



Paw Prints

VOLUME 2, ISSUE 12

SPECIAL POINTS OF INTEREST:

- Club Events 2012—Recap
- A Cylinder Head Adventure

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A Letter from the Editor

It's hard to believe another year is just about in the books. But here we are ready to say good-bye to 2011 and ring in 2012. Here's my annual recap.

We provided a lot of support to charities we've regularly supported (e.g. Prevent Blindness Ohio and the V.A. Center in Chillicothe) and added a new one in Operation Buck-eye.

We had our inaugural two day event! Coupling our 1st Friday Summer Night Cruise-In with our regular All Pontiac Indian Uprising. By the numbers, perhaps it wasn't as successful as we would have liked

it to be, but if you consider the numbers with the weather, I think it was pretty darned successful! We had some issues with our hosts for the event, but as usual, we pulled together, solved the issues and got the job done.

Our club has gotten a few new members this year too! Let's keep that trend up for 2012 and surpass it!

We've made a new commitment to do more things together as a club. Our first order of business in that arena was Stan and Pam Farlow agreeing to be our club's event coordinators.

By the way, I've republished the information from November on the Group Events so that it's fresh and available for you as we discuss it in the January meeting.

Yes, 2011 was a good year and I hope 2012 is even better.

I'm still looking for members who would like to do a Member Spotlight piece. I will do my own in January and republish one or two after that to help drum up volunteers.

Have a safe New Year's Eve and a Happy New Year's Day!

—Kevin



Group Trips! - Republish

Stan and Pam Farlow agreed to be the club event coordinators a few meetings ago.

In setting out to find some events for the club to attend together, Stan went out to the great information highway and pulled together the list of events you see in the right hand column of this page.

In the November Club Meeting, Stan passed out this list and asked that the club look at these and provide some feedback as to what we might be interested in attending.

Stan pulled together long haul, weekend, and day trip events for us to consider. He also proposed some club events including the possibility of doing the drag day event again and a weekly or monthly cruise where we pick either a weekly event and attend regularly, pick a different event each week and attend as a club or start our own event where we meet up on a cruise to one of those weekly events together.

There are a lot of great ideas on the right. If you have preferences, please let us know so we can do things as a club with the best participation. You can bring your feedback to the January meeting or send it directly to Stan and Pam at skfarlow@aol.com or post it on our Facebook page or in the website forums. I will start a thread on the website.



Long Haul Events

Barrett Jackson-Scottsdale January 15-22, 2012

Bandit Run-Texarkana to Atlanta May 12 to 19, 2012

Power Tour-Detroit to Irving Texas June 4 to 11, 2012

Pontiacs at Pigeon Forge- Early June

GTO Nationals-July 3 through 8 2012 Colorado

POCI Nationals-July 17 to 21, 2012 St Charles Ill

Route 66 Mother Road Festival-3rd weekend in September Springfield Ill.

Pontiac Museum-Pontiac Illinois-4 museums on Route 66

Route 66 Cruise

Weekend Events

Somernites Cruise in Somerset, KY-4th Saturday April thru October

Wine Run-Story Indiana Wine Festival April 30, 2011

Carlisle GM Nationals- June 22 to 24, 2012

The Great Race-Findlay Ohio, Arrive Saturday June 30, leave July 1

GTOACO Cruise and Show-July 20 & 21 2012

Pontiac Nationals-Norwalk August 3, to 5, 2012

Woodward Dream Cruise-August 18, 2012

Ray Skillman collection-Indianapolis

Day Trips

Wine Run-Southern Ohio any time

Mecum Spring Classic-Indianapolis May 15-20, 2012

Mid-Ohio Road Course-Vintage Grand Prix June 24-26, 2011

Air Force Museum

Amish Country cruise

Hot Rod Café-New Philadelphia

Hocking Hills Cruise

Possible GTOACO Events

Drag Day

Weekly/Monthly Cruise in



Pontiac/Edelbrock Cylinder Head Adventure by Steve Schaeffer

It started innocently enough. A little bench racing. What are you planning for 2012? Maybe a blower or a set of aluminum cylinder heads? A GMC 6-71 supercharger has great eye and ear appeal but it also consumes a lot of horsepower and the added horsepower builds more heat in the engine adding to summer time engine cooling problems.

