



Paw Prints

VOLUME 7 ISSUE 1

SPECIAL POINTS OF INTEREST:

- Restoration Finishes
- Ignition Woes

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Letter from the Editor - Kevin Russo

Welcome to 2016! I hope you all had a very safe and happy holiday season and that everyone got what you wanted or needed.

Perhaps a gift certificate to Ames or Performance Years. Or maybe that special part you've been wanting but have been putting off.

Me? I didn't get anything from Santa for my GTO, but given my new paint and the trim restoration I will be picking up soon (I hope :), I'm not the least bit surprised or concerned.

On to club business now.

I want to welcome Dennis Automotive as our new club sponsor! I also want to thank them

for being so enthusiastic and genuinely excited about being our club sponsor. At our first meeting of 2016 on January 13, we will officially welcome Dennis Automotive as our sponsor and Aaron Masterson will be in attendance to make it official and so that we can show our appreciation. I hope you can make that meeting.

Also with 2016 here, it's time for us to get things ready for our annual Swap Meet. Details are in the Paw Prints but please come to the January meeting ready to volunteer to help out. Remember, many hands make light work!

In the pages of this month's issue, I hope you will find useful

the posting from Performance Year's Technical Forum regarding colors and finishes for restoring your GTO. I want to thank Kevin Landis for providing that content! You will also find a great article from Steve Schaeffer on troubleshooting ignition problems.

Lastly, this month's cover picture is presented in memorial of iconic advertising illustrator, Art Fitzpatrick. Art did incredible work for Pontiac as shown below. Art passed away November in San Diego. Thank you for the great illustrations with so many memories Art.

See you at the January meeting!

—Kevin



In Memory of Art Fitzpatrick

GTO Restoration Finishes—PY Technical Forum

This article was published on the Performance Year 's online technical forum. While it may not be 100% accurate, it is a good foundation for someone trying to be as correct as possible.

All of the General Motors engine compartments are very similar. Each division may have made small changes to suit their individual applications, and each have their own engine colors, but the major components, color of parts, and plating that are used remain essentially the same. Research is the key. When you take your engine out for rebuilding or detailing, photograph the components before they are disassembled. Remove the parts and note whether they are plated, painted, or just natural. When the car is being reassembled the parts should be returned to their original condition.

Frame or sub frame: The frame and sub frame on all Sixties through Seventies GM muscle cars were painted semi-gloss black. Some restorers like the frames a little more on the shiny side, while others like a flatter finish. There are a lot of different formulas for this and different paints you can use. Most restorers use acrylic enamel or acrylic urethane finishes with a flattening agent for frame components because of their durability. One formula that you can use is as follows:

- ◆ 3 qt. PPG Delstar mixing black
- ◆ 1 qt. flattening agent
- ◆ PPG DTR601 quick-dry reducer

Inner fenders, firewall, radiator support: As with the frame, there are many different formulas that can be used to achieve a semi gloss black paint to match the factory finish. Some restorers like to mix their own paint to get the shine they desire, but many restorers also use a premixed PPG paint for their engine compartment. We have used PPG 9423 lacquer on our cars and it is about as close as you can get to the factory finish. We usually buy it in quart cans because that's enough to do a complete engine compartment. Many of the spray can manufacturers (e.g. Krylon, VHT) make a semi-gloss black that also looks good on engine compartment components if you don't have professional spray painting equipment. If you have spray equipment here's another custom lacquer formula that you can use:

- ◆ 2 qt. PPG mixing black #386
- ◆ 1 qt. universal flattening agent
- ◆ 1 qt. mixing clear #3 10
- ◆ PPG DTL16 thinner

Radiator: All GM cars of this era had Harrison radiators that were painted gloss black. We paint them with PPG Deltron gloss black acrylic urethane.

Radiator cap: Radiator caps were not painted, they were plated.

Radiator shrouds should be left natural plastic. Some shrouds on early GM cars were steel and they should be painted semi-gloss to gloss black.

Fan blades: Fans on GM cars differed from brand to brand. Some divisions, like Chevy, painted the fan and blades black, while other GM divisions used natural stainless fan blades with black center hubs. If the fan was a clutch-type, the clutch was natural aluminum with a gold cadmium center. The clutch shaft and spring are natural finish.

