



Paw Prints

JANUARY 1986

Dear Members,

1985 was an exciting year for our club. Starting out with about a dozen members and growing to one of the largest GTO clubs in America with over 50 members. Beginning January 86, our format for the annual membership dues will run on a calendar year basis. The membership rates are as follows:

- Members joining Jan. 1 - May 31 \$15.00
- June 1 - Dec.31 \$10.00

To further insure delivery of your February Paw Prints please renew before January 31. These funds are needed for postage and as general operating funds to help finance our Muscle Car Swap Meet and annual GTO show. Enclosed you will find a renewal form already self addressed, simply affix a stamp, fold, staple and dont forget your check. Finally I want to thank everyone for your trust by electing me for treasurer.

Rob Wilson

P.S. The sooner you send in your application the sooner we can print our new membership roster.

3 memberships awarded

The winners of the free 1986 memberships were announced at the Christmas party. They were given out to the members with the best attendance. There was a 4 way tie for first, the winners were Donna and Ron Landis, Pete Serio and Roger Knight. Congratulations to you all.

This year one membership will be given to the member that sponsors the most new memberships. It will be awarded at next years Christmas party.

CAR REVIEW MAGAZINE SUPERCAR SHOWDOWN 86

Our club will be participating in the 1986 Supercar Showdown at Quaker City Dragway, June 20-22. This should be a good time to show the competition why they call the GTO the Tiger. See enclosed entry form for details.

GTOACO SPONSORS MUSCLE CAR PARTS SWAP 86

Haydocy Pontiac is the location for the first annual Muscle Car Swap Meet to be held March 9, 1986. Swap meet vendor spaces are available for \$10.00 preregistered or \$15.00 day of meet. This should be a fund raising activity for our club and an excellent chance to pick up that part you might need for our show in June. Contact either Rob Wilson 837-5859 or Neil Blankenship 459-0352 for information. We will be needing volunteers to help day of meet.

GTO Association of Central Ohio 1986 Officers

President	Nick Anspach Box 285 Jacksontown, 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 JANUARY 8 1986

Place: Bob Evans Restaurant
Rt. 161 & Cleveland Ave.
Time: 7:00 pm
if you plan to eat dinner
try to get there by 6:30

TREASURER'S REPORT

Starting balance	\$425.06
Door Prizes	\$89.67
President's plaque	\$25.00
Service charge	<u>\$1.00</u>
Ending Balance	\$309.39

CAR REVIEW MAGAZINE PROUDLY PRESENTS THE SUPERCAR SHOWDOWN '86

JUNE 20, 21, 22, 1986

QUAKER CITY DRAGSTRIP IN SALEM, OHIO 44460
(S.W. OF YOUNGSTOWN, OHIO)

HOTEL HEADQUARTERS WILL BE THE HOLIDAY INN OF KENT, OHIO 44240 — PHONE 1-216-678-0101
(Additional lodging will be the Knights Inn, Kent, Ohio 44240 — Phone 1-216-678-5250)
BOTH ARE LOCATED AT I-76 AND STATE ROUTE 43

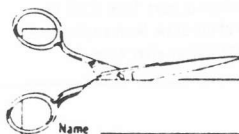
*Be sure to tell the motel you are with the showdown. Also it is highly recommended to arrive Thursday, June 19th or at the latest Friday morning by 10:00 a.m. E.S.T. as the magazine people will be shooting photos at the dragstrip around 2:00 p.m.

This event will be covered by:

Car Review Magazine _____
Car Craft Magazine _____
Cars and Parts Magazine _____
and possible others _____

