



Paw Prints

NOVEMBER 1985

Our October regular meeting was held October 9th at Jimmy Dean Restuarant, Columbus. Ohio. The meeting was called to order at 7:35 p.m. with 30 members and guests present.

OLD BUSINESS

Thanks to Jeff Inskip, Neal & Leslie Blankenship and Karen Wilson for an excellent newsletter.

Due to the fact we are running into bad weather we have postponed the drag day untill spring.

Treasurers report of \$415.12 balance as of 10/08/85

NEW BUSINESS

Nominations for 1986 officers were held. Joe Stora nominated all incumbant officers to the same office as held during the 85 term. Total slate of officers is as follows

- | | |
|--------------------|--------------------|
| President | Secretary |
| Bill Barton | Karen Wilson |
| Nick Anspach | Leslie Blankenship |
| Donna Landis | Sally Anspach |
| 1st Vice President | Treasurer |
| Andy Syrkin | Rob Wilson |
| 2nd Vice President | Steve Teal |
| Jeff Inskip | |
| Bill Knight | |

Ballots will be enclosed in November Newsletter to be returned by November 21 to Rodger Knight either at the November meeting or by mailing them to him at
 815 E. Chestnut Street
 Lancaster, Ohio 43130

Results of the election will be announced at the December Meeting and in Paw Prints.

Make sure you get topics of interest on the agenda by calling club president or attending board meeting. Board Meetings are held 30 min before regular club meetings and are open to membership.

We are looking for a source for club jackets and hats. Any input or ideas call Jeff Inskeep 614/ 891-7821

We would like to welcome new member Jeff White to our club. That brings our membership total to 58. He was sponsored by Ron & Donna Landis.

Meeting adjourned at 9:15 p.m. Our next meeting will be November 13 at 7:00 p.m. Same location as last meeting:
Bob Evans (formerly Jimmy Deans)
5730 Cleveland Avenue
Columbus, Ohio 43229

GTO Association of Central Ohio

Officers

President Bill Barton
3062 Scioto Trace
Columbus, Ohio 43220
876-8151

Vice Presidents Nick Anspach
Box 265
Jacksontown, Ohio 43030
246-5145

Jeff Inskeep
3193 Dublin-Granville Road
Columbus, Ohio 43229
891-7821

Treasurer Rob Wilson
4630 Waterloo N. W.
Canal Winchester, Ohio 43110
837-5859

Secretary Karen Wilson

NEXT MEETING NOVEMBER 13 at 7:00p.m.
Place: Bob Evans (formerly Jimmy Dean)
5730 Cleveland Avenue
This Meeting will be election night. Better not mark your ballots yet or nominees could or should be campaigning tonight looking for your votes.

The GTO Association of Central Ohio is a chapter of the GTO Association of America. We as a club should show them our support by having 100% of our membership belong to the nationals. Dues are 18.00 per year which includes a subscription to their official magazine (the Legend). Send check or money order to: GTO Association of America, 1634 Briarson Dr. Saginaw, Mich. 486

Dear G.T.O.A.C.O. Member,

This months editorial was a topic featured in the GTO Association of Americas magazine, The Legend. It asked for suggestions for judging the national GTO show. Below is the letter we as a club have sent to Mr. Jerry Drechsler, Chief Judge-National Meets.

October 18, 1985

Mr. Jerry Drechsler
441 Henryton Street
Laurel, Maryland 20707

Dear Jerry,

This letter is in response to the last editorial published in the Legend asking for suggestions on judging the national show.

With the phenomenal growth of the GTOAA, the renewed interest in the muscle car era and the growing segment of the hobby that strives for correct, authentic restorations, it might be time that the GTOAA adopt a uniform set of judging standards. These standards would simplify judging both the stock and modified classes and alleviate the subjective "boy that looks nice", (but is it correct?) controversy. The standards would give members guidelines to follow during restoration of their cars. It is a known fact that the Chevrolet, Ford and Chrysler clubs publish judging standards for their members.

