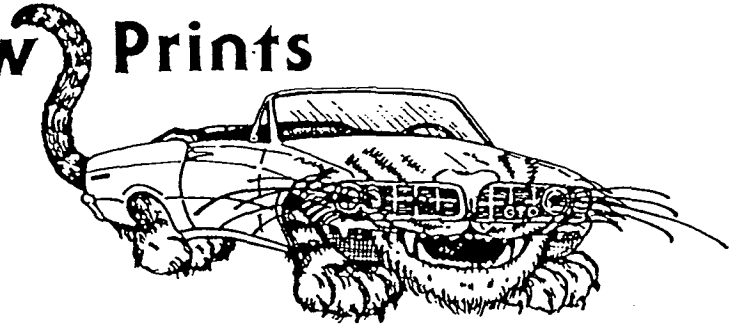


# Paw Prints



A Publication of the GTO Association of Central Ohio

DECEMBER 1991

Nov.

TO ALL MY GTO FRIENDS:

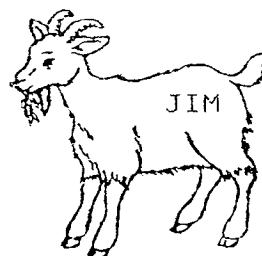
SUMMER IS OVER AND THE LEAVES ARE ALL OFF THE TREES. IT'S TIME TO START THINKING ABOUT PUTTING ALL OUR BABIES TO BED FOR THE WINTER. REMEMBER HOW WE DO THIS; FEET OFF THE PAVEMENT, TO RELAX THOSE WEARY BONES, AND COVERS OVER THEIR BODIES FOR A GOOD WINTERS REST.

THE NONINATIONS OF OFFICERS HAS NOT GONE WELL THIS YEAR, WE CAN'T SEEM TO FIND ANY NEW MEMBERS INTERESTED IN RUNNING, THAT MUST MEAN EVERYTHING IS OK AND SUITS MOST OF THE MEMBERS. AS A RESULT, IF WE DO NOT GET ANYONE ELSE INTERESTED IN RUNNING WE PROBABLY WILL NOT BE SENDING OUT BALLOTS THIS YEAR. IF THERE IS A PROBLEM WITH THIS COME TO THIS MONTHS MEETING AND VOICE YOUR OPINION.

ON JAN. 10, 11, & 12 THE 24TH ANNUAL WORLD OF WHEELS WILL BE COMING TO THE OHIO CENTER. THIS YEAR IT WOULD BE NICE IF WE HAD A CLUB DISPLAY. WE HAVE A LOT OF NICE CARS IN OUR CLUB SO WE SHOULD BE PROUD OF THEM AND SHOW THEM OFF. IF WE HAVE ANYONE INTERESTED IN THIS CALL AND LET ME KNOW, WE WILL HAVE TO GET ON THIS AS SOON AS POSSIBLE BECAUSE SPACE IS LIMITED. 614-927-5302

DON'T FORGET NEAL WILL HAVE HIS PARTS BOOKS WITH HIM THIS MONTH SO IF YOU NEED ANY PARTS LOOKED UP THE SEE IF THEY ARE STILL AVAILABLE BRING YOUR PART NUMBERS OR A DISCRPTION OF SAID PART TO SEE WHAT CAN BE FOUND.

SO LONG FOR NOW



GTOACO AGENDA  
NOV. 13, 1991

- 1) TREASURER'S REPORT
- 2) GTOAA REPORT
- 3) OLD BUSINESS
- 4) CLOSE NOMINAIONS FOR OFFICERS "92"
- 5) WINTER SWAP MEET
- 6) LOCAL SHOW "92"
- 7) HOLIDAY PARTY
- 8) CLUB CHARITY FUND
- 9) NEW BUSINESS
- 10) 50-50 DRAWING
- 11) MOTION FOR ADJOURNMENT
- 12) PARTS CHASING BY THE DOCTOR

GTO Association of Central Ohio  
1991 Officers

President	Jim Evans 13791 Cable Road Pataskala, OH 43062 614/927-5302
Vice President	Jeff Inskeep 598 Old Coach Road Westerville, OH 43081 614/891-6679
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	Dave Benson - 614/837-9545 Neal Blankenship - 614/459-0352 Andy Syrkin - 614/766-0346