THE RULES

1. All cars must have been built on an american assembly line
2. All cars must have the original carb., intake and exhaust manifolds
3. No aftermarket fiberglass parts, cams, convertors, or the use of nitrous oxide allowed
4. Any tire and rim combination is acceptable as long as they are D.O.T. approved (no slicks)
5. All cars must run with mufflers and tailpipes
6. Battery must be in the stock location
7. Any ignition system is acceptable
8. Any air cleaner assembly allowed; but no homemade Ram-Air units
9. Aftermarket guages are acceptable
10. Electric fuel pumps, regulators, and cool cans are allowed
11. Any shocks or springs accepted but must be in the stock location
12. Traction bars or equivalent allowed but no subframe connectors
13. Cars can be trailered to the event
14. All cars must have all lugnuts, seat belts for the driver, radiator overflow catch can, battery tie down, helmet (snell 80 rating recommended if faster than 13.99)
15. It is advisable to all participants to bring a garden sprayer to cool off the radiator
16. Also manual shift cars should install a line-loc or roll control as the staging is on top of a hill and may cause problems;
17. There will be a 15 cubic inch limit over advertised cubic inch of motor (It will be checked!)



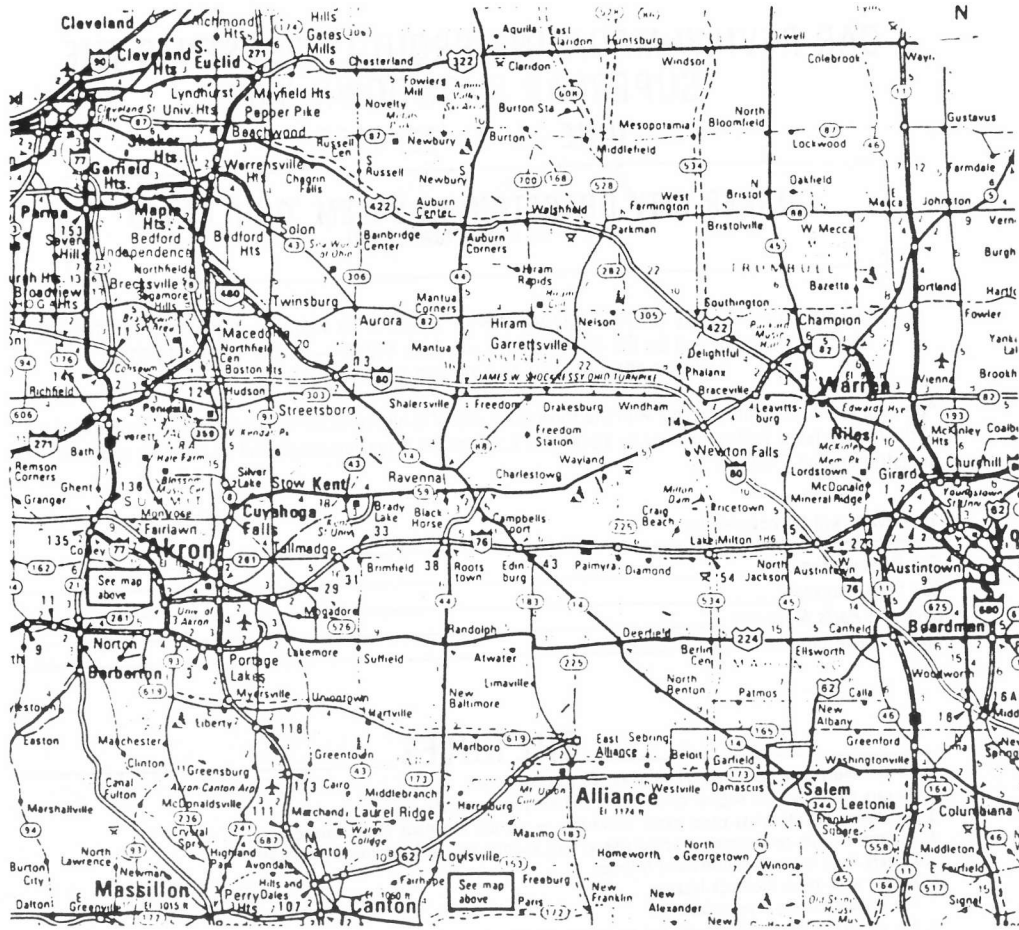
Clip and send

Name _____ Age _____
Address _____ City _____ State _____ Zip _____
Phone Number () _____ Occupation _____

THE VEHICLE

Year _____ Make _____ Model _____ Color _____
Engine _____ Transmission _____ Options _____

To pre-register send \$20.00 check or money order by 5-31-86 to Chuck Green, 1051 W. Riddle Ave., Ravenna, OH 44266.
Any questions please call 1-216-297-7810 - ask for Chuck
Registration deadline will be 5-31-86 or 256 cars whichever comes first.