A set of aluminum cylinder heads have a lot of advantages. They are much lighter than the cast iron heads. Getting that weight off the front end helps improve the handling of the car. Hot Rod Magazine installed a set of Edelbrock heads on a 73 Pontiac 400 engine with the normal modifications (cam, intake, headers, ignition) and picked up 100 horsepower on the dyno over the stock 4x heads.

Jim Hands' research on a flow bench reveals that most all Pontiac "D" port heads flow 208CFM at .500 valve lift. The general rule of thumb is to double the CFM of the intake flow and that is the horsepower potential of the engine. A 4x or 6x stock head is limited to 416 horsepower.

The Edelbrock "D" port head flows 250 CFM as cast at .500 valve lift. Using the same rule of thumb we are now looking at a street engine of 500 horsepower. The Edelbrock round port head out flows the "D" port but the Edelbrock engineers say that the "D" port is geared for the street. It has excellent low speed torque and throttle response.

The late Joe Mondello of cylinder head porting fame was a big believer in port velocity. Joe said that you can have too much port CFM. On a street car, drivability requires you to maintain the low end. Do not over cam the engine either. This is why the oval port big block Chevy heads are a better choice for the street than the rectangle port heads.

Sounds easy so far. I purchased the Edelbrock 61579 "D" port heads with the 87cc combustion chambers from Jegs. I also purchased the correct ARP bolt set and the correct Edelbrock gasket set. I am installing them on my 65 Pontiac 4-bolt main block. The engine is bored .060 oversize and is equipped with .030 oversize Pontiac 428 pistons. This puts the valve notches in the pistons in the correct place to clear the valves in the Edelbrock heads. The engine is equipped with a mild Erson camshaft, .472 lift and 284 degrees duration on the intakes and 296 on the exhausts. Desk Top Dyno computes 521 horsepower at 5500 RPM and peak torque of 546lb-ft at 4500 RPM. The engine is equipped with Pontiac forged steel rods instead of cast iron.

I installed the cylinder heads with the ARP bolts per Edelbrock's instruction sheet. I need two Pontiac head bolts with the stud made on top of them; one for the battery ground cable and one for the bracket that the positive battery cable and starter wires run through. The ARP bolts are slightly longer than the stock Pontiac bolts and require the use of hardened head bolt washers. The heads require 5 different head bolt lengths. The 2 Pontiac bolts I needed were almost the same length as the ARP. The ARP bolts were engaging .485 inches of thread in each bolt hole in the block. The ARP washers are 0.125 inches thick.

I purchased 2 hardened washers .075 thick. The 2 Pontiac bolts are engaging .465 inches of thread in the engine block. I called the Edelbrock tech line and was told this will work fine with no problems. Then I went to install the rocker arms and pushrods. I was told that roller rockers are required for a cam with more than .500 lift. With a mild camshaft you can use stock rockers.



Pontiac/Edelbrock Cylinder Head Adventure Continued

As it turns out, the stock Pontiac pushrods are too short. The ARP rocker studs in the heads are .1875 inches longer than stock Pontiac or big block Chevy studs. Also my poly-locks for the straight 7/16 big block rocker studs were too short. Edelbrock says, "Stock rockers MAY require longer than stock pushrods to clear the valve springs". I called the Edelbrock tech line. No one could tell me what length pushrods these heads require with a stock base circle cam. The fact that Chevy heads take a .100 longer pushrod was the only information I could get.

Jegs only has 3/8 inch pushrod length checkers in stock. Summit does have 5/16 pushrod length checkers though. Terry at Jegs did some research for me and said 9.300 pushrods would be correct. I came up with the correct pushrod length checker and had a local machine shop set the length for me. It checks out fine. Now I'm waiting on the correct special order pushrods from Comp Cam.