CALENDAR

DEC.	11TH	REGULAR MEETING DENNIS PONTIAC 2900 MORSE RD. COLUMBUS, OH
JAN.	8TH	REGULAR MEETING DENNIS PONTIAC 2900 MORSE RD. COLUMBUS, OH
FEB.	23RD	SWAP MEET 2ED ANNUAL DENNIS PONTIAC 2900 MORSE RD. COLUMBUS, OH

# INVESTMENTS

BY ROBERT GOTTLIEB

## TAXING YOUR RIGHT TO OWN A CLASSIC

How would you like to wake up in the morning and find that your collector or investment car has substantially decreased in value from its existing depressed value? Worse yet, suppose you learned nobody would buy the car because some bureaucrat appraised and reclassified it so that annual license fees were prohibitive? If you feel either question is hyperbolic, or simply a way to catch your attention, you should know it's already happened, it will continue to happen, and the problem most likely will spread across the nation.

California historically has been

### BACKGROUND

known as a precedent-setting state in the fields of law and legislation. Other states copy California legislation and court decisions on such a regular basis that they're frequently referred to as "copycat" states. California has a budget problem (so what else is new?), and the mood in Sacramento is and has been to generate additional revenue (read taxes) in any manner without regard to usual and normal business sense. As a result, we're facing increased sales taxes, income taxes, and special taxes aimed at targeted groups. The state isn't alone in its quest for money on an irrational basis. The City of Port Hueneme recently proposed a tax on homeowners with a view of the

ocean or the beaches. Those with good views would be taxed more than those with partial views. Naturally, the city would make the determination of which views were better than others. Another proposed tax (not by Port Hueneme) would be imposed on boat owners who own their own docks for the privilege of leaving their docks. In theory, while tied to a dock, the boat is tied to the land. Once the lines are cast, the boat is in water under the jurisdiction of the State Land Commission and this triggers a tax. With convoluted reasoning like this, the collector or investor may easily wonder what fun and games would be played with automobiles.

### THE PROBLEM

Assembly Bill 758 started out as AB 1434. Due to political infighting and intrigue, AB 1434 was dropped in favor of AB 758, but each bill contains identical language that strikes all collectors, investors, and new and used-car buyers alike. Language within the bill provides that it's a tax levy and will therefore go into immediate effect. It was made effective as to any original registration or any renewal (or transfer of a vehicle) after Aug. 1, 1991. Every reader can and would anticipate an increase in fees at this point, and every reader who did is correct.

At first glance, the bill appears to increase substantially annual licensing fees. By itself this would be alarming, but not necessarily debilitating. However, the bill goes much further and can increase annual license fees by 10,000 percent more. If the fees for any car can be increased by 100 percent or 1000 percent, it's apparent that one might be unable to keep a car or sell it to someone else who's also unable to pay unreasonable annual taxes. As a "tax levy," license fees are transformed into personal property instead of fees for licensing a car. Personal property taxes are due and payable even if the cars are not used or registered.

### THE CANCER

Troublesome language is contained in many sections of the bill. Section 10753 provides that the *department* shall determine the market value of a car on its first sale as a new vehicle and on each sale of a used vehicle. But 10753 (c) is the real killer. It reads in part:

"(c) In the event any vehicle is modified or additions are made to the chassis or body at a cost of two hundred (\$200) dollars or more, but not including any change of engine of the same type or any cost of repairs to a vehicle, the owner of such vehicle shall report

CONTINUED OVER

June 27, 1991

Members of Senate and Assembly  
Capitol Building  
Sacramento, CA 95814

Re: AB 758

Honorable Legislators:

Assembly bill 758 in its present form will create more problems for the overall California economy and will result in a *loss* of revenue instead of generating revenue. Consider these facts:

(1) Increased licensing fees and revaluations will deter collectors, enthusiasts, and others from acquiring or even keeping

horseless carriages, classics, street machines, kit cars, and/or any vehicles of special interest. The luxury tax on autos, boats, and airplanes has had a negative impact on sales, resulting in a greater loss of sales tax and other revenue than income. AB 758 will have the same effect.

(2) The bill will cost the jobs of thousands employed in industries catering to the needs of enthusiasts. This includes manufacturing, restoring, painting, publishing, and printing, as well as those engaged in replica parts or vehicle construction. There are more than 2200 known firms catering to the needs of classic and

historical vehicles, some of whom employ more than 50 people. If you include street machines, kit cars, custom cars, and hot-rods, you are affecting an additional 10,000 jobs. Has anyone considered the increased welfare costs in relation to the increased revenue?

