



Paw Prints

VOLUME 8 ISSUE 11

Letter from the Editor - Kevin Russo

SPECIAL POINTS OF INTEREST:

- Club Picnic
- Building a Pontiac V8

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Welcome to the end of 2017! As I write this edition to you, Halloween is one week away and the holiday season is just a month away with Thanksgiving kicking things off.

Do you have any winter project plans? Both my classic automobiles are put away for their long winter's nap and if I'm being honest, I don't have much in the way of plans. I have a bunch of stuff to do on both cars, yet no plans.

Speaking of plans, have you any plans to contribute to your club, the GTO Association of Central Ohio, more in 2018? Now's your chance to do just that! Please come to the November meeting prepared to pitch in

and have yourself nominated for a club officer position! Many of our current (incumbent) officers have been serving in their roles for many, many years and would like to pass on the service to some one new, energetic and enthusiastic. It's just another really great way to contribute to our club of great people. I've been serving as your newsletter editor for 9 years now. I've tried to do a good job and I hope you've enjoyed it. I've also been a board director now for the last 4 years. It's also been very rewarding. If you are interested in either of these two roles and would like to ask me any questions, please don't hesitate to ask. The same goes for any of the other officers and board

directors. Further, any and all prior officers and directors will always be willing to help by answering questions or guiding any new faces. So please consider and serve the club.

Lastly, as it's mentioned several times throughout this edition, the November meeting will be at Lynne and Lonnie McLaughlin's again. Details inside! Thanks again to Karen and Bill Sigg for hosting the October meeting!

Oh and Big Thanks to Steve Leonard for the picnic pics from his drone! Awesome!!

Until the next meeting have fun and stay safe (and warm now)!

—Kevin



Joe & Debbie Block's 68 convertible



2017 Club Picnic!



2017 Club Picnic Drone Pics (courtesy of Steve Leonard)



2017 Club Picnic Drone Pics (courtesy of Steve Leonard)



Building the Traditional Pontiac V-8 by Steve Schaeffer

When the Pontiac Motor Division first released our traditional Pontiac V-8 engine in 1955, I wonder if they had any idea that we would still be rebuilding this master piece over 60 years later.

Unlike the traditional Chevy small block V-8 that was released at the same time, you don't have to pull the distributor out, and then have to retune the engine, to change the intake manifold. You can change the camshaft without having to drop the oil pan to replace the front seal. The latest thing is an Air Gap intake manifold. This keeps the hot oil off the bottom of the intake manifold, which makes a cooler, denser gas air mixture going to the cylinders. Pontiac had one in 1955! Pontiac all so had a wind-age tray to keep the engine oil from being whipped up by the crankshaft. This translates into less oil aeration and more power. It was really a great design.

Today the aftermarket offers big bore steel and aluminum blocks, cylinder heads, pistons, rods, crankshafts, etc. It is possible to build a 505 cubic inch, or larger, Pontiac engine with all brand new parts.

Pictured is an original Pontiac V-8 engine, block code WT, head casting number 093, being rebuilt for a '66 GTO. The engine was machined by Dave Jackson, Jackson's Auto Service, 740-756-4815, Carroll, Ohio. Dave has done a ton of machine shop work for me over the last 20 years. This one is also being assembled by Dave.

When we get done the idea is that the engine is better than new. This particular engine was rated at 335 horsepower with a 4 barrel AFB carb when new. The finished version, per Desk Top Drags Dyno, will be 396 horsepower at 5,000 rpm. It will also produce 483 foot pounds of torque at 2,500 rpm, using a 750 cfm Edelbrock carb, a Professional Products mid-rise dual plane intake, and Summit Racing camshaft and headers, the perfect street engine.

The recipe is;

Turn the crankshaft .020 on the mains and rods. Recondition the connecting rods and replace the rod bolts. Then we hot tank the engine block, cylinder heads, valley cover, oil pan, wind-age tray, etc. Everything gets cleaned and inspected. The cylinder head and block surfaces are machined as necessary. All the bolt holes are chased with a bottom tap to just clean the threads without removing any metal. In this case the block was bored .030 oversize. The finished engine will be 394.1 cubic inches. The cylinder walls are honed for the Hastings chrome moly piston rings. Cam bearings and freeze plugs are replaced. The pistons are stock .030 over flat top cast pistons. With the 093 heads the compression ratio will be 10.75 to 1. If this was going to be a race engine we would have used forged pistons and file fit rings, etc. Also if we used other than cast pistons, or changed to forged rods, ran other than the original crankshaft, etc., then we would have had the engine rebalanced.



