



# Paw Prints



A Publication of the GTO Association of Central Ohio

SEPTEMBER 1989

## FROM THE PRESIDENT'S GARAGE (GETTING THINGS REORGANIZED)

IT SEEMS THAT EVERYBODY IS STILL WINDING DOWN FROM THE NATIONALS AND OUR SPRING SHOW AS EVIDENCED BY THE TURN-OUT AT THIS MONTH'S MEETING. FOR THOSE OF YOU THAT MISSED THE MEETING (AND THERE MUST BE A LOT OF YOU OUT THERE) YOU MISSED OUT ON SEVERAL DISCUSSIONS THAT WILL BE IMPACTING YOU AS CLUB MEMBERS.

IT IS THAT TIME OF THE YEAR WHEN WE NEED TO BE THINKING ABOUT THE SELECTION OF MEMBERS TO RUN FOR OUR ELECTED OFFICES. IN ORDER TO DO THIS IN A TIMELY MANNER WE NEED TO HAVE SOMEONE VOLUNTEER TO HEAD UP THE SELECTION COMMITTEE. THIS JOB CONSISTS OF FINDING AT LEAST ONE PERSON AND PREFERABLY TWO THAT WILL RUN FOR ONE OF THE OFFICES. THE FUN PART OF THIS JOB IS YOU GET TO THREATEN BODILY HARM AGAINST PEOPLE IN ORDER TO GET THEM TO RUN ! IF YOU ARE A REAL PERSUASIVE PERSON THIS IS THE JOB FOR YOU. LET NANCY WHALEY OR MYSELF KNOW AS SOON AS POSSIBLE.

THE OTHER ITEM THAT WAS DISCUSSED WAS THE POSSIBILITY OF PUTTING ON THE 1991 NATIONALS. THERE WAS A GREAT DEAL OF DISCUSSION ABOUT SOME OF OUR PROBLEMS THIS YEAR AND THE ONES THAT WE WOULD BE FACING IN 91. NO DECISION WAS MADE AND I THINK EVERYONE WAS STILL TO TIRED TO WANT TO THINK ABOUT IT.

THE NEXT BIG ITEM ON THE AGENDA IS THE CHRISTMAS PARTY ! IF ANYONE WOULD LIKE TO TAKE ON THIS TASK AND ORGANIZE A RIP ROARING GOOD TIME LET US KNOW. IN THE PAST WE HAVE HAD THE MEAL AT A HOTEL AND LAST YEAR WE HAD IT AT THE EVAN'S HOUSE (THEY ARE STILL MAKING REPAIRS). IF YOU HAVE A DIFFERENT IDEA LET US KNOW !

SEE YOU AT NEXT MONTHS MEETING AT DENNIS PONTIAC AT 7:00 SEPT 13th. BE THERE!!!

Old News - New News

The following are items that for one reason or another, the President forgot to include in last months meeting.

First I would like to thank all the members that participated in our local show held at Dennis Pontiac. I would like to thank all the members that gave up part of or all of their day to help run the show, especially my wife Nancy on mailings, registration, and tabulation, Nick Anspach with the Judging, Neal Blankenship for all his assistance and Jim Evans for basically being my right hand man covering recruitment of help and many other large and small tasks. After it was all said and done the club made a profit of \$250.86.

Second the treasurer report for the August meeting was \$1847.14 with no outstanding bills.

Third the club sponsored a Best Pontiac Award at the recent Dublin Stouffer show. This was excluding our member cars. The trophy was won by Tom Speaks with a 1966 Bonneville. Tom was very appreciative of this award. Thanks to all the members that helped judge at this show.

Thats about all for now.

*Richard L. Whaley*

Treasurer and Local Show Chairman

CALENDAR

- SEPT 13 REGULAR MEETING  
DENNIS PONTIAC  
2900 MORSE RD.  
7:00 p.m.
- SEPT 23 CRUISE' IN  
BUCKEYE ROD BUILDERS  
CONSUMER SQUARE E.  
BRICE RD & TUSSING  
7:00 p.m.  
call Jim Evans or  
Richard Whaley for info
- OCT 11 REGULAR MEETING  
DENNIS PONTIAC  
2900 MORSE ROAD  
7:00 p.m.
- NOVEMBER IS ELECTION MONTH  
GET YOUR NAME ON THE BALLOT
- DECEMBER - We are looking for  
someone to volunteer  
to host the Xmas Party.  
Call Jeff Ruffer for info

GTO Association of Central Ohio 1989 Officers	
President	Jeff Ruffer 4875 Langton Rd. Hilliard, OH 43206  614/771-6788
Vice President	Jim Evans 13791 Cable Road Pataskala, OH 43062 614/927-5302
Secretary	Nancy Whaley 305 S. Market Street Lithopolis, OH 43136 614/837-4372
Treasurer	Richard Whaley 305 S. Market Street Lithopolis, OH 43136 614/837-4372
Directors	Nick Anspach - 216/236-3523 Jeff Inskip - 614/891-6679 Neal Blankenship - 614/459-0352

Join Us!!

