF A DAMN GTO

We had recently parted with our second '77 Trans Am. We had decided that the wise thing to do would be find an "older and better" car to replace the T/A, so the search was on. Donna was partial to the '70 Cutlass Supremes, (her first car) and I had always loved Chevelles, big blocks of course! As we soon learned, none of these cars were readily available. At least not in any kind of condition in our price range. After about a week of frustration with still no car, I suggested to Donna that we look at a fairly clean and original GTO that I had spotted for sale. I had barely gotten the words out of my mouth when Donna replied "I DON'T WANT NO 'DAMN GTO!" I wish I had a dollar for everytime I've made her eat those words. After some discussion about what we had looked at so far, we decided that it wouldn't hurt to look.

We arrived only to find that the boy who owned the car wasn't home. However, his father was, and he located the boy by telephone and assured us he would be there soon. We heard the "green monster" before we saw it. (That infamous "goat gurgle", you know.) The look on Donna's face as the goat rounded the corner, and as it approached us with its piercing eyes eye to eye wit her's, I taunted, "Well, do you want it?" Donna was nodding eagerly. I merely smiled. At last we had agreed on what we wanted.

Then the bad news came. The car had been put under consignment which would only be sold by farm auction. The auction wouldn't be held for another month. The wait was excruciating. At last, the big day finally came on October 29, 1983. Having to wait for 3 hours, it was time for the autos to be auctioned which was very nerve racking. The GTO was the first on the list. The bidding was between us and another guy. It lasted about 5 minutes but it seemed like hours. At last, the auctioneer said "SOLD" and pointed to us. The green monster was now part of the family. The original radio was in a separate box with a bunch of junk. We got the radio and left the junk behind. We were about 5 miles down the road when a loud knocking noise started. We had blown a rod. After a couple of months in the shop, it was ready for the road. We drove it through the winter of '84. After taking it to the '85 Nationals, we've turned it into a (only nice day car.) The GTO craving had struck.

Since that day in October, we have purchased three more Goats, all within a 10 mile radius. Our family consists of a '67 Sports Coupe, '69 Convertible and we just purchased a '72 and last but not least, Donna's DAMN '69 GTO.

Donna & Ron Landis
795 Gwynne Road
London, Ohio 43140

SECRETARY'S NOTES

The GTOACO convened for its March 12th meeting at 7:45 p.m. at the Bob Evans restaurant with Nick Anspach presiding. There were 22 people in attendance, most of whom were members or became members by the end of the meeting. Attending his second meeting was Jim and Suzette Dingess' son Ryan, who has a pretty good attendance record considering he is only 5 months old. Jim and Suzette are getting him off to a good start. After all, as GTOAA president Lars Grimsrud says, "GTO's are for kids, especially big ones." Missed at this month's meeting were Karen Wilson and Lynn Inskeep. (Secretary's note: We need the involvement of more women in the club activities. Suzette, Donna Landis, and I do our best to keep the male viewpoint from dominating all the club decisions, but we could use more help.)

The first item of old business was the minutes from the last meeting. Nick asked for corrections. There being none, we moved on to the Treasurer's report by Rob Wilson. Rob stated that our coffer had received a healthy infusion of funds as a result of the recent membership renewals and the proceeds from the Swap Meet.

Ordering club jackets was the next item of old business. Donna reported that she had only 11 orders but needed 30 to defray the silk-screen set-up charge. Since some of us want these jackets in time for the Nationals, she again urged people to turn in their orders or the 11 people who ordered would have to pay the set-up charge themselves. Richard Whaley suggested that the set-up cost be taken from the club treasury. He felt it was unfair to expect those who order early to be charged the extra fee. He moved that the club pay for the set-up cost so that everyone could pay the same price for their jackets, whether they order now or later in the year. The group liked his idea; the move was seconded and passed unopposed.

Nick then asked Rob Wilson and Jeff Inskeep to give us a report on the End-of-Winter Muscle Car Parts Swap Meet that the club sponsored Sunday, March 9th at Hadocy Pontiac. This event was a major success for our club treasury, replenishing it with much needed reserves. With approximately 40 vendors renting spaces, we had no trouble selling all the inside spaces, and some vendors even set up outside in the parking lot. This did not prove to be a problem for them because Sunday was a beautiful, warm spring day. Spring fever had hit and it was apparent that everyone was anxious to get out of the house. What better place to go than to a GTO parts Swap Meet! More than 600 people attended the meet with some coming from as far away as Indiana and Michigan. Jeff reported that the vendors loved the meet and did very well. What impressed the vendors the most, outside of the fact that it was profitable for them, was the fact that this was an all-parts meet and not a flea market.

Several club members made big bucks at the Swap Meet and were able to clean out their basements, back yards, garages, and spare rooms of unwanted parts at the same time. However, some club members vending at the meet proved that "one person's castoffs are another's treasures" as they ended up in the red -- having bought more than they sold. But everyone was happy: those who made money, those who got the parts they wanted, and the club, in general, for having made some money on the event.