SCHEDULE

- Thurs Check in at headquarters motel room #116 all day
- Fri. Check in at headquarters motel room #116 till noon:
 Leave Motel for dragstrip 12:30 p.m. arrive 1:30 p.m.
 Photo session from 2:00 to 4:30
 From 4:30 to 6:30 watch Bracket Racers during their trials.
 6:30 - Driver meeting at the large 20 bay garage at dragstrip for orientation:
 Leave track for motel and supper at 7:45 p.m.
- Sat. We will leave the motel for the dragstrip at 8:00 a.m. sharp, arrive 9:00 a.m. Inspection of cars from 9:15 to 11:00 a.m. Racing will start after all cars have been inspected. All races will be by luck of the draw. No manufacture can race the same: Example - (No Ford vs Ford). All races are heads up. Award presentation after race.

LIABILITY: I give any and all magazines the right to publish any pictures of the meet. In consideration of the acceptance of the right to participate, entrants, participants and spectators by execution of this entry form release and discharge the State of Ohio; City of Kent; Quaker City Dragway; Holiday or Knights Inn; Charles W. Green and Family; and anyone else connected with the presentation of the super car showdown from any and all known and unknown damages, injuries, losses, judgements, and or claims for any cause whatsoever that may be suffered by any entrant to his person or property. Further each entrant expressly agrees to indemnify all of the foregoing entities, firms, persons, and bodies of and from any and all liability occasioned or resulting from the conduct of entrants or any participant assisting or cooperating with entrant and under the direction or control of event. Failure to read this clause will not be grounds for any liability whatsoever.

I hereby agree to all the terms set forth above, and I agree to observe all rules and decisions of the show management.

Date _____ Signature _____



9130 Muirkirk Drive
Dublin, Ohio 43017
December 12, 1985

Mr. Robert Maher
1634 Briarson Drive
Saginaw, Michigan 48603

Dear Bob:

Pursuant to our telephone conversation of 12/10, I have asked Neal Blankenship to forward a copy of the judging standards and judge's handbook for your inspection. I have enclosed a copy of our club newsletter, the "Paw Print", which has a copy of the letter that was sent to Jerry Drechsler.

I appreciate you taking the time to check into this situation. The members of our club are a little miffed with the lack of response from the National.

After you receive the material from Neal, I think you will agree that the GTO Association of Central Ohio has certainly made a conscious effort to help all the GTO chapters nationwide. Afterall, the Legend editorials cried out for just the kind of help we, as a club, were willing to provide.

Please don't misconstrue this request as an effort to downgrade or play politics with the National or another chapter. It is merely an effort to improve the overall quality of the GTO hobby--our common goal.

Kindest personal regards,

Andrew J. Syrkin
Vice President, GTO Association of
Central Ohio

P.S. How about a national meet in Columbus in 1987?



Bill Barton accepting appreciation plaque



Bill turning over the drivers seat to Nick Anspach 86 Pres.



Rob Wilson passing out door prizes



"If 86 turns out to be a piece of cake I'll eat it"



POPULAR & PERFORMANCE
CAR
REVIEW

Mr. Neal Blankenship
2763 Lear Road
Upper Arlington, Ohio 43220

December 9, 1985

Dear Neal,

Thank you for your letter and the kind words.

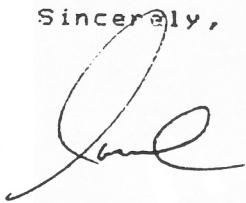
While I miss doing THE LEGEND, Car Review is keeping me plenty busy as I learn all the ins and outs of editing a national magazine. I suppose you could say I'm learning there are cars other than the GTO (hard to believe but true!).

I really enjoyed the Paw Prints and hope that you guys can send me a copy each month. It's very high quality (like the Central Ohio Chapter itself) and well written.