# CRUIS'INI!

with the **89**  
**Buckeye**

## Rod

## Builders

Sept. 23

7-9 pm.

Consumer Square East  
Bllice Rd at Tussing

dash plaques  
door prizes trophies

50/50 drawing

Music by

CHOP-N-OIL



LOOK UP TO

GTORACO

CRUISE NIGHT

INFO: CALL JIM EVANS  
927-5302

OR  
CONTACT  
RICHARD  
037-7

Your Personal Invitation To Attend The

# CRUZ'IN PIZZA PARTY

WITH



50/50 Drawing

Music

Door Prizes

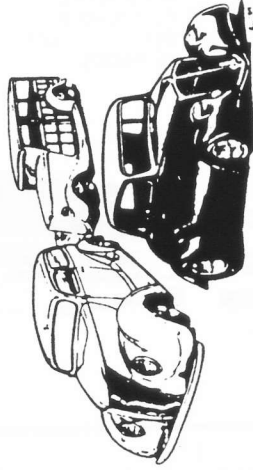
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To

Saturday

Oct 7 1989

6-10pm



920 W. Fair Avenue

4 Blocks West of Memorial

Lancaster Ohio

Pizza

Drinks

*Hosted by*

River Valley Rods & Customs

Bob 653 7105

Info Call Jeff 837-3533

JIM 687 0779

100 Maple St. Box 20  
Lancaster, OH 43090

# 6

## Super Cars!

OLDSMOBILE 4-4-2  
CHEVELLE SS 396  
PONTIAC GTO  
SKYLARK GRAN SPORT  
FAIRLANE GT/A  
COMET CYCLONE GT

**G**ATHER together six of the hot intermediate sedans and compare them? One against the other? Actually *rank* them on the basis of their performance on the race track, the drag strip and street? You guys are out of your minds!

And so they laughed when we sat down to play. The idea to run a bonanza six-way test on the so-called Super Cars was hatched immediately following our wildly successful test between the Ferrari 2+2 and the Pontiac 2+2 that appeared exactly one year ago. Proceeding cautiously, we established a basic format for multi-car comparisons with our evaluation of six luxury cars in July, 1965, and the stage was set for the most elaborate and possibly the most important automotive test that has yet appeared in *C/D*. The choice of the Super Cars was obvious. First of all, no group of sporting automobiles has made a greater impact on the American scene. The excitement started the moment the first Pontiac GTO appeared in 1963 and has steadily mounted as new cars like the Olds 4-4-2 and Comet Cyclone have arrived to compete for a share of the booming performance market. Secondly, these automobiles are tailored specifically for the American enthusiast and *C/D* has therefore had a great editorial involvement with them since that famous moment in March, 1963 when we alternately enraged and delighted readers everywhere by implying that the Pontiac GTO was in many ways a better car than the fabled Ferrari GTO. Two years later, we are still receiving mail about that story.

Our original plan of action called for testing eight cars, all to be driven by an expert driver on a drag strip and road course. Acceleration, braking and suspension behavior would be measured there, with the final phase of the test involving extended use of the cars on the street. From the start, it was agreed that the ultimate measure of the test cars would be their usefulness as high-performance, over-the-road vehicles, and not as potential racing machines. The eight cars included the Buick Skylark Gran Sport, Chevelle SS 396, Comet Cyclone GT, Dodge Coronet Hemi, Plymouth Belvedere Hemi, Ford Fairlane GT/A, Oldsmobile 4-4-2 and the granddaddy of the bunch, the Pontiac GTO. This would have given us a group of cars ranging in wheelbase from 115 inches to 117 inches, with engines varying in size between 389 cubic inches and 426 cubic inches. Weights would have averaged somewhere around 3700 lbs., and we would have had a chance to evaluate eight basically similar automobiles. As it turned out, the two Chrysler products were unavailable (for reasons we will recount later), and we ended up with six nearly identical cars. In fact, our test cars were within one inch of having the same wheelbase, within 12 cubic inches engine displacement and within 166 pounds curb weight!

