



# Paw Prints

---

JUNE 1986

---

## FROM THE PRESIDENT

On June 8 the Land of Legend GTO Club in Newark will hold its first annual all GTO show. This show comes at a very opportune time. For those of you who are going to show at the Nationals in July, it will give you an opportunity to "fine tune" your car. The same judging standards will be used at the show as will be used at the Nationals.

If you are going to judge at the Nationals, then you will have an opportunity to practice your judging skills. The Newark Club will provide you with judging sheets, if you so desire. If you would like to be a judge at the show, please contact me at 246-5145.

The Newark Club has expressed a very strong interest to support us in all our activities. Most of the members attended our swap meet in March, and some will be helping at the Nationals in July. It would be a benefit to both clubs if we would turn out to support the Land of Legend Show on June 8. See you there.

We have discussed the Car Review SUPERCAR Showdown several times at meetings. It is now time to make a definite commitment to attend. The meet is in Ohio this year, so it will be an excellent opportunity for many of us to go. The meet will be held on June 20, 21, and 22 - Friday, Saturday, and Sunday. At our meeting on June 11, we will make definite plans to caravan to Salem, Ohio either June 21 or June 22, or possibly even both days. Plan on getting the Goat out of the garage, giving it a bath, and heading up to Salem for a great time. Remember, definite plans will be made at the meeting on June 11.

The Prez

SECRETARY'S NOTES

The GTOACO held its May 14th meeting at the Bob Evans restaurant with 24 people attending. President Nick Anspach called the meeting to order at 7:20 by asking us to go around the table and introduce ourselves and tell what year GTO we have. There was one new person at the meeting, Tony Sewell, and several other members we hadn't seen for a while: George and Jeff Denius, Boyd Boone, and Brian Hall.

Treasurer's Report. After the introductions, Rob Wilson gave us a brief treasurers' report. As reported last month, the club now has two bank accounts. Rob had established the original one using his personal social security number. Now that we have officially registered with the IRS and have a corresponding tax number, we felt we should open a new account using that number. The club funds will be transferred to the new account shortly. Bill Barton then asked if the treasurer's report, including a list of debits and credits, could be committed to writing and circulated at forthcoming meetings. After some discussion, those present agreed to this concept, and Nick also agreed that in the future he would provide a written agenda of the topics of discussion for the meeting along with Rob's written treasurer's report.

Super Car Showdown was the next topic of discussion. As everyone knows by now, this event, sponsored by Car Review, will be held on June 20, 21, and 22 at the Quaker City Drag Strip, near Salem, Ohio. Bill Barton is in charge of organizing the trip to the Super Car Showdown; anyone interested in going should contact him at 876-8151.

Club Jackets are here and they look terrific! Donna Landis brought jackets to the meeting for those who ordered them. If you didn't attend the May meeting and want your jacket, get in touch with her. Donna will have the GTOACO t-shirts with our logo printed in red ready for members to pick up at the June meeting. Thanks to Donna for coordinating this on-going project.

**GTO Association of Central Ohio  
1986 Officers**

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

**NEXT MEETING JUNE 11, 1986**

**Time: 7:00 p.m.**

**Place: Bob Evans Restaurant  
Cleveland Ave & Rt 161**

**We are not charged a minimum and do not have to guarantee how many people are going to eat. But Bob Evans is in the restaurant business and even Goats cannot live on tin cans alone. Lets show them our appreciation by eating before the meeting at 6:30 if possible**

Land of the Legend GTO Shine and Show. Nick circulated several fliers advertising the Newark, Ohio GTO club's first show to be held June 8 in the parking lot of Hildebrandt Pontiac in picturesque downtown Newark. Nick invited everyone to enter his or her car; there will be vendors at the show as well.