(3) The bill is ambiguous and uncertain. What is a modification or addition to a vehicle that will trigger a reclassification? If the running gear and chassis are repainted at a cost of \$4000, is the paint an addition or modification?

(4) The bill creates another Proposition 13 problem. Neighbors may own similar cars, but one owner can

easily be taxed from 10 to 1000 percent more based upon the date of acquisition or reappraisal and classification by the Department of Motor Vehicles.

I doubt that legislators realize the size and scope of the collector car hobby on the California economy. At the very least, an amendment is needed to exclude vehicles that are 25 years old or older or subject to the provisions of Vehicle Code Sections 5004, 5004.1, and 5004.6.

Respectfully yours,

Robert J. Gottlieb

any such modifications or additions to the department and the department shall classify or reclassify the vehicle in its proper class as provided in Section 10753.1 or 10753.2, taking into consideration the increase in the market value of the vehicle due to such modifications or additions, and any reclassification resulting in increase in market value shall be based on the cost to the consumer of such modifications or additions."

Section 10753.1 (b) and (c) then set up an incredibly complicated system of "classifications" that can easily exceed 1500 different classifications. Further complications are created by finding the mid-point of each classification range and applying the new tax and surcharge to 100 percent of the value the first year, 90 percent the second year, 70 percent the third year, and further annual 10-percent drops through the 11th year when it levels off at 15 percent for the 11th year and each succeeding year.

This bill has been passed by both houses, and the governor has stated that he will sign it. In one fell swoop, it can wipe out kit-car manufacturers, restoration shops, hot-rods, and street rods, plus antiques, classics, and every other part of the collector car hobby or business.

A small group of enthusiasts attempted to persuade the legislators to change their thinking. A copy of my letter to every legislator is republished here (see sidebar) because it clearly and concisely addresses the problems. Note the attempt in the letter to exclude collector/investment cars that are 25 or more years old. The Department of Motor Vehicles has allegedly *orally* agreed to exclude the 25-year-and-older group, but if you believe that will happen, it's because you also believe in the Tooth Fairy.

## THE EFFECT

This law will be closely watched, and if there's an apparent increase in revenue, it will be copied by the so-called copycat states. Business-oriented states, such as Nevada, Arizona, Idaho, Utah, and New Mexico, will take a wait-and-see position for a minimum of one year to quantify the results. In one respect, the new law is quite similar to the luxury-vehicle tax, which undoubtedly will be repealed shortly.

The already depressed car market will remain stagnant, and many mail-order houses, restorers, parts vendors, and car constructors will find it even more difficult to remain in business. Many owners will dispose of their cars rather than pay the increased fees. The purchaser of a good Lincoln or Packard

classic will have to pay more than \$2000 a year to license the car, whereas the seller may have been paying less than \$50 a year. When enough extra charges are imposed on any sale, the price of the merchandise must go down. Let's see how it works with numbers and how it will affect the largest California auction companies. A '59 Cadillac convertible or a Corvette are offered for sale at auction, and the bidding stops at \$50,000 for each car. Each buyer will pay the 5-percent bidder's premium (\$2500), the newly increased sales tax (\$4125), and a minimum of \$1025 to register the car. This assumes the Department of Motor Vehicles doesn't reclassify the car on the grounds that it was really worth more than the sales price or because one of the sellers (or some prior owner) had some work done prior to the auction.

## THE FUTURE

Many people will avoid the hobby rather than incur annual expenses even if the car isn't driven. Gone from the market will be those buyers who were willing to pay more for a specific car than they knew it was worth, simply because they wanted that specific car. Too high a purchase price would result in such high annual license fees that subsequent buyers would be turned off.

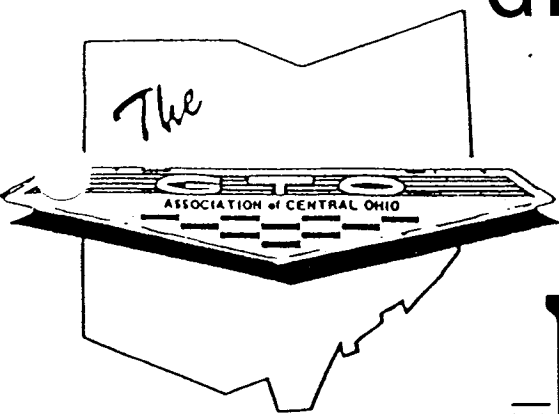
The greatest hope lies within the bill itself. One part of the bill reads that it ceases to be operative at such time as the California Supreme Court or any Court of Appeals makes a final determination that the bill violates the California Constitution or that the state is no longer obligated to reimburse counties for welfare medical costs. There's always the hope and possibility of a repeal. There's always the expensive possibility of a legal challenge on the ground that the bill is vague, uncertain, and ambiguous. For example, if a \$400 set of tires is replaced with a \$1200 set, will a section 10753 (c) reclassification be triggered? How about the replacement of factory wheels with custom wheels? Is that an addition? Suppose an original cracked steering wheel is replaced with a custom wheel costing 10 times as much? Is that a repair or an addition?