### ON THE STRIP

You don't flirt with winter in the northeastern United States, and we were therefore genuinely concerned that we get the Bridge-

hampton evaluations completed before eastern Long Island was enveloped in the fog and rain that precedes the snow. We had set aside one day for technical inspections and drag strip runs and two more for the road circuit trials. As it turned out this was not sufficient, but everything got underway on a bright, if somewhat chilly day at Westhampton. The *C/D* staff arrived at the strip with several cars, including the SS 396 Chevelle that was Chevrolet's entry. We had picked the car up in Detroit a week earlier and, after a 688-mile trip to New York and regular duty in traffic, were absolutely assured of its stock condition. Several others inspired less confidence. The GTO, decked out in an eye-popping coat of "tiger gold" metallic paint, was pulled from Detroit to New York via tow bar behind an identical stand-by machine. A third car in the Pontiac entourage was pulling a trailer full of spare parts. But it was on the way to the strip that we encountered the most startling sight. There it was, parked in front of a motel—a gigantic red transporter bearing South Carolina license plates, with a shiny red Comet Cyclone GT chained down on the

ramps that were normally occupied by one of Bud Moore's famous NASCAR Grand National Stock cars. We didn't know whether to laugh or cry.

We arrived at the drag strip to find that the Oldsmobile 4-4-2, the Fairlane GT/A and the Buick Skylark had been driven out in normal fashion and we immediately commenced the timed runs. Because stock car drag racing technique is highly specialized—and, we might add, not particularly related to what one normally considers either street or circuit driving—Masten Gregory was not involved in the Westhampton tests. He spent the day at Bridgehampton, learning the course (which he had never run before) while others more adept at the rev 'em up, slam-bang business of dragging took his place. It had been agreed beforehand that representatives from each car would drive with times being recorded without regard to who was driving. While the runs were going on, each car was systematically pulled out of action and run through technical inspection by the Hurst group. This involved, as we mentioned, displacement and compression checks, weighing and a visual examination of the engine, drive-line and suspension components. In the meantime, the Comet had arrived in the company of none other than ol' Bud Moore himself, and he and his crew set about unloading the machine and taking it for a few shake-down cruises on the slightly bumpy Westhampton quarter-mile.

Both the Comet and Fairlane sounded fierce. Their mufflers had been unbauffed to reduce back pressure—though the Holman and Moody mechanic who had driven the GT/A north on one hand, and Moore on the other, both firmly maintained that the exhausts were dead stock. It was apparent from the start that considerably more than routine bolt-tightening had been done to these automobiles. For openers, they sat approximately 1½ inches lower than showroom versions which we had examined prior to the test—due primarily to some clever work with the spacers that separate the rear leaf springs from the axle housing. It appeared that both machines had also received considerable attention to their front and rear shock absorbers and springs, though Holman-Moody and Moore are both such acknowledged experts in the area of "super-tuning" stock cars that challenging them on specific points was absurd.

Meanwhile, the Chevelle and the Oldsmobile were showing signs of being under-prepared. Several of the Hurst crew made runs with each car and returned to complain about the way they ran. A check of the works indicated that the Chevelle needed its valves adjusted and the Oldsmobile had a spark plug lead that needed replacement. At the same time the two engineers who had brought the Skylark Gran Sport were standing around looking a bit baffled by the entire drag strip procedure so both the *C/D* and Hurst staffers pitched in to make sure the Buick got a representative number of runs.

Within an hour of running, the pattern of the test became apparent: we had three stock

cars—the Chevelle, the Oldsmobile and the Skylark—and three others—the GTO, the Comet and Fairlane—that were armed to the teeth. In the case of the Royal Bobcat GTO, we at least knew what we were dealing with, but with the Comet and the Fairlane, only the men with access to the inner precincts of the Holman and Moody and Moore shops could tell for sure how far the rules had been stretched.

The Comet bordered on the ludicrous. It came off the line like a Super Stock, surging up on its haunches under power exactly like a specially modified NHRA stocker. Its engine was an ostensibly stock 390 cubic inch Ford—the same prosaic old workhorse that has loyally powered the Thunderbird for so many seasons. Anyone who knows engines will tell you there isn't a 390 built that will turn more than 5300-5500 rpm in stock form, but the ones in our Comet and Fairlane would turn an effortless 6500 rpm.