GTO Calendar. Although we had decided at last month's meeting to postpone this project until after work on the Nationals was completed, Jeff Inskeep had an idea concerning the calendar that he wanted to bring up for discussion. At this point Donna held up as an example a copy of a calendar done by another GTO club from Ohio. Jeff said he wanted our club to do a good quality 4-color process calendar, but to do so would be prohibitively expensive. Because of this, Jeff thought it would be a good idea to include photos of cars from other clubs in the calendar in addition to ours so that we might interest people outside the club in buying our calendars. Expressing another opinion was Richard Whaley who said he would prefer that our calendar include only the cars of our club members. Jeff argued that to print this calendar correctly would cost big bucks, and therefore the more people that we could get to order it, the greater the chance we would have of defraying the costs.

Jeff continued with his idea. If we did decide to do such a calendar, we would have a perfect opportunity to take photos of other cars at the Nationals in July. Jeff knows a photographer who might be willing to participate in this venture, and he suggested that we should have the photographer take several different scenes of the cars at the Nationals -- not just of the Concours Show -- to make it a more interesting calendar. Perhaps we could persuade some Goat-owners to stay for extra hour on the Sunday morning after the show so we could snap a few pictures of their car for possible inclusion in the calendar. Jeff asked members to think about this issue and we'd discuss it further next meeting.

GTOAA Nationals. Nick requested the various committees to provide us with an update on their activities.

Stanchions. Jim Dingess reported that he had finished these and to prove it, he brought one to the meeting. We demanded a "style show" so he came up to the front of the group to "model" it. It looked "mah-velous!" -- quite professional. He received a hearty ovation from the club for the outstanding job that he did. Good work, Jim!

Judging. Neal Blankenship announced that all the judges, judging alternates, and judging assistants had been chosen, and he read the names of those handling these responsibilities for each class. He also explained that he has sent two mailings to the judges and alternates to date informing them concerning their roles and responsibilities at the Concours Show. The first mailing consisted of a copy of the "Show Rules and Procedures" and "The GTO Code Book" along with a cover letter and a list of all the judges and the alternates. The second mailing, which went out last Saturday, contained copies of the three Legend articles that Neal and Andy Syrkin wrote explaining the judging procedures at the Nationals, a list of "Do's and Don't's" concerning judging etiquette, and an explanation of how to read the codes listed in "The GTO Code Book." Neal said that there would be one more mailing to the judges the middle of June.

Bill Barton asked Neal to explain how the original version of the "Show Rules and Procedures" that he had purchased last June had changed from the new, revised version that was just produced. Neal and Jeff responded that not a whole lot of information had changed, just three things: (1) the project class has been eliminated, (2) the methodology for determining points on the score sheets for the restored and factory original classes had been changed from one of deducting points to one of awarding points, and (3) under the hood ram-air equipment is more completely defined.

Nick commented that since the judges hotline was published in The Legend a couple of months ago, he had received several calls from guys asking questions about their cars, including a phone call from Herb Harris, who lives in Maine and who just happens to own a 1969 convertible like our esteemed leader. Nick discovered a soul-mate in Herb as their first phone conversation lasted for more than 4 hours! This conversation probably holds the Guinness world's record for the lengthiest long-distance goat talk ever!

Nick gave us some interesting statistics concerning the progress of the Nationals. Bob Maher, GTOAA National Show Chairman, had sent Nick copies of the

registration forms that he has received so far. By the end of April there were 61 cars registered for the meet, nine vendors had signed up, 28 people were going to participate in Drag Night (including one guy who was planning to race three '66's!), 71 people were interested in attending the Poolside Cookout Thursday night, and 42 people had signed up for the Technical Luncheon. There are 15 cars from Ohio registered; 12 from Michigan; 7 each from Indiana and Illinois; 3 each from Pennsylvania and Missouri; 2 each from New York, Minnesota, North Carolina, Wisconsin, and Canada; and 1 each from Georgia, Maryland, Iowa, Massachusetts, Alabama, Maine, and Connecticut.

Nick urged anyone at the meeting who was not a member of the GTOAA to spend the \$20 and join. He said it was well worth it for The Legend alone -- a high-quality, very informative GTO newsletter.