*Motor Trend* called a highly placed Department of Motor Vehicles representative and asked how the department would find out if an owner did not report a \$200 modification. "That's easy," he said. "The car owner will be identified when the part supplier, mechanic, or restoration shop is audited for sales tax purposes. We expect to have our computers cross check just like the IRS does." Big Brother lives.

# GTO Association of Central Ohio

Announces Their

## ALL PONTIAC SWAP MEET Sunday, February 23, 1992



at **DENNIS**  
**PONTIAC**

2900 Morse Road  
Columbus, Ohio 43231

Swap meet will feature parts for GTO's and all other Pontiacs

General Admission \$1.00

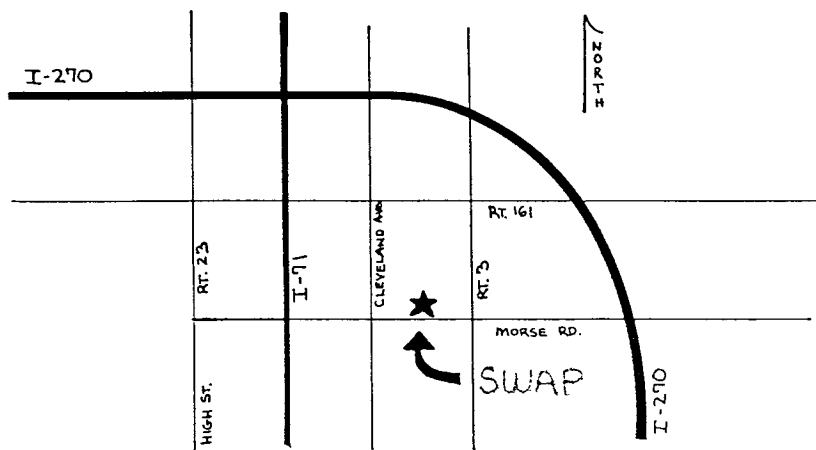
Doors open to public from 9:00 a.m. to 5:00 p.m.

10' x 10' vendor spaces available on a first come first serve basis at a cost of \$15.00 per space. Vendor set-up from 7:00 a.m. to 9:00 a.m.

For More Information Call:

Mark Baker - 614/653-4948

Kevin Johnston - 614/387-9654



.....

### Vendor Registration Form

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

Number of Spaces Needed \_\_\_\_\_ x \$15.00 = \_\_\_\_\_

Make check or money order payable to:

GTO Association of Central Ohio  
and send to: All Pontiac Swap Meet  
c/o Richard Whaley  
P.O. Box 215  
Lithopolis, OH 43136 49110

Jim Evans, President  
GTO Association of Central Ohio  
13791 Cable Road  
Pataskala, OH 43062

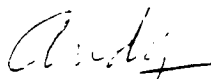
Dear Jim,

I few months ago, I wrote to tell you about legislation that was pending regarding historical vehicle plates.

Well, the law has passed the State Legislature and will be effective December 17, 1991. It allows owners of historical motor vehicles (those more than 25 years old) to utilize Ohio license plates of the same year as the model year of the car instead of historical vehicle plates. Also, only the rear plate will be required (so we can put those "GRRR" or GTO logo plates on the front). Otherwise, the restrictions are the same as for historical vehicle plates.

Enclosed is a copy of the new law. Please pass it along to anyone you think might be interested.

Sincerely,

  
Andy Russell

I WOULD LIKE TO THANK ANDY FOR SHARING THIS INFORMATION WITH US. IT'S MEMBERS LIKE ANDY THAT MAKES THE PAW PRINTS BETTER. IF ANYONE ELSE HAS ANYTHING THEY THINK THE OTHER MEMBERS WILL BE INTERESTED IN PLEASE FEEL FREE TO SEND THEM TO ME.