How was this done? The expertise with which men like Messrs. Holman and Moore tune engines is both unparalleled and undetectable, but it should be noted for the record that the valve train of the racing Ford 427 can be installed on the 390 block with relatively little effort.

After each run the Comet had its gas tank topped up in order to keep a maximum amount of weight—crucial in dragging—over the rear wheels. Not that this was in any way illegal, but it does contrast significantly with the low-key, almost casual approach being taken by several of the other entrants. We made over 200 runs during the day at Westhampton, with the Comet recording the fastest time: 13.98 seconds at 103.80 mph. This stands as some sort of unofficial world's record for a "stock" Comet Cyclone GT. (A competition magazine which specializes in drag coverage ran a previous test on a Cyclone, using a champion drag racing driver on what is known as a "high traction" drag strip. Poor fellow, he was only able to run 14.40 seconds at 99 mph using special drag racing slicks! But then he could only wind his engine to 5200 rpm.)

The GTO sounded almost as fierce as the Fairlane and the Comet while it turned the second-fastest E.T. of the day. Much of the noise was traceable to the blocked heat risers, which caused a deep resonance in the exhaust, and the optional cold air box which amplified the sound of air being sucked into the carburetors. The car turned the fastest trap time, at 105.14 mph, while clocking an E.T. of 14.05 seconds.

The GT/A, operating with Ford's new automatic gearbox, was third fastest, with a time of 14.26 seconds at 99.00 mph. The H-M representative admitted that the pump pressure in the transmission had been increased to permit faster, more positive shifts, and this, coupled with the high-revving engine and the doctored suspension helped the times considerably. Unlike the Comet, which seemed to have a kind of compromise suspension setup to make it handle on both the road course and the drag strip, the Fairlane appeared to be over-balanced toward excellence in the quarter-mile. The front shocks seemed inordinately soft, and heavy applications of throttle at the starting line would cause the nose to rear up, dragster fashion, prompting a weight transfer to the rear for improved traction. The only other quarter-mile acceleration times that we have ever seen published on a GT/A Fairlane were 16.5 seconds at 82 mph.

Though they were less than a second slower than the Comet's top time, the Chevelle, the 4-4-2 and the Buick were out of the action at Westhampton. After some rather vigorous driving by the Hurst crew, the 4-4-2 was finally clocked at 14.59 seconds at 100.55 mph, but there wasn't a prayer of making it run any quicker in its present shape. The Chevelle ran a best time of 14.66 seconds at 99.88 mph while the Buick surprised a few people by cranking off a 14.92 run at 95.3 mph. This was better than a number of those present expected from the Gran Sport, considering its relatively unprepared condition and its two-speed automatic transmission. While the Fairlane's 3-speed automatic was a truly high-performance option, the unit employed on the Buick was unsuited for high-performance driving on any kind of race track.

GTOACO August Meeting at Dennis Pontiac

The meeting was called to order by Jeff Ruffer. He asked if there were any corrections to the Paw Prints. Doug Smith stated that his wife had not changed her name or that he had not changed wives. Sorry Helen.

National Wrap Up: Neal Blankenship stated that he is still recouping from the meet. There were 380 Registrations. 182 cars were judged and 52 models were entered in the national show. Neal wants to thank everyone who helped at the national meet. Jeff Ruffer stated that he has several letters from various chapters expressing their thanks for a great show.

By-Laws: Jeff Ruffer stated that the work on the by-laws is still coming together. He hopes to have them ready for membership vote by October meeting. He stated he wants to have this done before elections.

Picnic: August 26 3:00-9:00 at Jeff & Nadine Ruffer's home. Everyone will receive a map. Please RSVP to Jeff before 9:00pm. Hot dogs, hamburgers, chips, beer, and pop will be provided by the club. You are asked to bring chairs, a covered dish and or dessert and table service. There will be a photo session at the picnic for everyone who wished to have their car photographed. You will get to pick the best photo, it will be taken to photo shop and made into 8x10 and placed in frame. A \$5.00 donation is requested. A seminar will take place later in the afternoon on how to detail your car for showing. This will help those of you are interested in showing your car and those of you who are not ready yet will know what to do when the time arrives. This will be our last of our series. Everyone plan to attend. There will be door prizes given away.

Elections: We are getting close to that time again. We need a selection committee. Need someone who will chair this committee. Someone who will get more than one person to run for office. Please see Jeff Ruffer or give him a call if you are interested in being on this committee.

Charity Suggestions: We have 2 suggestions for our charities. Special Wish Foundationa and Special Olympics. If you have any suggestions please submit in writing to Jeff Ruffer.