Nick then appointed Jeff Frazier to work with several volunteers to coordinate parking the day of the Concours Show.

Membership. The final item of old business was a membership report from Jeff Inskeep. The GTOACO now has 54 members.

Next, we moved on to the New Business:

Tech Articles. Jeff stated that the Paw Prints needs more technical articles to help our members build goats that are anatomically correct. He made an appeal for anyone who has such things to either write an article or submit to him a brochure, technical bulletin, etc. that would be of interest to the membership. Also, Jeff stressed that to help him simplify the newsletter preparation, people should submit articles, parts lists, etc. that are typed so he doesn't have to second-guess someone's hand-writing.

Cruise Chairperson. Jeff thought it would be useful if we could designate someone from the club to serve as "Cruise Chairperson," whose responsibilities would include keeping track of local cruises and shows and who would draw up an agenda of such activities and submit it to Jeff for publication in the Paw Prints. Nick asked Richard Whaley to "volunteer" for this activity and Richard graciously accepted.

Raffles, Drawings, Etc. Nick suggested that we might want to consider holding a raffle or a 50-50 drawing each meeting to generate more interest and to generate funds for the treasury. Half of all proceeds from such events would go directly into our bank account. A motion to try such an activity was entertained, discussed, and passed. Nick agreed to organize it.



July GTOACO Meeting. Since the July meeting will be held on the Wednesday before the GTOAA Nationals, a motion was made that we hold this meeting at the Marriott Inn North. By doing this, we could invite all of the GTOAA officers and any other GTO enthusiasts who happen to be at the Marriott that night to attend our meeting. The motion passed unopposed.

Hospitality Suite at the Marriott. Nick brought a proposal before the members that since the Marriott has graciously provided us with a hospitality suite and a wet bar (it's actually Nick's room) we should stock the bar and

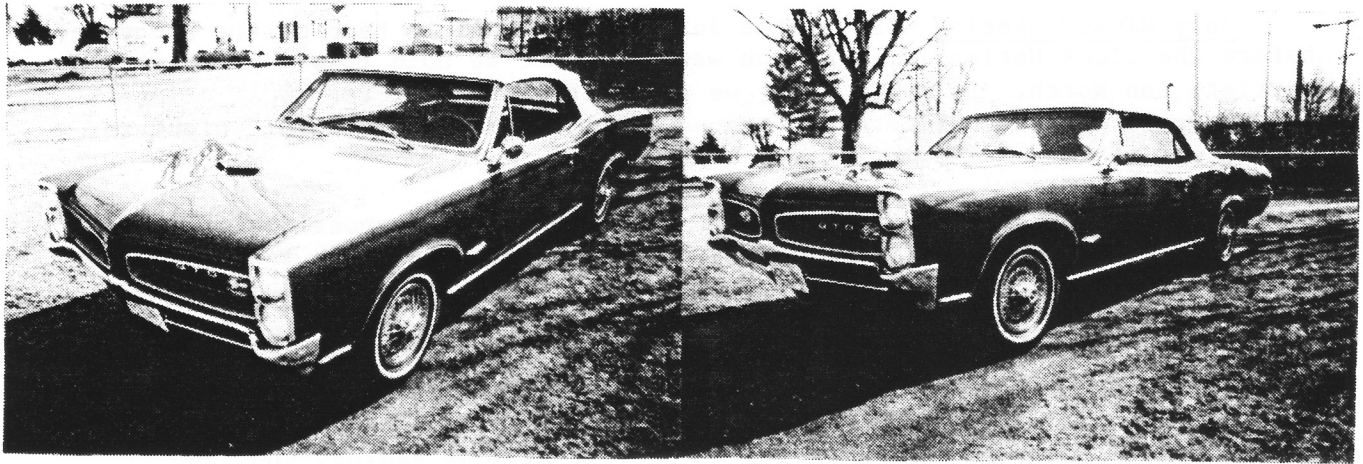
offer "hospitality" to all attendees of the GTOAA Nationals. There immediately erupted a lively debate with several verbal grenades being lobbed between Andy Syrkin and Bill Barton. Bill raised a voice of dissent against the idea of spending GTOACO treasury money to finance a hospitality suite for people other than our own members. He also thought it would be adequate to stock the suite with beer and softdrinks only. Lynn Inskeep spoke for many members when she said that if we are going to have a hospitality suite we need to do it right: stock it liberally with all kinds of alcohol and open it up to everyone. Andy reiterated that the point of having a hospitality suite was to provide a place for contestants and judges to unwind after Drag Night and the Concours Show and to provide a place where we can get to know other members of other GTOAA chapters. He recommended that the money spent on such an activity would more than pay for itself in terms of generating good will and friendliness from other GTO enthusiasts.