THANKS ANDY

  
JIM

## AMENDED SUBSTITUTE HOUSE BILL No. 165

Act Effective Date: 12-17-91  
Date Passed: 8-7-91  
Date Approved by Governor: 9-17-91  
Date Filed: 9-17-91  
File Number: 93  
Chief Sponsor: BOGGS

*General and Permanent Nature:* Per the Director of the Ohio Legislative Service Commission, this Act's section numbering of law of a general and permanent nature is complete and in conformity with the Revised Code.

To amend section 4503.181 of the Revised Code to permit owners of historical motor vehicles to display dated license plates which correspond to the model year dates of the vehicles.

*Be it enacted by the General Assembly of the State of Ohio:*

SECTION 1. That section 4503.181 of the Revised Code be amended to read as follows:

### **4503.181 Historical motor vehicle license plates [Eff. 12-17-91]**

(A) As used in this section, "historical motor vehicle" means any motor vehicle ~~which is over twenty-five years old, and which~~ THAT is owned solely as a collector's item and for participation in club activities, exhibitions, tours, parades, and similar uses, but in no event to be used for general transportation.

(B) In lieu of the annual license tax levied in sections 4503.02 and 4503.04 of the Revised Code, a license tax OF TEN DOLLARS is levied on the operation of historical motor vehicles. ~~The fee for said license is ten dollars.~~

(C) The owner of a vehicle applying for license plates under this section shall execute an affidavit that the vehicle for which plates are requested is owned and operated solely for the purposes enumerated in division (A) of this section, and also setting forth in ~~and~~ THE affidavit that ~~and~~ THE vehicle has been inspected and found safe to operate on the highways of the state. THE OWNER OF AN HISTORICAL MOTOR VEHICLE WHO DESIRES TO DISPLAY MODEL YEAR LICENSE PLATES ON THE VEHICLE AS PERMITTED BY THIS SECTION SHALL EXECUTE AT THE TIME OF REGISTRATION AN AFFIDAVIT SETTING FORTH THAT THE MODEL YEAR LICENSE PLATES HE DESIRES TO DISPLAY ON HIS HISTORICAL MOTOR VEHICLE ARE LEGIBLE AND SERVICEABLE LICENSE PLATES THAT WERE ORIGINALLY ISSUED BY THIS STATE. NO

~~The registration certificate ISSUED PURSUANT TO THIS SECTION need not specify the weight of such antique THE vehicle, and the.~~

(D) A VEHICLE REGISTERED UNDER THIS SECTION MAY DISPLAY HISTORICAL VEHICLE LICENSE PLATES ISSUED BY THE REGISTRAR OF MOTOR VEHICLES OR MODEL YEAR LICENSE PLATES PROCURED BY THE APPLICANT. HISTORICAL VEHICLE LICENSE plates ~~issued~~ shall bear no date but shall bear the inscription "Historical Vehicle—Ohio", and the registration number which shall be shown thereon; ~~and they,~~ MODEL YEAR LICENSE PLATES SHALL BE LEGIBLE AND SERVICEABLE LICENSE PLATES ISSUED BY THIS STATE AND INSCRIBED WITH THE DATE OF THE YEAR CORRESPONDING TO THE MODEL YEAR WHEN THE VEHICLE WAS MANUFACTURED. NOTWITHSTANDING SECTION 4503.21 OF THE REVISED CODE, ONLY ONE MODEL YEAR

LICENSE PLATE IS REQUIRED TO BE DISPLAYED ON THE REAR OF THE HISTORICAL MOTOR VEHICLE AT ALL TIMES. THE REGISTRATION CERTIFICATE SHALL BE KEPT IN THE VEHICLE AT ALL TIMES THE VEHICLE IS OPERATED ON THE HIGHWAYS AND ROADS OF THIS STATE.