I also had to order ARP 300-8242 Poly-locks. My old poly-locks were 1.114 inches long with a tapered allen lock screw. The ARP poly-locks are 1.209 inches long and have a flat bottomed allen head screw to better lock on the ARP rocker studs.

I plan to have the car on the road shortly. Now that the factories are back in the performance business, it takes 500 plus horsepower just to stay with the program.

Post Script:

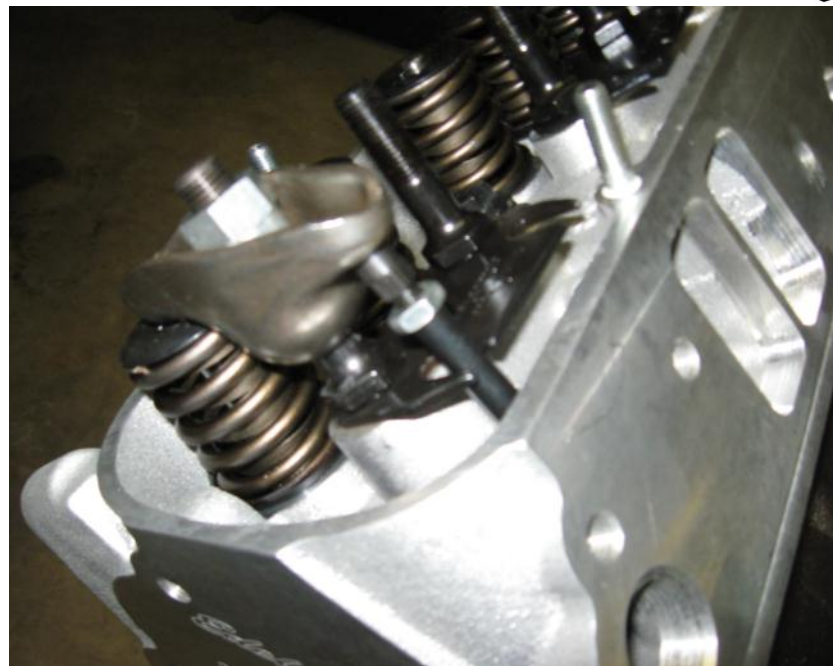
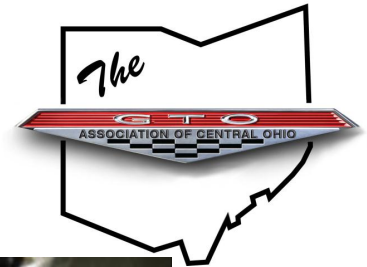
The questions came up: How do I know my valve train geometry was incorrect? How do I know the longer pushrod corrected the problem?

With the stock length pushrod the rocker arm was only contacting the edge of the valve stem. You could see day light between the bottom of the rocker arm and the top of the valve stem.

You cannot see it in the close up picture below of the adjustable pushrod length checker, rocker arm, and poly lock, but the bottom of the rocker arm is now centered on the top of the valve stem.

Also you can see why I needed the longer ARP poly-locks. The allen screw that locks the adjustment is only engaging two threads in the top of the old poly-lock.

Edelbrock should be able to tell you that you need different pushrods and poly-locks and what size fits what. I am sure they have tested and sold plenty of these heads already.



Tiger Bites! - Noteworthy News Bites

- ◆ **Happy New Year! We resume monthly club meetings, the second Wednesday of each month, on January 11, 2012**
- ◆ Please help us pray for the following members and their families:
 - ◆ Jeff and Jane Frazier—as Jeff had triple by-pass surgery 12/28/11.
 - ◆ Jack and Leah Farron
 - ◆ Joe and Renda Bennett
- ◆ The 2012 Holiday Party will be on February 25, 2012. The spot for this year's party will be the party house at Mike Schockley's condominium community. **Please RSVP to Donna Landis (sharklandis@netscape.net) if you haven't already.**
- ◆ Our swap meet will be on March 18, 2012. Stay tuned for more information on this event as well.
- ◆ The dates for the 2012 Summer Night Cruise in and Annual Indian Uprising will be Friday, July 20 and Saturday July 21, 2012. Planning will begin soon.
- ◆ Don't forget to get signed up at our web site so you can get information on weekly cruise and car shows. You can also get an electronic copy of the Paw Prints all the way back to November 2008. **If you are an Internet Explorer user, update to version 8 to resolve a login issue where it looks as if you cannot login even after registering.**
- ◆ If you need to renew or are thinking of renewing your **GTOAA membership, please do so ASAP** to ensure our club remains a valid GTOAA chapter with all the benefits of that status. There is an application in your Paw Prints below and the GTOAA can now take membership applications on line.