After more discussion about a dollar limit on spending and the nights and the hours we want the suite to be open, a motion was made and finally passed by a majority vote that we spend a maximum of \$350 on booze and party accoutrements. (Where was "Mr. Party" when we really needed him?) The upshot of the remaining discussion was that we would open the hospitality suite to everyone and the hours would be 5 p.m. to midnight on Friday night and immediately after the awards ceremony to midnight on Saturday night. Nick will serve as bartender when he is in his room, but we will have to find another myxologist to take over when he is out. (Aside: there is no truth to the rumor that Nick and Andy will be "sharing a room" at this meet, although it is well documented that this sort of thing has occurred before.)

Club Photographer. Jeff Inskeep brought up another innovative idea for the club: a volunteer who would be willing to serve as photographer at all club functions. The club would furnish the volunteer with the film, the costs of processing the film, and a scrapbook to record club events for posterity. These photographs would, of course, also be used to illustrate the Paw Prints. A motion was made to this effect and passed unanimously. Jim Dingess then volunteered to serve as club photographer.

Upcoming Shows and Cruises. Roger Knight invited everyone to attend and bring their cars to the Lancaster, Ohio Old Car Club Show on 31 May-2 June. The show consists of a flea market on Saturday and a judged show on Sunday. He also invited people to participate in the May 17th judged cruise at the Apple Barrel in Lancaster on Route 33 and in the monthly cruise at the Apple House in Canal Winchester. There is also an outstanding cruise the first Saturday of each month at the Burger King in Lancaster.

Since there was no further new business to discuss, we adjourned. The next meeting will be on Wednesday, June 11 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.



I've always loved high performance cars. Several years ago I owned a 1966 GTO tri-power convertible. After several years and 60,000 miles, I sold the car in 1973.

Since then I've owned several performance cars but my memories of my GTO never left me. Three duces, 360 HP, a four speed and lots of tire scorching torque are hard to forget. In the 60's these GTO's had a great image among America's youth. If you owned a GTO you were automatically placed with the IN crowd.

After reading about the rebirth of the 60's muscle car craze, I decided to try to find another 66 GTO convertible. After 6 months of searching, I found one exactly like my original 66 from the color to the options in Alexandria, Virginia.

The car belonged to Bruce L. Valley who, along with friend Jerry Drechsler built this fine car. They are members of the Royal GTO's of Maryland. Bruce wrote an article called "ONCE AND FUTURE MEMORIES OF A 1966 GTO." This article appeared in several national car magazines such as the Dec. issue 1984 of Pontiac High Performance. Jerry Drechsler is a 1985 GTOAA National Winner.

Bruce showed this car in the Royal GTO's annual shows in Maryland and in "THE WORLD OF WHEELS" show in Washington D.C. .

I attended your first swap meet at Haydocy Pontiac and I hope to see more of these in the future. I also look forward to your GTO shows at Haydocy and the Nationals in July.

Thanks  
Larry Arthur  
Chillicothe, Ohio

**'70** **Dealer  
Service  
Information  
Bulletin**

Attention: Service Manager

Subject: FUELS FOR 1970 AND EARLIER  
PONTIAC ENGINES

For 1971, all Pontiac engines are designed to operate efficiently with lower exhaust emissions, on low-lead gasolines. These low-lead or unleaded fuels are currently being developed and will be available in the near future. Since there is a difference in the present "regular" fuel and the newly developed fuels, customers may inquire as to how their present Pontiac or the model they are considering will operate on the new low-lead fuel.