NOTWITHSTANDING SECTION 4503.21 OF THE REVISED CODE, THE OWNER OF AN HISTORICAL MOTOR VEHICLE THAT WAS MANUFACTURED FOR MILITARY PURPOSES AND THAT IS REGISTERED UNDER THIS SECTION MAY DISPLAY THE ASSIGNED REGISTRATION NUMBER OF THE VEHICLE BY PAINTING THE NUMBER ON THE FRONT AND REAR OF THE VEHICLE. THE NUMBER SHALL BE PAINTED, IN ACCORDANCE WITH THE SIZE AND STYLE SPECIFICATIONS ESTABLISHED FOR NUMERALS AND LETTERS SHOWN ON LICENSE PLATES IN SECTION 4503.22 OF THE REVISED CODE, IN A COLOR THAT CONTRASTS CLEARLY WITH THE COLOR OF THE VEHICLE, AND SHALL BE LEGIBLE AND VISIBLE AT ALL TIMES. UPON APPLICATION FOR REGISTRATION UNDER THIS SECTION AND PAYMENT OF THE LICENSE TAX PRESCRIBED IN DIVISION (B) OF THIS SECTION, THE OWNER OF SUCH AN HISTORICAL MOTOR VEHICLE SHALL BE ISSUED HISTORICAL VEHICLE LICENSE PLATES. THE REGISTRATION CERTIFICATE AND AT LEAST ONE SUCH LICENSE PLATE SHALL BE KEPT IN THE VEHICLE AT ALL TIMES THE VEHICLE IS OPERATED ON THE HIGHWAYS AND ROADS OF THIS STATE. IN THE EVENT OF A TRANSFER OF OWNERSHIP OF SUCH A VEHICLE, THE TRANSFEROR SHALL SURRENDER THE HISTORICAL VEHICLE LICENSE PLATES AND REMOVE OR OBLITERATE THE REGISTRATION NUMBERS PAINTED ON THE VEHICLE.

(E) HISTORICAL VEHICLE AND MODEL YEAR LICENSE PLATES shall be valid without renewal as long as the vehicle is in existence. The plates are issued for the applicant's use only for such vehicle, ~~and in~~. IN the event of a transfer of title the transferor must surrender the HISTORICAL VEHICLE LICENSE plates ~~for a~~ transfer BUT MODEL YEAR LICENSE PLATES MAY BE RETAINED BY THE TRANSFEROR. The registrar of motor vehicles may revoke ~~and~~ license plates issued under this section, for cause shown and after hearing, for failure of the applicant to comply with this section. UPON REVOCATION, HISTORICAL VEHICLE LICENSE PLATES MUST BE SURRENDERED; MODEL YEAR LICENSE PLATES MAY BE RETAINED BUT ARE NO LONGER VALID FOR DISPLAY ON THE VEHICLE.

(F) THE OWNER OF AN HISTORICAL MOTOR VEHICLE BEARING HISTORICAL VEHICLE LICENSE PLATES MAY REPLACE THEM WITH MODEL YEAR LICENSE PLATES BY SURRENDERING THE HISTORICAL VEHICLE LICENSE PLATES AND MOTOR VEHICLE CERTIFICATE OF REGISTRATION TO THE REGISTRAR. THE OWNER SHALL, AT THE TIME OF REGISTRATION, EXECUTE AN AFFIDAVIT SETTING FORTH THAT THE MODEL YEAR PLATES ARE LEGIBLE AND SERVICEABLE LICENSE PLATES THAT WERE ORIGINALLY ISSUED BY THIS STATE. SUCH AN OWNER IS REQUIRED TO PAY THE LICENSE TAX PRESCRIBED BY DIVISION (B) OF THIS SECTION, BUT HE IS NOT REQUIRED TO HAVE THE HISTORICAL MOTOR VEHICLE REINSPECTED UNDER DIVISION (C) OF THIS SECTION.

THE OWNER OF AN HISTORICAL MOTOR VEHICLE BEARING MODEL YEAR LICENSE PLATES MAY REPLACE THEM WITH HISTORICAL VEHICLE LICENSE PLATES BY SURRENDERING THE MOTOR VEHICLE CERTIFICATE OF REGISTRATION AND APPLYING FOR ISSUANCE OF HISTORICAL VEHICLE LICENSE PLATES. SUCH AN OWNER IS REQUIRED TO PAY THE LICENSE TAX PRESCRIBED BY DIVISION (B) OF THIS SECTION, BUT HE IS NOT REQUIRED TO HAVE THE HISTORICAL MOTOR VEHICLE REINSPECTED UNDER DIVISION (C) OF THIS SECTION.

SECTION 2. That existing section 4503.181 of the Revised Code is hereby repealed.