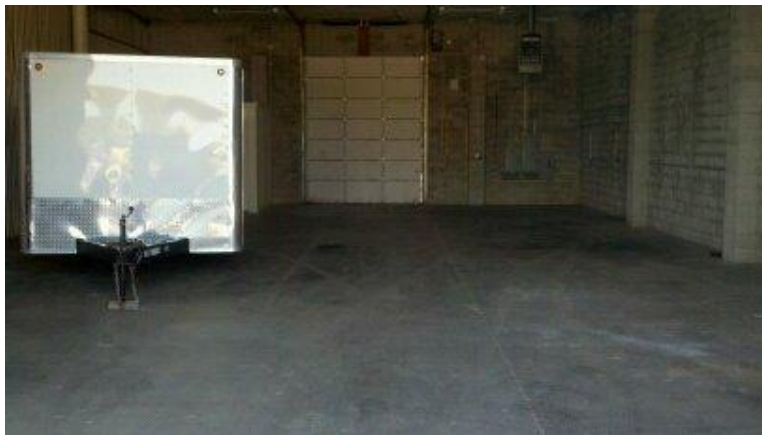


Welcome New Members!

- ◆ **No New Members this month**

For Sale

- ◆ 1969 GTO Conv., everything NEW, Correct WT 69 400 w/ worked 48 heads. Hillard built to RA III/IV specs (Cam) Factory Matador Red/red Int./White (orig. black) top. PHS docs. 4 spd no console, wood wheel, hood tach, All R/A equipment correct and intact. Pete Serio Rebuilt Shifter (orig.), rebuilt Munci 3.55 open rear. PS, drum brakes, Was Dad's car. Asking \$40k. Have \$35k in receipts, did most labor myself and \$10k paint job. Call Ron Landis at 740-215-1742 (cell) or 740-852-1742 (home).
- ◆ 1977 GMC C10 Sierra Heavy Duty ½ Ton Long Bed. 454, TH400, factory air, PS, PB, posi, Black, numbers matching, excellent condition, \$8,500. Sonny Block 740-472-9811.
- ◆ Wanted 1967 GTO Hardtop or Sedan. Original unrestored car with factory paint, interior and drive-train. Looking for a survivor type car. Prefer HO 4 speed. Will consider all others. Call Andre Spanjol 1-440-647-6686 mornings or please leave a message.
- ◆ Pontiac Grand Prix 2-Door Hdtp For Sale: 1980 Pontiac Grand Prix 2-door Hdtp with 3.8 Liter V-6 and auto trans. In family since new. The body, interior, and power train are in very good to excellent condition. Only 39,400 original miles. \$3,500 For more info contact Wayne King at 614-633-8494 or, E-mail: wcking@netzero.net
- ◆ For Sale! A TON of miscellaneous 1964–1969 GTO parts and some Pontiac Sales Literature for many years. See the club web site, in the Forum section in the For Sale Forum for the entire list and contact information (<http://www.gtoaco.com/forum/index.php>) CALL 440 254-4642 or email me (patandgreg2011@hotmail.com)
- ◆ For Sale! Winter Storage Space Price: \$125.00 month Building: Will be kept at or above 40 degrees with commercial dehumidifier. Property surrounded by large fence. Block building with steel door. Contact: Kevin Landis (office) 740-490-7185 Owner: Must maintain insurance. See picture:



Send in your items for sale to your Paw Prints Newsletter Editor (pictures welcome).
Remember, ads are FREE to GTOACO Members!



Meeting Minutes

We did not hold a club meeting in December. See you all at the January 2012 meeting!