To assist you in answering questions which may arise, we are enclosing the pocket folder, "Fuels For 1970 and Earlier Pontiac Engines". The folder answers typical questions your customers may ask in line with the facts as they now exist.

Please cover this important information with your service personnel.

SERVICE DEPARTMENT  
PONTIAC MOTOR DIVISION  
GENERAL MOTORS CORPORATION



## FUELS FOR 1970 AND EARLIER PONTIAC ENGINES

---

Air pollution and automotive emission control equipment are subjects of concern to an increased number of our owners and prospects.

As a result, owners of our past and current model cars and trucks and prospective owners of our 1970 models may inquire as to how their present car or the model they are considering for purchase will function with grades of gasoline available commonly today versus the unleaded or lightly leaded fuels which will be available in the near future.

The following typical questions and their answers will be helpful to you in acquainting your customers and prospects with the facts as they now exist.

Q. What does "91 RON" stand for?

A. 91 refers to the octane rating. RON stands for "Research Octane Number".

Q. I'm the owner of a 1969 Pontiac model with a V-8 engine designed for regular fuel. What will I do next year when these new unleaded fuels are available?

A. Pre-1971 Pontiac models (1970 and earlier) which now use "regular" grade gasoline will operate on 91 RON unleaded fuel. Some models may require minor adjustments to obtain satisfactory operation.

Q. This "minor adjustment", what's involved and how much will it cost?

A. If your engine is designed to operate on "regular" grade fuel (with typical octane rating of 92-95) you may experience spark knock or pinging under heavy acceleration with 91 RON gasoline. In most instances a minor adjustment in the basic spark timing or distributor centrifugal advance curve will provide satisfactory knockfree operation. Cost of this adjustment varies depending on local labor rates but the adjustment should take about 20 minutes.

Q. What about owners of pre-1971 Pontiac models with engines requiring premium grade gasoline?

A. Such owners are advised to continue the use of premium fuel which will continue to be available as it is today.

Q. Will "regular" and "premium" fuels as we know them today continue to be available when the new fuel is introduced? Is there any possibility of my engine becoming obsolete?

A. It is our understanding that some petroleum companies will market the new unleaded or lightly leaded low octane fuel as a replacement for "regular" fuel while others will market it as a third grade of fuel. Our owners and prospects can, therefore, be assured that for the foreseeable future their present engines or those that they may be planning to purchase will not be made obsolete by the development and distribution of new fuels.

Q. What about the 1971 Pontiac models?

A. As announced early in 1970, engine design on all 1971 Pontiac cars is being modified so that they will be able to operate satisfactorily on unleaded gasoline at about 91 RON. If unleaded fuel is not available, they may be run on currently available leaded fuel. This information will be included in the 1971 Owners' Manual.

Q. What else can the car owner do to reduce air pollution?

A. One very important way is to keep your car in efficient operating condition through proper maintenance. Proper engine maintenance and insistence that engine timing, idle speed, and idle mixture be set to manufacturer's specifications can substantially lower a vehicle's emissions. Proper maintenance will also reduce your operating costs and improve your car's safety.