APPLICATION FOR MEMBERSHIP  
GTO ASSOCIATION OF CENTRAL OHIO

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_

Occupation \_\_\_\_\_

Sponsors Name \_\_\_\_\_

Membership cost per calendar year \$20.00  
Spouse Associate Membership \$2.00 additional  
Associate fee is required for spouses who will actively  
participate in club decisions and elections.)  
Make checks payable to GTO Association of Central Ohio

Send to: Richard Whaley, Treasurer  
P.O. Box 215  
Lithopolis, OH 43136

For further information: 614/837-4372 or 891-6679

Are you a member of the GTO Association of America \_\_\_\_\_ # \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Children \_\_\_\_\_

Year, Color or paint code and Style of GTO (s) currently  
owned \_\_\_\_\_

What activities would you be interested in?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Optional:

Write a short story about yourself, family, occupation,  
hobbies and how you got interested in GTO's. If you have any  
pictures of your car send those also. This information will  
be used in a column in the Paw Prints featuring members. It  
is a good way for us to become acquainted with each other.



October 9, 1991 GTOACO Meeting at Dennis Pontiac

The meeting was called to order by Vice President Jeff Inskeep. Members in attendance were Neal Blankenship, Richard & Nancy Whaley, Jeff Inskeep, Mark Baker, Jeff Ludwig, Kevin Johnston, Jim Lowery, Jerry Brownfield, Tom Brownfield. Welcome to David Schmid a visitor.

Jeff opened floor for nominations for 1992 officers. All offices and one board position are open.

Nancy Whaley nominated Richard Whaley for Treasurer. He accepted.  
Neal Blankenship nominated Nancy Whaley for Secretary. She accepted.  
Richard Whaley nominated Mark Baker for Board position. He accepted.  
Mark Baker nominated Jeff Inskeep for Vice President. He accepted.  
Jerry Brownfield nominated Dave Benson for President. Dave was not present. Nancy is to call Dave and ask if he will accept the position.  
Late note: Nancy did call Dave and ask if he would accept the nomination for President. He declined. But thanked us for the nomination.  
Jeff Inskeep nominated Jim Evans for President. Jim was not present. He will be asked if he accepts the nomination.

Winter Swap Meet: All Pontiac Swap Meet is scheduled for February 23, 1992. This date has been confirmed with Dennis Pontiac. Mark Baker volunteered to chair this event along with the help of Kevin Johnston. They will need a lot of help so mark your calendars now.

Local Show 1992. Date has been set for June 20, 1992. We need a chairman for this show. Dave Benson's name was brought up and we will contact him and see if he will chair this position. Mark your calendars now to help.

Holiday Party: This will happen at the convenience of whoever volunteers to have this party. It is usually planned in January. Please call Nancy Whaley or Jim Evans if you can hold this event.

Tech Session. Neal Blankenship suggested having a tech session at next month's meeting where members can come in with their parts needs or a very good description of the part and he will look up the part and see if they are available. Hope to see a good turnout next month.

It's time once again to decide where to send our 50/50 money to. These are the charities we have sent this money to in the past. Westerville Special Olympics, Special Wish, Groveport, Society to Prevent Blindness, Canine Helpers. If you have any suggestions with new charities please call Nancy Whaley 837-4416.

50/50 Drawing Winner was Neal Blankenship. \$8.50 goes to our charity.

Meeting was adjourned.

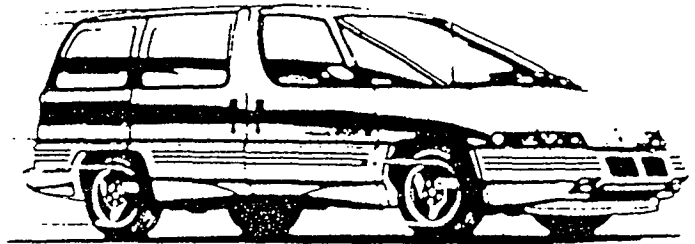
Respectfully submitted by

Nancy Whaley Secretary

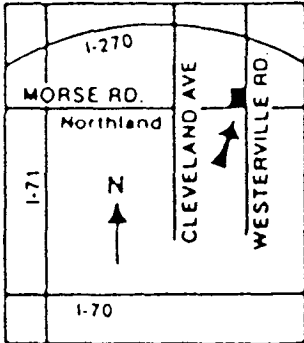
# DENNIS

PONTIAC

- SALES
- SERVICE
- PARTS • LEASING
- BODY SHOP



*Mr. Goodwrench*



# 471-2900

2900 MORSE RD.



## Paw Prints

Jim Evans  
13791 Cable Road  
Pataskala, OH 43062  
614/927-5302