The club would like to thank Nick, Jeff, Rob, Andy Syrkin, and Neal Blankenship for the long hours they devoted to coordinate this event. Thanks also go to Lynn Inskeep, Karen Wilson, and Kathy Syrkin for their patience with phones that would not stop ringing and husbands who were perpetually occupied as myriads of questions and orders for the Swap Meet invaded their homes. Special thanks go to the unflappable Randy Motter who worked the early-bird shift of the Swap Meet and was responsible for supervising the vendor set-up. He did a superlative job of handling everything, including un snagging some last minute mix-ups with some vendors. The club also owes thanks to Karen Wilson and Lynn Inskeep for their untiring service in selling beverages and donuts to the hungry crowd, who quickly scarfed up the goodies.

We would also like to thank Hadocy Pontiac for allowing us to use their service area rent-free. Despite the warm day, the fact that the Swap Meet was indoors was a big factor in the overwhelming turn-out. And, last but not least, the Swap Meet's Best-Dressed Vendor Award goes to Jeff Tillman, vendor extraordinaire. Sporting a fashionable GTO emblem earring in his left ear, he was the envy of everyone. Nice touch, Jeff!

Jeff Inskeep provided a report on the membership renewal drive. He has received renewals from most members and will be calling others to remind them to renew. Jeff has a few people whose telephone numbers were no longer valid and asked the group if anyone knew them. We now have 51 paid members with 16 left to be contacted. The Swap Meet also provided us with several new members. Members who don't renew by the end of the month will not receive the next issue of the Paw Prints.

Neal was then asked to give us an update on the Nationals. Neal's article, entitled "Show Judging: A New Beginning," was featured in the March issue of The Legend. In this article, he outlined the procedure for the 1986 Concours Show and explained that the GTOACO will be coordinating the judging. The article emphasized the importance of using a set of written standards as the basis for uniform and objective evaluation of competing cars. These standards, of course, are our own "Show Rules and Procedures" and the "GTO Code Book" that Neal, Andy, and Nick compiled for our local shows. Neal has received lots of positive feedback from this article with people calling from all over the country to say that they support the concept and to volunteer for activities.

Neal explained how he is recruiting the judges. Soon after the article appeared in The Legend, he mailed letters to all the various GTO chapter presidents, inviting them to participate in the judging by recommending a judging team and a judging assistant. By doing this, he hopes to draw judging talent from all chapters. Anyone calling to express an interest in judging is sent a questionnaire to complete, which will give the Judging Committee some background concerning his or her experience and knowledge of GTO's. These questionnaires will be sent to the two Judging Co-Chairmen (Nick and Andy) for their evaluation. This procedure will ensure that the best qualified people will be chosen to serve as judges. Several people have called Neal volunteering to be judges, and he is waiting to receive their questionnaires. Neal offered the club his apologies, saying that due to the Swap Meet, he has not yet had an opportunity to follow up with people who had volunteered for activities other than judging. He will be doing so shortly.

The Marriott Inn has already received reservations for more than 20% of their rooms, and Neal urged members who wish to stay at the Marriott to get their reservations in promptly. He wants the Marriott to block off GTOACO rooms as soon as possible to ensure that we will be together at the Marriott and not scattered elsewhere.

Neal also advised people to "keep their eye on the Paw Prints for future details concerning the National Meet and on The Legend as well." Neal will have another article in the April Legend explaining and listing the classes offered at the Concours Show, and Andy will have an article in the May issue discussing the judges and what participants can do to help them. Neal and Jeff also reported that we have received many orders for the "Show Rules and Procedures" and the "GTO Code Book," and more need to be printed. I asked for volunteers to help Jeff collate these materials.

Jeff directed a question to Neal concerning a GTOAA Concours Show rule, "Do people have to be members of the GTOAA to show their car in the Concours Show?" Neal replied, "No they don't." People who are not members of the GTOAA can show their car and it will be judged, however, nonmembers are not eligible to receive awards. "So, if you have a killer car that wins first place and you are not a member, you won't get a trophy," Neal reiterated.

Andy requested volunteers to help build the stanchions that will denote the 14 classes for the Concours Show. Jim Dingess and Ron Landis responded to the call, with Jim volunteering to chair this activity. Andy also asked if anyone would be willing to help him Thursday, July 10 to mark out spaces for the show in the Marriott Inn parking lot. Several people volunteered: Ron Landis, Jeff White, Jim Dingess, Bill Barton, and Nick.

Nick then mentioned an item of new business for the club to consider. The Newark Ohio Land of the Legend GTO club is planning to host a GTO show for all interested at Hildebrandt Pontiac in Newark on Sunday, June 8. This club has also volunteered eight of its members to help us with the Nationals. As another item of new business, Andy moved that \$50 from our treasury be given to Hadocy Pontiac to cover expenses incurred at the Swap Meet. This motion was seconded and passed unanimously.

There being no more new or old business, we adjourned. Our next meeting will be held on Wednesday, April 9 at 7:00 p.m. (6:30 p.m. for dinner) at the Bob Evans restaurant at the corner of Rt. 161 and Cleveland Avenue.