CRUISE AND SHOW SCHEDULE

CRUISES

1st SATURDAY OF EACH MONTH

HUNTERS RIDGE MALL  
I-270 AND HAMILTON ROAD  
GAHANNA, OHIO  
BY THE STROKERS CLUB

BURGER KING  
MEMORIAL DRIVE  
LANCASTER, OHIO  
BY LANCASTER CORVETTE CLUB

2nd SATURDAY OF EACH MONTH

JERRY'S DRIVE-IN  
MORSE AND HIGH STREET  
COLUMBUS, OHIO  
BY FORD PERFORMANCE

PIZZA HUT  
1961 EAST MAIN STREET  
LANCASTER, OHIO  
BY FORD PERFORMANCE

3rd SATURDAY OF EACH MONTH

APPLE BARREL REST. AND KMART  
MEMORIAL DRIVE  
LANCASTER, OHIO  
BY LANCASTER OLD CAR CLUB

4th SATURDAY OF EACH MONTH

SHAKE SHOPPE  
LOGAN, OHIO  
BY FORD PERFORMANCE

SHOWS

SUNDAY-JUNE 8th

ALL GTO SHOW  
HILDEBRANDT PONTIAC  
N. 1st STREET  
NEWARK, OHIO  
REGISTRATION - 9 A.M. UNTIL NOON

SUNDAY-JUNE 15th

CROOKSVILLE CAR SHOW  
CROOKSVILLE CITY PARK  
CROOKSVILLE, OHIO  
REGISTRATION STARTS 8:30 A.M.  
32 CLASSES

SUNDAY-JUNE 29th

CLASSIC CAR SHOW  
W/PHIL DIRT AND THE DOZERS  
HILTON INN EAST  
4560 HILTON LANE  
COLUMBUS, OHIO

FOR ADDITIONAL INFORMATION  
CONTACT RICHARD WHALEY AT 837-4372





Dennis Kirban  
Editor, GTO News Report & Parts Listing  
1482 Sugarbottom Road  
Furlong, Pennsylvania 18925

2 June 1986

Dear Dennis:

As chairman of the Judging Committee for the 1986 GTOAA Concours Show, I feel compelled to respond to your article entitled "My Thoughts on Judging GTO's," which appeared in the May issue of GTO News Report & Parts Listing. I wish to clarify a few points and set the record straight concerning a few misinterpretations presented in your article.

Most of your discussion centered around the "Show Rules and Procedures" book that will provide the judging standards for the GTOAA Nationals this year. As you know, this is the first time the GTOAA has authorized the use of written judging standards for its Concours Show. We believe that use of written rules is important because it provides a fair and accurate basis for judging. I'm sure you agree that with the increasing number and quality of GTO's registered at the national meets, such a system has become a necessity.

In the first sentence of your article you refer to the "Show Rules and Procedures" as the GTOAA judging standards. This is not entirely accurate as this document was prepared by the GTO Association of Central Ohio (GTOACO). When the GTOAA asked the GTOACO to host the Nationals in Columbus this year, we enthusiastically lobbied them to allow us to organize the judging for the Concours Show as well. When they consented, we formed a Judging Committee to work toward improving the judging for this meet by reevaluating and restructuring the way the cars have been judged in the past. Last year, several members of our chapter collaborated in researching and writing a comprehensive set of judging standards, which were written specifically for GTO's by people who have had years of experience in showing both GTO's and other marques in national shows. Since our chapter was successful in using this 50-page "Show Rules and Procedures" document as the basis for judging in our local concours shows, we were eager to implement it at this year's Nationals.

In the preface to the "Show Rules and Procedures," we have stated

"The following text represents the first attempt by any GTO club to effectively establish a fair judging standard by which the premier muscle car of the 60's may be measured. The authors have simply established a starting point in judging the major areas of the GTO.....

"These standards may not satisfy every car owner's wants or needs, and it is with this understanding that we challenge others to provide us with constructive feedback so that we may improve our knowledge of our fledgling hobby."

Having said this, we welcome your comments concerning these standards; for example, we're glad to see that you favor the winners' circle concept, which permits a different mix of participants to compete each year. On the other hand, we noted that you disagreed with several ideas set forth in the "Show Rules and Procedures," and we would like to respond to them.

First, you state that you feel it's unfair to GTOAA members to allow non-members to enter their cars in the Concours Show. We agree with you and wish to clarify that this is a policy established by the GTOAA that has been in effect at previous national meets. This policy is not part of the "Show Rules and Procedures" and consequently has nothing to do with the effectiveness of the judging standards presented in this document.