GTO Restoration Finishes—PY Technical Forum

Exhaust manifolds: This is another area where the GM divisions differed. According to restoration sources, Chevy exhaust manifolds were over-sprayed when the engine was painted. According to Pontiac sources, Pontiac engines were painted first, then the exhaust manifolds were installed. Whatever the case may be, if you are going to drive the car, any over-spray that may be sprayed on the exhaust manifolds will burn off quickly.

Exhaust manifold locks: The exhaust manifold locks were natural finish unless the exhaust manifolds were painted; then they were over-sprayed.

Hood hinges, hood latch, hood catch, hood springs: These components look like they are natural finish, but they were actually gray phosphate plated. This process is available from several plating companies including Delco Moraine Power Brake Booster Restorations by Steve Gregori.

Upper and lower alternator brackets: Most pulleys and brackets used on GM cars were painted semi-gloss black, but there are some exceptions to the rule. Research your particular car because on some GM brands, individual pulleys could have also been gray phosphates, zinc, or cad plated. Some of the GM divisions also used large aluminum brackets that were natural aluminum in color.

Alternator: Natural aluminum finish, no paint or plating. Alternator fan: Zinc plated (silver). Alternator pulley: Silver cad plated -or gold cad plated (depending upon the application). Most plating shops can handle either application.

Master cylinder: Most of the GM cars came with natural finish master cylinders. For a lasting natural look, they can be painted with cast-iron gray paint, which is available from a variety of sources such as The Eastwood Company, VHT, and Krylon.

Master cylinder lid: The master cylinder lid should be cadmium dichromate (gold rainbow cad). This type of plating is available from several sources, including Delco Moraine Power Brake Restorations by Steve Gregori or from the ASL company. The master cylinder bail clips are natural metal.

Power brake booster: All GM power brake boosters were cadmium dichromate. The two companies mentioned above can rebuild and re-plate your power-booster.

Brake distribution bracket: Cadmium dichromate.

Power brake hose clips: Black oxide.

Brake lines: Natural steel, no paint or plating.

Brake line clips: We've seen these clips in natural finish, black oxide, and zinc chromate (green) finish.

Fuel lines: Natural steel finish, no paint or plating.

Horns: Gloss black finish.

Windshield wiper motor: Gloss black finish.

Clutch cross shaft: Gray phosphate plate.

Clutch linkage parts: Gloss black finish.

Clutch fork: Natural steel finishes that can be painted with cast-iron spray paint.

GTO Restoration Finishes—PY Technical Forum

Clutch return spring: Natural steel or gray phosphate.

Clutch return spring bracket: Natural steel finish.

Battery box hold down clamp: Semi-gloss black.

Water pump pulley, crankshaft pulley: Semi-gloss black, some crank pulleys were cast and left natural finish. Some water pump pulleys on early GM muscle cars were zinc plated.

Engine dipstick handle: Natural steel finish.

Steering box: The cast-iron portion of the box is natural finish. The access lid is natural aluminum; the bolts are black oxide.

Stabilizer bar: Depending upon the GM division, these can be natural or semi-gloss black.

Stabilizer bar brackets: Depending upon the GM division and supplier, the brackets can be semi-gloss black or natural.

Tie rods, steering components: natural steel finish. These components can be painted with clear or cast-iron colored paint.

Control arm cross shafts: Semi-gloss black enamel.

Control arm bolts and large-end washers: Natural steel.

Control arm adjustment shims: Natural steel.

Voltage regulator cover: Gloss-black enamel.

Horn relay: Natural, no paint.

Accelerator rod, accelerator lever: Black oxide.

Engine accessory braided ground strap: Natural, no paint or plating.

Fender bolts, fender bolt washers: Black oxide.

Heater/heater shroud: Semi-gloss to gloss black lacquer. Generally, more shine than the engine compartment.

Front springs: Natural metal.

Shock absorbers: Gloss gray enamel.

Power steering pump: Gloss black enamel.