One thing that disturbs me is the problem with the judging situation. I really wanted to dive into it and come up with some solutions, but my responsibilities here at the magazine prohibit that. I think it's going to be up to you guys to solve it by diplomatically taking the bull by the horns. I firmly believe the GTOACO is capable of doing the job.

Please say hello to all the members and extend to them my wishes for a happy holiday.

Sincerely,



Paul Zazarine

66

A Trip Through Time
or
Why I Became a Restoration Finatic

I wasn't born this way. If someone had said to me in 1967 that in 1985 I would be restoring the 'ol GTO because it was a classic you would have thought they should be committed, but nevertheless it happened and is happening in garages of mature middle age adolescents all over the country who want to grab back a piece of their youth. But I'm getting ahead of myself.

To a kid growing up on the streets of New York, cars were simply used as "cut points" for the latest razzle dazzle football pass patterns. The auto was basically a point A to B necessity that was used on weekends to flee the rigors of city life.

A career move for the family necessitated a relocation to Connecticut. It was there that I was bitten by the automotive bug. The daily trip to the gym for football practice took me by the "auto shop". In those days, kids were given the choice of a college prep curriculum or preparation for the trades. I opted for the college prep course although I had this burning desire to work with my hands. The year was 1963.

Being inquisitive, I took the opportunity after school one day to see what was going on in the auto shop. There they were, a '32 Ford Sedan and Coupe, 50's Fords and a few cars that were modern, a '63 Chevy SS and a '63 Pontiac Catalina. They all were in various stages of repair. A talk with some of the guys about what was going on and I was bitten.

The first project was a 1940 Ford Coupe. I found her in back of a farmer's barn in the summer of 1963. My summer job afforded me the ability to build the car with a complete Chevy drivetrain and chop the top. (This is another story in itself). I drove that car for about 18 months, selling it only after I decided the police were going to lock me up as Public Enemy #1. I had compiled an unequalled 22 tickets.

The year was 1965. Enter my next project, a 1956 Ford Sunliner. Bought this one from a garage with a blown engine. It just happened that the garage serviced all the state trooper cars. A little fast talking and in goes a slightly modified 292 Police interceptor V8 with a three-speed. Fast!

Drove this one until 1966 when high school came to an end and college was to begin. No cars allowed for freshmen until second semester. Very frustrating because Detroit was embarking on the muscle car era. (Enter the days of 12 second production cars).

After reading all the road tests, I decided on the "Great One." I had managed to save \$1,500 from my summer earnings and sale of the two previous cars. A check from a relative for the additional \$1,500 and I was off to see the wizard! (Of wide track land). That's right kiddies, in late 1966 a 1967 GTO was only \$3,000! Nothing fancy, radio, 335 H.P., posi, console, four speed, 390 rear end, Tyrol Blue, Black interior.

She arrives and the love affair begins. Brand new, something I never had, oh no, poverty caps, a trip to the local midnight auto and presto, a set of magnesium 500 steel wheels complete with spinners.

As the next two years wore on, the car saw the drag strip, a few brushes with telephone poles that jumped into my path, headers, change of cam, tripower, ram air, various stereo systems, shifters, etc., etc. There wasn't anything that I didn't do to that car.

Through my association with this beast who had an insatiable appetite to go faster and faster, I acquired a part interest in a speed shop. Now I really went crazy. Cheater slicks for the street. Street racing every Friday night, out with the engine. New everything. Gear to a 4:11 (bad for a Pontiac). More racing.

By 1969 I had completely worn her out. My dad came out in the garage one night and saw the GTO in pieces again and was so completely disgusted that he offered me a few bucks just to get my beloved GTO out of the garage.

In those days (1969), if you had a decent car to trade, a new car would probably only cost you an additional \$1,500 - \$1,900. Well, since GM with the 1968 GTOs had introduced the "banana boat" look, another GTO was out.

Enter the 1969, 396, 375 H.P. Camaro with 4:11 gears, cowl induction etc. It broke my heart to give up the Goat but I never forgot her.

Graduation from college in 1970. Graduate work at the University of Southeast Asia? No, a twist of fate and I stay stateside.