Building the Traditional Pontiac V-8 by Steve Schaeffer



We are using a rope rear main bearing seal, with proper attention to detail this works fine. You may get a little oil seepage as the original seals contained some asbestos and the new ones do not. However I tried using a neoprene crankshaft seal on a Pontiac 455 and had a major leak. If you look closely the crankshaft has very lite counter rotation grooves in it where the seal rides. This directs the oil back into the crank case. I think over a short amount of time these grooves cut the neoprene seal on the 455 and caused the leak. Since there isn 't any room to drop the oil pan in a GTO chassis the only practical way to fix the leak is to pull the engine.

The oil pump is the Mellings 80 pound Pontiac Super Duty pump with a new hardened drive shaft. This pump also uses the 3/4 inch pickup tube instead of the low performance 5/8 inch tube. An oil pump with the bigger pickup tube is a must on any Pontiac rebuild along with a quality oil filter.

The cylinder heads get a fresh valve job, new valve guides, new intake and exhaust valves, valve springs, locks and retainers, as needed, and of course new oil seals. This engine is getting a Summit Racing hydraulic lifter flat tappet camshaft part number SUM-2801. The specs are advertised duration 288 degrees on the intakes and 298 degrees on the exhaust.



At .050 the specs are 214 and 224 degrees, the lobe separation angle is 112 degrees, a good mild street cam. Lift is 444 on the intake side and 466 on the exhaust. The engines we built for more serious use received screw in rocker studs, push rod guide plates and hardened pushrods, as well as posi-locks to have an adjustable bullet proof valve train. Valves are set at zero lash plus 1/2 turn. I also use a new double roller timing chain and gear set.

Everything gets cleaned and inspected. Dave checks all his clearances with a micrometer dial bore gauge, feeler gauges, etc. All bearings receive assembly lube. Camshaft lobes and lifters get the correct assembly lube from the camshaft manufacturer, such as Isky Rev Lube. Take your time and don 't get in a hurry. Torque all the bolts to factory specs and use the correct lube on them.

Recall that this particular engine will be getting a nice set of headers and a 750 cfm carb. Summit rates the cam as having an rpm range of 1,800 to 5,000 rpm. This will be perfect for a mild street engine with a standard shift transmission and a 3.55 rear end gear.



We cannot stress using a proper break in procedure and the proper oil with plenty of zinc, phosphorous, and sulfur additives to protect vital engine parts. Oil for new cars does not contain enough of these chemicals to protect an older engine with a flat tappet camshaft. New cars use roller camshafts that do not require high levels of ZDDP. The EPA says that the older formula oil poisons the catalytic convertors on new cars. Dave uses Joe Gibbs Driven break in oil and street or racing oil in his builds. I have been using Brad Penn oil in my builds. Some of our other friends swear by Lucas Oil Products. There is plenty to choose from. We have been advised to use one of these oils rather than add a bottle of ZDDP additives to modern oil. There is no way to determine how the new additives will mix with the additives already in the oil.

The techs at Comp Cams say to properly prime the engine with oil and then turn the crankshaft 180 degrees and prime it again before firing it up for the first time. Remember to use a reversible drill on your priming tool. The oil pump on a Pontiac turns counter clock wise. For the first 1/2 hour run the engine between 2,000 and 2,500 rpm, changing the speed, do not let it idle. Watch the temperature gauge, if it starts to run hot you can always shut it off, let it cool down, and then finish the break in.

After the first half hour of running change the oil and the filter. On a street car always use the proper amount of new antifreeze, never just water. Recheck everything for leaks, header bolts that loosened up from the heat, etc. Then recheck the timing, install the hood, and go for your first trial run. There is a tremendous sense of satisfaction when that fresh engine fires the first time. Also when you drive the car with the fresh engine for the first time you will feel that same sense of satisfaction.

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.
- ◆ **Nominations for 2018 Club Officers will take place at the November Meeting.** Now is your chance to contribute to the club! If you are interested in serving as an officer or board director, please come to the meeting and ask someone to nominate you before the meeting begins. It's a great way to get more involved in the club and our activities!
- ◆ **The November Meeting will be at Lynne and Lonnie McLaughlin's at 5808 Tarton Circle North Dublin, OH 43017! RSVP to Lonnie at londart@aol.com if you plan to come for pizza at 6pm with meeting starting at 7pm.**
- ◆ 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!