Power steering brackets: Semi-gloss black enamel. Some brackets may actually look like a cross between semi gloss and gloss black.

PCV- hose clips: Black oxide.

Ignition wire dividers: Black plastic.

GTO Restoration Finishes—PY Technical Forum

General parts:

- ◆ Frame/Chassis: black
- ◆ Front unibody sub frame assembly: 30% Gloss black
- ◆ Firewall: 30% Gloss black
- ◆ Core support: Gloss black
- ◆ Inner fenders: 30% Gloss black
- ◆ Fender-to-inner fender bolts: Neutral steel or aluminum/ Black oxide

Transmission:

- ◆ Neutral steel or aluminum
- ◆ Driveshaft: Neutral steel or aluminum/ Color coded
- ◆ Transmission and driveshaft yoke: Neutral steel or aluminum/ Color coded
- ◆ Differential housing: Gloss black
- ◆ Clutch linkage: Neutral steel or aluminum

Brake drums:

- ◆ Semi-gloss black
- ◆ Disc brake shields: Neutral steel or aluminum
- ◆ Calipers: Cast-iron gray
- ◆ Master cylinder: Cast-iron gray
- ◆ Axle and suspension components

Axles:

- ◆ Neutral steel or aluminum/Color coded
- ◆ Third member: Gloss black
- ◆ Upper control arms: 30% Gloss black
- ◆ Lower control arms: 30% Gloss black
- ◆ Inner and outer tie rods: Meganese phosphate/ Color coded
- ◆ Tie rod adjustment sleeve: Semi-gloss black
- ◆ Center link: Meganese phosphate/ Color-coded
- ◆ Idler arm bracket: Meganese phosphate/ Color-coded
- ◆ Strut rods: Cast- iron gray / Color coded
- ◆ Coil springs, front: Gloss black/Color coded
- ◆ Shocks: Gray (some were also 30% Gloss black)
- ◆ Coil springs, rear: Semi-gloss black/ Color-coded
- ◆ Trailing arms: Gloss black
- ◆ Rear end U-bolts: Neutral steel or aluminum /Color coded
- ◆ Rear leaf springs: Semi-gloss black/Color coded
- ◆ Front and rear spring shackles: Neutral steel or aluminum
- ◆ Backing plates: 30% Gloss black
- ◆ Spindles: Cast iron gray/Color coded
- ◆ Anti-sway bars: Meganese phosphate/Color coded

GTO Restoration Finishes—PY Technical Forum

Steering components

- ◆ Pitman arm: Cast iron gray/Color coded
- ◆ Steering box: Neutral steel or aluminum/Color coded

Exhaust system

- ◆ Muffler hangers and clamps: Neutral steel or aluminum
- ◆ Exhaust system and mufflers: Neutral steel or aluminum

Gas tank components

- ◆ Gas tank: Neutral steel or aluminum
- ◆ Gas tank straps: 30% Gloss black
- ◆ Gas and brake lines: Neutral steel or aluminum

Cooling system components

- ◆ Core support: Gloss black
- ◆ Radiator: Gloss black
- ◆ Core support bolts: Neutral steel or aluminum/ Black oxide
- ◆ Core support-to-fender braces: 30% Gloss black
- ◆ Fan shield: 30% Gloss black

Other Brake and steering components

- ◆ Master cylinder: Cast iron gray
- ◆ Master cylinder cap: Cold chromate
- ◆ Power brake booster: Gold chromate
- ◆ Steering box: Neutral steel or aluminum
- ◆ Power steering pump: 30% Gloss black

Engine components

- ◆ Distributor: Neutral steel or aluminum
- ◆ Coil: 60% Gloss black
- ◆ Generator: Neutral steel or aluminum/Gloss black
- ◆ Alternator: Neutral steel or aluminum
- ◆ Voltage regulator: B w/script
- ◆ Fuel and brake lines: Neutral steel or aluminum
- ◆ Throttle linkage: Neutral steel or aluminum

Accessories

- ◆ Wiper motor: 30% Gloss black/Neutral steel or aluminum
- ◆ Heater motor cover: Gloss black
- ◆ A/C upper evaporation unit: Gloss black
- ◆ Horns: Gloss black

Hood components

- ◆ Hood hinges: Black or Gray oxide
- ◆ Hood hinge springs: Gray oxide
- ◆ Hood catches and latches: Neutral steel or aluminum



Ignition Woes by Steve Schaeffer

Most of us are still running the original distributor with the traditional points, rotor, and condenser in our vintage restored muscle cars. With proper maintenance this system has served as well since it was invented.