1971, enter the GSX 455 Stage I and a corporate job. The GSX goes and I receive my first company car. I was now a mature, junior executive bored with the mundane life of the corporation. I kept thinking about my GTO and the fun I had back in late 1966. A quick trip to the basement yielded snap shots and slides from 1967. I even had the original sales brochure.

It took four years to locate the right car. Anyone who has looked knows what's available.- rust, Chevy engines, butchered interiors, etc. I was not interested in a "hot rod". I had gone that route. For me, the car had to be pure, matching numbers, etc., etc. John DeLorean had an idea that worked and with the passage of time I decided that now it was more difficult to restore rather than modify. Try doing a car right and see if you don't agree.

1964

1. Rear Qtr Extensions, Blasted, Primed, Mint
2. Rear Trunk Moulding, Excellent
3. Rear Bumper with Backup Lights, N.O.S.
4. Tri-Power with Mechanical Linkage
5. Air Cleaner with base, Mint

1965

1. Rear Qtr Extension, Right & Left, N.O.S.
2. Wood Wheel with Center Cap, Mint
3. Headlight Bezels, N.O.S.
4. Tri-Power, Automatic, Rare, All parts restored, no air cleaners
5. Reverb, Complete with Switch and Harness
6. Rocker Mouldings, Pair, Nice
7. Rally I Center Caps
8. Hood
9. Hood Inserts, Blasted, Primed

1966

1. Rear Qtr Moulding Extensions, Right & Left, N.O.S.
2. Trunk Moulding, N.O.S.
3. Chrome, Front Fenders, Lower, Right & Left, N.O.S.
4. Chrome, Taillight Trim-(6), N.O.S.
5. Grill Nose Piece, N.O.S.
6. Taillight Inserts, Right & Left, N.O.S.

1967

1. Headlight Bezels, N.O.S.
2. Door Panels, Black, N.O.S.(almost)
3. Right Taillight Lens, N.O.S.
4. Chrome, Lower, Front Fender, Right & Left, N.O.S.
5. Chrome, Lower, Front Fender, Rechrome
6. Fuel Filters
7. Snap Ring Cables
8. Deck Lid, Bumpers, etc.
9. Right & Left N.O.S. Mufflers
10. Dash Pad, Black, Mint

This is only a partial list. I also buy, sell and trade 64-67 parts.
Call or write for your needs.

A.J. Syrkin
9130 Muirkirk Drive
Dublin, Ohio 43017
(614) 766-0011
(614) 766-0346

GTO PARTS FOR SALE

66-67 Plastic fan shroud \$65.00
64-65 Metal fan shroud \$65.00
66 Rallye dash w/ harness \$100.00
67 Rallye dash \$100.00
65 Bare Tri-power manifold \$35.00

Call Pete Serio 235-9223

GTO PARTS WANTED

NOS right side rear corner molding
NOS bronze steering wheel (standard or deluxe)
NOS wood steering wheel

Parts are needed for my 1966 GTO hardtop
Call Ken Moravek
216/351-3048
9744 Memphis Villas Blvd
Brooklyn, OH 44144

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.

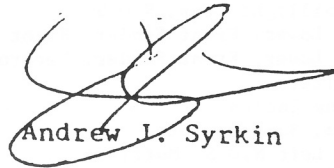
Those original carburetors, exhaust manifolds and other rare pieces were discarded in 1967 in favor of speed shop goodies. Today, finding those parts is a difficult but challenging part of the hobby and they separate the men from the boys.

My wish came true when I found a 30,000 mile original. No modifications and she would stay that way. That's the way it came from the factory and back in 1966 that's the way I ordered it. No, this car would be a purists dream.

Lots of detail work and she starts to shape up. I relive those days in 1967 when endless nights were spent repairing, experimenting and making her go fast. Only now its research to get the car right. It's a personal challenge and its time consuming. There is no easy way out. No aftermarket parts, only New Old Stock will do.

I have become a restoration finatic. The passage of time and the experiences associated with that GTO have turned me into an incurable romantic.

It's 1967 all over again.



Andrew J. Syrkin



Paw Prints

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