*Meetings held
the 2nd
Wednesday
each month at
Haydocy
Automotive on
W. Broad St.
Columbus, OH*



Calendar of Events

January 11, 2011

Regular Meeting 7pm @ Haydocy Automotive

To eat before the meeting be at Rooster's on West Broad St. anytime after 5:00PM. Roosters is located in the parking lot in front of the strip mall across the street from Jeg's former Broad St location.

January 1, 2012

New Years Day



JANUARY 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 	2	3	4	5	6	7
8	9	10	11 <i>Club Meeting 7pm@Haydocy</i>	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

ALL PONTIAC INDOOR SWAP MEET

March 18, 2012

Enter on East Side of Building
at the Service Entrance

Haydocy

HAYDOCY AUTOMOTIVE, 3885 WEST BROAD STREET, COLUMBUS, OH

VENDOR SET-UP 7:00 A.M. - 9:00 A.M.

OPEN TO PUBLIC 9:00 A.M. - 1:00 P.M.

10' x 10" spaces - \$15.00 each
\$2.00 general admission

For swap & vendor information call:

Jim Evans (740) 927-5302

e-mail: gtoaco71@columbus.rr.com

www.gtoaco.com

Or write to:

GTO Association of Central Ohio

13791 Cable Road, Pataskala, OH 43062

GTOACO and Haydocy Automotive are not responsible for any damage or injury.



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GTOAA Information

Your chapter is an affiliated chapter with the GTO Association of America. You can join the National GTO organization, the GTOAA & receive the Golden Quill Award Winning publication, *The Legend*.

To Join complete the form below and mail in, or join online at www.gtoaa.org



Membership Application

Date: _____

Mem #: _____

Name: _____

Phone: _____

Address: _____

Email: _____

GTO Ownership is not a requirement of membership to the GTOAA

GTO OWNERSHIP

Year _____ Body Style _____ Engine _____

Year _____ Body Style _____ Engine _____

Year _____ Body Style _____ Engine _____

I agree that, if elected to membership, I will conform to all rules of the Association and conduct myself in the manner that promotes the goals and purposes of the Organization.

Signed: _____ Date: _____

DUES:
\$35.00/year for members in the USA, \$40.00USD/year for Canadian members, and \$50.00USD/year for all other international members. \$5.00 for associate memberships in the same family name (includes membership card, decal, and membership listing). There is a \$2.00 bank processing fee for applications paid by credit card.

CHECK / MO # _____

Mastercard / Visa Card # _____ Exp # _____

Signed: _____ Date: _____

Make Check/Money order payable to GTOAA:

Mail signed Application to: GTOAA, PO BOX 455, Timnath, CO 80547

GTOACO Sponsors



Haydocy Automotive

3985 West Broad St
Columbus Oh 43228
(614) 279-8880

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London Ohio 43140

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2010 & 2011 GTOA Newsletter Certificate of Excellence Recipient

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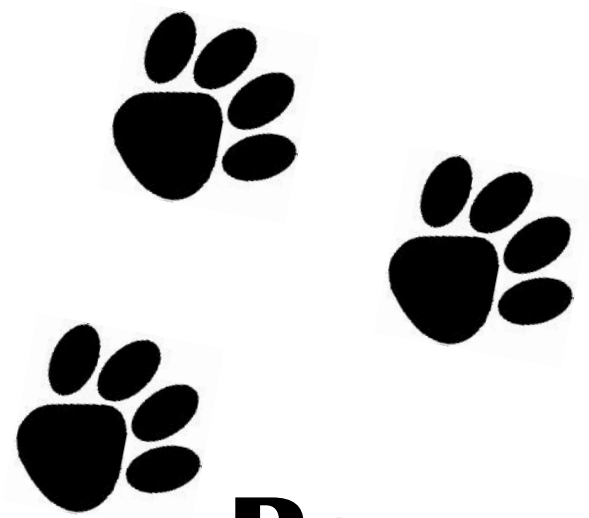
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A HAPPY NEW YEAR



Paw Prints