I recently helped a friend tune up his pride and joy. He bought new points, rotor and condenser, as well as a new distributor cap, plug wires and spark plugs, from a local auto parts store. What we didn't catch is that half the stuff was made in China.

Everything fit beautifully. I set the points gap/dwell. I also adjusted the timing and of course I gapped the spark plugs. The car started right up and ran fine for about 2 weeks. Then the engine started to pop and crack. It would barely run. I checked all the basics.

Then I figured that the timing chain was worn and it skipped a couple of teeth. I removed the distributor cap and enough stuff out of the engine compartment that I could get a socket on the harmonic balancer bolt. I then turned the engine over by hand with the spark plugs out both clock wise and counter clock wise to see how much play there was in the timing chain. To my amazement the rotor turned in the distributor just like it was supposed to.

I then checked the resistor wire that runs from the ignition switch to the coil. It was about 8.5 volts and I rechecked the points again and they still looked good, not burnt up. I really didn't know what to check next. I called an old dealership mechanic.

He was from the days before electronic ignitions and computers in cars and described my problem. He said I had a bad ignition condenser and to go to NAPA and buy a premium Echlin points, rotor, and condenser and the problem would be solved. I did and he was right. In 55 years of working on cars I never ran into this before.

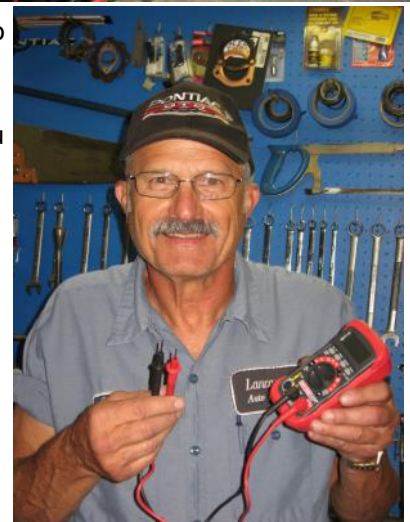
I didn't think more about this until I saw one of our club members at a show without his restored muscle car. It seems he was on his way to the show and had the same problem. The engine was cracking and popping and would hardly run. He had to get a rollback to take his car home.

My first new rule is not to purchase any automotive electrical parts made in China. They are made to be able to sell at a low price point and quality does not appear to be a major consideration. Secondly I learned how to test a condenser.

I don't know how they did it in the old days, but today you can use a digital multi-meter. To test it, remove it from the distributor. Discharge it by touching the wire that sticks out of it to the shell of the condenser. Set the multi-meter to the ohm setting. The symbol is the upside down horse shoe. Touch one wire from the multi-meter to the lead from the condenser and the other wire to the condenser's shell.

Watch the meter carefully. If the meter reads just a few ohms but keeps going up to out of range you have a good condenser. If the condenser reads just a few ohms and never goes up the condenser is bad and has a short circuit. If the condenser immediately reads "open circuit" then it has a broken component. Either way you need to replace it.

The condenser is really a capacitor that prevents the points from arcing and burning. It also provides a storage place for electricity as the points open. This electricity is fed back in to the primary ignition system when the points close. If it shorts out you have a problem.