October 5, 1966

P.S.B. 67-7

1967 GTO TIRES

As you know, Wide Oval red line F:70 x 14 tires are standard equipment on all 1967 GTO models. Wide Oval white sidewall tires are available as a no cost option. In addition, the standard size 7:75 x 14 tire has just been released as an alternate no cost option on GTO models.

It should be pointed out that the new Wide Oval tires are not interchangeable with conventional standard tires because of their different shape and wheel size. The use of these tires also changes the car height.

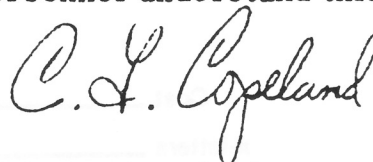
Wide Oval tires have 8 tread grooves which is about double the number of grooves in conventional tires and the tread is approximately 25% wider. These features provide better traction and outstanding handling characteristics; however, the resulting ride will be more firm than with conventional tires.

For those customers who desire the style and top performance of the GTO but also desire a softer ride, the 7:75 x 14 tire should be specified instead of the Wide Oval. These tires will raise the car "trim" height 1/2" above published GTO specifications.

If either the 7:75 x 14 white (Code CB) or 7:75 x 14 red line (Code CC) is desired, the appropriate code should be indicated in the "Other Accessories" column of the Wholesale Car Order until you receive the revised car order forms. The basic GTO model price will remain the same if either Wide Oval or 7:75 x 14 tires are specified.

It is suggested that your retail sales personnel acquaint GTO customers with this information. Remember, if your customer wants a softer ride in his 1967 GTO you can help by specifying either the red line or white sidewall 7:75 x 14 tire.

Please make sure all of your retail sales personnel understand this information.



C. L. Copeland
Sales Promotion Manager

CLC:Am

LAST CHANCE TO ORDER JACKETS

Price will be \$39.00 Orders must be in by April 9th with a \$10.00 deposit on day of order. Make checks payable to: MABES SPORTING GOODS. Also anyone interested in ordering club shirts, regular t-shirts, or hats, get your orders in. Orders will be taken at the April meeting. Anyone not able to make the meetings can order by mailing deposit, along with with order form to:

DONNA LANDIS
795 GWYNNE ROAD
LONDON, OHIO 43140
(614) 852-1742

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Mabe's

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London, OH 43140
852-1262

Date _____

Name _____ SIZE _____

Address _____ Youth _____

Phone _____ Adult _____

Regular Lining _____

Quilted Lining _____

Shirts _____ SIZE _____

Hats _____

FRONT: Breast _____

Name _____ Pocket _____

Cost _____

x-letters _____

Tax _____

Total _____

Deposit _____

Balance _____

OFFICE USE ONLY	
Style _____	
Body Color _____	
Collar _____	
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Snaps _____	

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- 1966 MISC AIR COND PARTS (ALL BUT COMPRESSOR) \$50.00
- 1970 WS RAM AIR III 400, .030 OVER, 4 bolt mains, includes block, crank, heads, pistons and rods \$200.00
- 1970 WT 400 block \$25.00
- 1967 670 heads \$100.00
- 1967 nos R.H. Quarter panel \$600.00
- 1967 nos R.H. door skin \$100.00
- 1966 lower side chrome \$50.00
- 1966 auto console less shifter \$40.00

call Jeff Inskeep 614/891-7821

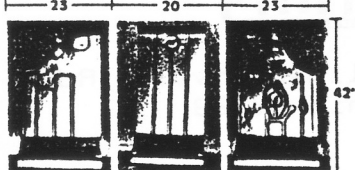
1966 GTO 4 speed, 400 4bbl, black w/ blue interior
SONDRA 927-6482 \$2800.00

PARTS NEEDED

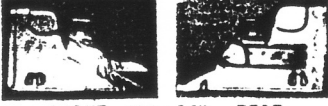
68 rear bumper call Dean Tackett after 6:00 p.m. 614/476-4332

65 NOS left rear quarter panel call Jeff Inskeep 614/891-7821

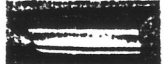
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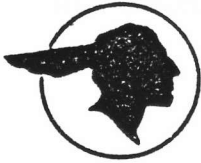
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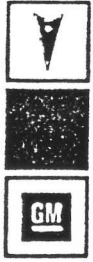
BUILDING A GTO? We can help our monthly newsletter & parts listing is considered a long time leader for rare goodies and info. Send 2 stamps for sample issue. Also have our GTO HEAVEN video available featuring the 1985 GTOAA National Meet \$39.95 VHS or BETA format. Dennis Kirban-GTOs 1482 Sugarbottom Road Furlong, PA 18925.



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Thanks to Dan Bruce for making this information available to the club. Anyone having original Pontiac technical or service literature and would like to share it with the club get it in to Jeff Inskeep.



Paw Prints

3193 E. Dublin-Granville Rd.
Columbus, Ohio 43229