New Business: Jim Evans wanted to know if on our meeting night Dennis Pontiac could provide a few spaces for us to park our GTO's. Jeff Ruffer will check on this. It was also brought up about if Dennis Pontiac is planning on us being here for 1990 showing of new cars like last year. Richard will check on this.

50/50 Drawing winner was Doug Smith. \$8.00 will go to our charity.

Motion for adjournment was made by Kurt Pearce.

THIS IS A LIST OF THE CARS IN OUR CLUB ACCORDING TO THE JULY ROSTER...

1964 HARDTOP	2-RED 2-BLUE 1-BRONZE 1-SILVER 1-WHITE	1969 HARDTOP	3-GREEN 3-RED 1-BLACK 2-BURGUNDY
1964 CONVERTIBLE	1-GREEN 1-RED 1-WHITE	1969 CONVERTIBLE	1-YELLOW
1965 HARDTOP	3-GOLD 2-WHITE 3-MAROON 2-BLUE 1-RED 1-GREEN 1-IRIS MIST	1970 HARDTOP	1-GREEN 3-BLUE 2-GOLD 1-TURQUOISE 1-RED 1-SILVER 1-BURGUNDY 1-WHITE
1965 CONVERTIBLE	2-BLUE 1-YELLOW 1-MAROON	1970 CONVERTIBLE	1-YELLOW
1966 HARDTOP	2-TURQUOISE 1-BLACK 2-RED 2-BLUE 1-WHITE	1971 HARDTOP	1-BLUE 1-GOLD
1966 CONVERTIBLE	1-TURQUOISE 1-WHITE 1-BRONZE	1971 CONVERTIBLE	-0-
1967 HARDTOP	2-GREEN 1-BURGUNDY 2-PLUM MIST 5-BLUE 1-GOLD	1972 HARDTOP	1-GREEN
1967 CONVERTIBLE	2-WHITE 1-RED 1-BLACK 1-BLUE 1-MAROON	1973 HARDTOP	1-BLACK
1968 HARDTOP	2-BLUE 3-GREEN 1-BEIGE	1974 HARDTOP	1-RED 1-GREEN
1968 CONVERTIBLE	1-GREEN 1-RED	1969 JUDGE	1-RED
		1969 JUDGE CONV.	1-
		1970 JUDGE	1-BLACK 1-BLUE 1-WHITE
		TOTAL: 96	
		21 CONVERTIBLES	
		75 HARDTOPS	

**PONTIAC PICKERS**

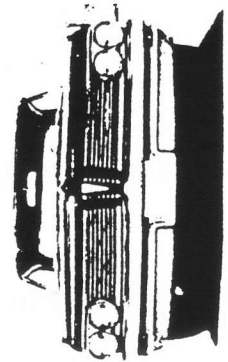
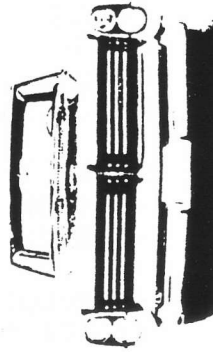
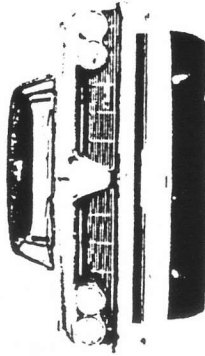
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2. C
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4. A



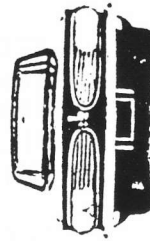
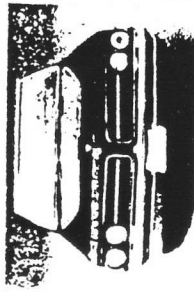
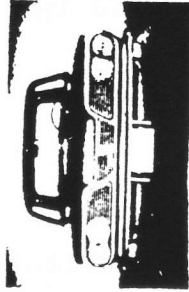
# Pontiac Pickers

Below are eight Pontiac front ends. Can you match the full-size design on the left to the same model year compact version on the right?

FULL SIZE

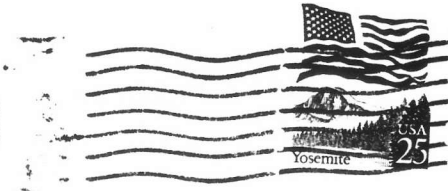
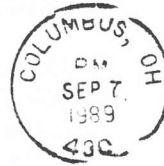


COMPACT



**Paw Prints**

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