Tiger Bites! - Noteworthy News Bites

- ◆ **NOTE FROM THE CLUB SECRETARY:** Attention club members! The secretary will no longer be mailing club dues notices. Instead, you will receive an email and members owing club dues will be listed in the meeting minutes in the Paw Prints.
- ◆ **GTOACO Club Holiday Party February 6, 2016**—The party will be held at member Mike Berichon's party room at Mediu, LLC 106 Stover Drive Delaware, Ohio 43015 @ 6pm. See the page below for directions.
- ◆ **2016 All Pontiac Swap Meet March 20, 2016**—The swap meet will be held at Dennis Hyundai of Easton 2900 Morse Rd, Columbus, OH 43231. We will begin signing up volunteers at the January meeting.
- ◆ Our club was co-hosting the Columbus Hot Rod and Custom Car Show in January 2016. Due to construction projects that have fallen behind at the Convention Center, this show has been canceled for 2016 and will start in **January 2017**. Club members no longer need to hold the January 2016 dates open.
- ◆ If you need to renew or are thinking of renewing your **GTOAA membership**, please do so 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!

- ◆ **Denny Haldeman**, from Mount Vernon Ohio—Denny is the proud owner of a restored 1966 GTO. Denny's son, Eric, gave him the Christmas gift of membership to our club and the GTOAA. I'd call that idea a GREAT ONE!

Meeting Minutes December 2015

There wasn't a December Meeting. Below are the dues notifications from November. Happy New Year and see everyone at the January 13, 2016 Club Meeting!

Meetings held the 2nd Wednesday each month at a different location. Look here for more info.

Dues for Dec - Mike Shockley

Dues for Nov - Adam Sigg

Dues for Oct - Steve Corvi

Dues for Sept - Bob Gribben, Mark Jones,

Dues still due for Aug - Tom Frazier, Lance Hudnell, Michael Vedra, Barry Wear, Mark Willis

Dues still due for July - Frank Block, Geoffrey Ludwig, Phil McCool, David Price.





Meeting Agenda - January 13, 2016

- Treasurer's Report - Mike Shockley

- Welcome Dennis Automotive as new primary club sponsor

- Board of Directors Election Results
- By Laws and Constitution Status
- Holiday Party - Feb. 6, 2016 , 6pm
 - ◆ Hosted by Mike Berichon at Mediu, LLC, 106 Stover Drive, Delaware, Ohio 43015
 - ◆ Sign up sheet or RSVP to rcozzo@earthlink.net or 740-777-1135
 - ◆ Kevin and Ericka Landis catering
 - ◆ What to bring?
- All Pontiac Swap Meet Date - March 20
 - Dennis Hyundai of Easton
 - Volunteer sign up schedule
- August All Pontiac Show Date and Location

- Open Discussion
- Motion for Adjournment

Calendar of Events

January 13, 2016

Regular Club Meeting 7pm @ Dennis Automotive 2900 Morse Rd Columbus, OH
5:30pm pre-meeting dinner @ On The Border Mexican Grill & Cantina, 4175 Morse Crossing, Columbus, OH 43219

January 1, 2016



New Years Day! Happy New Year!

January 18, 2016

Dr. Martin Luther King Jr.'s Birthday



JANUARY 2016

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

GTOACO Holiday Party!

When: Saturday February 6, 2016

Where: Mediu, LLC 106 Stover Drive Delaware, Ohio 43015

How much: The club will cover the costs.

What to bring: We will let you know next month.

What you need to do: RSVP to Ron Cozzo @ rcozzo@earthlink.net or 740-777-1135



For Sale

- ◆ DJ GTO Parts! Now your one stop shopping place for used and NEW GTO parts. If you know the part number, great, otherwise just let them know what it is you need! See Dan Gregory Jr. (or call 614-563-0877 or email info@djgtoparts.com) for more information and options for taking delivery of your parts or visit their website at <http://djgtoparts.com/>. GTOACO members receive a discount!



- ◆ *I will rebuild your Muncie '64 to '74, or Borg Warner T-10, '57 to '65 or GM Super T-10, '75 to '81 4 speed transmission for \$375.00 including the following parts that are necessary to freshen up a worn, high mileage unit.*

Synchronizer Rings, Case Bearings, all small parts, Spacers, Snap Rings, Needle Bearings, Thrust Washers, Strut Keys & Springs, New counter shaft, Gaskets, Bushings, and Seals.

I also have new and used gears, cases, side covers, tail housings, etc. available.

Steve Schaeffer, Retired A.S.E. certified mechanic, Lancaster, 740-654-8959 or 740-215-0126.