- ◆ Gregory Braden of Pickerington, OH with his 2009 GXP G8

Meeting Minutes October 11, 2017



President Ron Cozzo called the meeting to order. Those in attendance were Kevin Russo, Lonnie McLaughlin, Jim Evans, Jess Girard, Rick Farrell, Brent Barham, Jim Lowry, Steve Schaeffer, Max Treier, Brad Blackburn, Brian D'Amico, Pam and Stan Farlow, Joe Block, Gregory Braden, Jane and Jeff Frazier and Karen and Bill Sigg.

Treasurer's Report: Lonnie gave the treasurer report for Mike. Brad Blackburn motioned to accept with Max Treier seconding.

Greater Ohio GTO Club Show: There were 100 cars at this show. We believe Earl Boyle was there.

OVGTO ALL GM Show: Ron Cozzo & Jess Girard went. Jess' Vette won a top 15 and Ron won best Pontiac. Congratulations!

Colo's Classic Car Show (aka the Zoo show): 7 club cars were there. Club members worked with the AMC club to park some 1500 cars. Ron Cozzo won an award! Rick Farrell won the 50/50! Thanks to the club members who helped!

GTOACO Swap Meet Location: Having it at the Madison County Fairgrounds looks promising. We will be checking the building for access and the club would be able to use it for free thanks to Coughlin. We are waiting on available dates hoping to have it the same time as previous years.

2018 Cruise-In and All Pontiac Show: Much discussion on whether to continue to try to have the cruise-in as weather seems to be our biggest foe. Discussion regarding Pontiac show also ensued. Further, we ended up getting billed a lot more than expected by the hotel. More discussion will continue in the next couple meetings and come to conclusion.

2018 Battle of the Brands: July 28, 2018 will be the date. Brian has our continued sponsors good to go and will work to try to get more show space as we maxed out in 2017.

Club Officer Elections: Nominations will be made at the November meeting. Many incumbents are will not run again (current officers). Now is the time to contribute to your club. Ask incumbents if you have questions about the offices they hold and have someone nominate you if you are interested.

Sponsor Discussion: Small discussion on this. Put together a Sponsor menu. We can add any Sponsor or Sponsors to our web site.

November Meeting will be held at Lynne and Lonnie McLaughlin's 5808 Tarton Circle North Dublin, OH. Pizza at 6PM with the meeting starting at 7PM. RSVP to Lonnie @ londart@aol.com if you plan to come for pizza!

Discussion ensued around other possible meeting places including restaurant party rooms, KEMBA and other members' homes.

Meeting Adjourned: Lonnie McLaughlin made the motion to adjourn, seconded by Joe Block.

Submitted by Kevin Russo for Donna Landis, Secretary

ATT: MEMBERS!!!! If you see your name listed below you owe dues!!!!

Please get your dues to Donna Landis, Secretary at 58 Arlington Ave., London Ohio 43140!!

DUES FOR JULY - Dwight Kilbarger, Jim Kriem

DUES FOR AUGUST - Joe Block Jr., Joe Block Sr., Cody Ferguson, Bob Hoffman, Ira Warfield

DUES FOR SEPTEMBER - Robert Burke, Calvin Ferguson, Brian Hall, John Sander

DUES FOR NOVEMBER - Tom Frazier

DUES FOR DECEMBER - Denny Haldeman, Adam Sigg, Mike Shockley

Meetings held
the 2nd
Wednesday
each month



Meeting Agenda - November 8, 2017

- Treasurer's Report - Mike Shockley
- Officer Nominations
 - President
 - Vice President
 - Secretary
 - Treasurer
- 2018 Battle of the Brands
 - Date / Location
- 2018 All Pontiac Swap Meet
 - Date / Location
- 2018 Cruise-In and All Pontiac Show
 - Date / Location
- Next Meeting Location?
- Open Discussion
- Motion for Adjournment

Calendar of Events

November 8, 2017

Regular Club Meeting During Club Picnic! @ Lynne and Lonnie McLaughlin's 5808 Tarton Circle North Dublin, OH Pizza and drinks at 6PM with the meeting starting at 7PM. Please RSVP to Lonnie @ londart@aol.com

November 11, 2017

Veteran's Day. Thank you all our veterans and their families for their service and sacrifice!

November 23, 2017

Happy Thanksgiving!!!

November 24, 2017

Black Friday



NOVEMBER 2017

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

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!



- ◆ *****NEW ***** For Sale—400 Pontiac motor. New build about 500 mi. Comp Cam and accessories, aluminum .intake, water pump and valve covers asking \$1500.00 Harry Mullins 614 795 2310
- ◆ 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

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GTOACO Sponsors



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