Second, you mentioned that you didn't understand why the total number of points for each of the Concours Show classes (Restored, Factory-Original, and Modified) wasn't the same. We believe that this concern is irrelevant. Comparing the total number of points in the modified class to those in the restored class is like comparing apples to oranges. The types of cars in these three classes are different animals and should be judged according to different standards, hence the differing point values.

Another of your concerns was that you didn't think the judges would have enough time to adequately judge each car "...using the book step by step" because you "...feel that the total point system is way too many" and that the judges will be forced to focus their attention on so many points that it will "...bog down the judging procedure" [sic]. We, of course, do not share these concerns. We are confident that the points allocated to each component of each class adequately cover the aspects of the cars that need to be emphasized and evaluated. If we were to narrow our 250-400 point system down to a system of 100-150 points maximum as you have suggested (for example, creating three categories for judging the interior instead the current 14), the judges would have no criteria for selecting the "best of the best" among the top-notch GTO's.

The Judging Committee has selected a total of 26 judges, 8 alternates, 13 judging assistants, and a tabulation team of 6 individuals to carry out responsibilities for judging at this year's Concours Show. In addition, the two Judging Committee Co-Chairmen and I will be overseeing this activity to troubleshoot any potential problems and to ensure the smooth operation of the procedure. The Judging Committee has selected as judges the best qualified

individuals from numerous applicants who were asked to submit resumes outlining their knowledge of GTU's and their previous judging experience. Additionally, the Judging Committee has made an effort to select judges in a fair manner by recruiting them from all chapters of the GTUAA membership, as well as from people who are involved professionally in the automotive hobby. The judges have been given ongoing instruction to prepare them for their responsibilities. In April the committee mailed each judge a copy of the "Show Rules and Procedures" and the "GTO Code Booklet," which lists various manufacturing codes, such as body style codes, paint codes, and engine block codes. Judges have been asked to become familiar with this information as they will be referring to it extensively as they verify the accuracy and authenticity of all the show cars' parts and assemblies. In addition to this information, the committee has mailed the judges various articles, judging aids, and memos to provide detailed guidelines and outline the procedures to follow when judging.

With the range of experience and knowledge possessed by these judges, they should have no problem executing the judging procedures and evaluating all the points on the score sheets in an efficient and timely manner. The Judging Committee Co-chairmen will be overseeing the judges as they perform their duties to ensure that the judging is done uniformly throughout the classes. Since we have used this system successfully at our own local concours shows without "bogging down" the judging procedure, we believe that this system will function quite well at the Nationals.

And finally, as to your last point that several of your subscribers agree with your opinion that "...in reading this book of rules ["Show Rules and Procedures"] I feel they went to the far extreme," we, for our part, have heard otherwise. Some people feel that we have not gone far enough! For example, GTUAA technical advisor Padgett Peterson has recommended that we add categories to the score sheets for checking the authenticity of the size of the starter, the steering box, and the distributor codes, to mention but a few.

We are confident that in July, when you have an opportunity to witness for yourself our judging teams in action, you will find your doubts and concerns to be unjustified.

Sincerely,

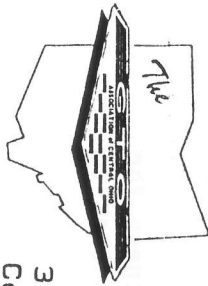
Neal Blankenship

cc: Jeff Inskeep  
Editor, Paw Prints

**PARTS NEEDED**

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

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 GTUAA National Meet \$39.95 VHS or BETA format. Dennis Kirban-GTOs 1482 Sugarbottom Road Furlong, PA 18925.



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

**Paw Prints**

**Mabe's**

18 S. Main  
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 \_\_\_\_\_

Trim Colors \_\_\_\_\_

Trim Patt. \_\_\_\_\_

Snaps \_\_\_\_\_

**SIZES INCLUDE**

XXS Youth size 18

XS Youth size 20, Adult 32

SM 34-36

MED 38-40

LRG 42-44

XL 46

XXL 48 additional \$3.00 charge