I also build Ford Top Loaders '64-79 passenger car, overdrive and regular, as well as Chrysler A833 4 speeds. Parts on Ford and Chrysler transmissions are slightly higher.



Send in your items for sale to your Paw Prints Newsletter Editor (pictures welcome).

Remember, ads are FREE to GTOACO Members!



**APPLICATION FOR MEMBERSHIP
GTO ASSOCIATION OF CENTRAL OHIO**

Name: _____ Date: _____

Address: _____ City: _____ State: _____ Zip: _____

Home Phone: _____ Cell Phone: _____

Occupation: _____ E-mail Address: _____

Membership Dues are \$20/year for email Paw Prints delivery, or \$30/year for postal delivery.

(Check One)

RECEIVE OUR MONTHLY NEWSLETTER, THE PAW PRINTS

BY EMAIL (COLOR PDF) \$20

OR POSTAL MAIL (BLACK AND WHITE) \$30

MAKE CHECKS PAYABLE TO: **THE GTO ASSOCIATION OF CENTRAL OHIO**

SEND TO:

DONNA LANDIS
58 ARLINGTON AVE.
LONDON, OH 43140

Web Site www.gtoaco.com

740-506-5804
E-MAIL ADDRESS
SHARKLANDIS@NETSCAPE.NET

YOU A MEMBER OF THE GTO ASSOCIATION OF AMERICA # _____ Date Expires _____

SPOUSE'S NAME : _____

CHILDREN: _____

YEAR, COLOR AND STYLE OF GTO (s) OR PONTIAC (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 AQUATINTED WITH EACH OTHER.



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

ALL PONTIAC INDOOR SWAP MEET

March 20, 2016 Enter on East Side of Building **NEW LOCATION !!!**
at the Service Entrance

Dennis Hyundai, 2900 Morse Rd., Columbus, OH 43231



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:

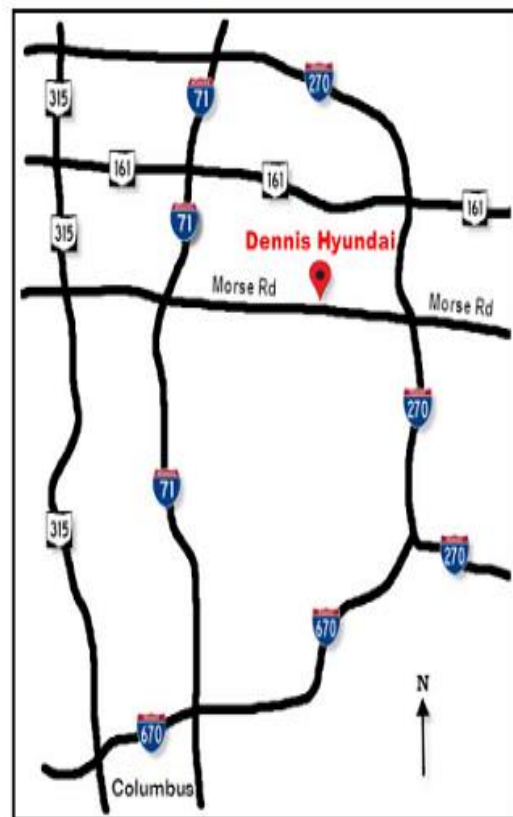
Ron Cozzo (740) 777-1135
email: rcozzo@earthlink.net
www.gtoaco.com



Or write to:

GTO Association of Central Ohio
1710 Buttermilk Hill Rd, Delaware, OH 43015

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



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GTOACO Sponsors



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Aaron Masterson, General Manger/Vice President

2900 Morse Rd

Columbus, OH 43231

614-434-3536



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<http://www.absolutecleaner.com/>



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Columbus, OH 43231

614-898-6620

4print@inskeepbrothers.com

<http://www.inskeepbrothers.com/>



DJ GTO Parts, Inc.

Rust Free Parts & Cars Bought & Sold

Dan Gregory, II

11283 Main St

Stoutsville, OH 43154

740-474-4614

info@djgtoparts.com

<http://djgtoparts.com/>



Capital City Appliance Service

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