Enclosed is a set of judging standards that members of the GTO Association of Central Ohio have written. The standards and the judging handbook were used in our show and were very successful. There were no comments made such as: "he had an unfair advantage," or "we don't know what the judges want," etc.

Let us offer a few suggestions and see what you think:

- 1) We would like to see the GTOAA adopt these standards as they were compiled by national judges who have restored other cars to national standards and currently hold three national first place wins in GTO competition. The standards, as enclosed, have also proven themselves under show conditions.
- 2) We would like to volunteer to handle the judging of the 66-67 restored cars in the upcoming national meet in St. Louis. The GTO Association of Central Ohio would supply at least two judges who have both won national first place honors in the 66-67 class. We would also be in a position to supply other judges from our club that have won first place honors in other GTO classes.
- 3) We would offer these standards to the membership before the meet so each member would know how and on what his or her car was being judged. (Remuneration would be asked for printing, postage and handling).

We also have members that restore cars professionally. They have asked if their services would be needed.

In summation, the above is an attempt to help improve the quality of the national show which is rapidly becoming the benchmark of the GTO hobby. If the national club is to grow into a professional, well managed organization with high standards set for both the restorer as well as the modified enthusiast, a new approach to the judging must be adopted.

We, as a club, offer our judging standards and services to the national organization. We hope that the offer of our services will help further the growth of the hobby as well as help the other chapters of the GTOAA nationwide.

We know you will have a positive response to the requests as outlined in this letter. We also know you can appreciate the work that went into the documents we have enclosed with this letter.

May we hear from you at your earliest convenience.

Very truly yours,

Andrew Syrkln

Neal Blankenship

cc: Lars Grimsrud, President
adp

MORE RESPONSES "Our Club Is Dedicated To The Correct Restoration
OF The GTO"

Dear Jeff,

Since you addressed a question to me in your last editorial (October 1985 Paw Prints), I felt I should respond and add my "two-cents' worth" to the discussion about the GTOACO's purpose: "dedicated to the correct restoration of the GTO." In this editorial you printed a letter from Barb Stormann, a member of our club, who took issue with this statement. Barb has a modified GTO and really enjoys driving it. She thinks club members should be dedicated to the enjoyment of their GTO, regardless of whether it be modified or restored "correctly." She's concerned that GTO enthusiasts like her may not be welcome in a club dedicated only to original restoration.

Don't worry, Barb, this is not the case. Just as we live in a pluralistic society where various creeds, religious beliefs, and nationalities have a right under the law to exist together, so also the GTOACO recognizes and encourages different restoration philosophies. The club assumes that all GTO's, unless they were kept in a garage since they were first purchased, are in need of some sort of restoration. Some people may opt to restore their cars to street machines; others may prefer the purist approach -- restoration of the car back to the exact way (as near as possible) it looked when it rolled off the assembly line.

It may seem that advocates of the original-restoration philosophy dominate the club's direction, and, in fact, the majority of the club's founding members are of this belief. I have watched my GTO enthusiast evolve into just such a purist over the years. He started with a rust-infested "project car" and worked for four years to convert it into a model representation of various options that Pontiac offered for a 1966 GTO. This all started innocently enough with a modest desire to fix the rust, paint the body, and clean up the interior. Somehow along the way, the restoration bug bit, like a tsetse fly, infecting its host with the incurable urge to strive for the ultimate in "correctness." Once infected with this disease, the victim becomes obsessed with seeking this knowledge. Victims spend long hours in junk yards searching for original parts, on the phone to parts dealers all over the nation to locate NOS parts, and pouring over manuals, technical bulletins, and literature of the era -- always looking for the correct part or the exact way something was done at the time their car was built. This is how one evolves into an original-restoration fanatic. Those who have been bitten by this bug consider the searching and research to be the most important part of the hobby. This is an intellectual challenge to them -- like tracking down bits of evidence in the forensic reconstruction of a murder. Once they have acquired this knowledge and have implemented it in their cars, they want their efforts and their cars -- these perfect representations of technical correctness -- to be recognized by fellow enthusiasts for the work that went into them.

Such recognition has been difficult to obtain. For the past two years at the GTO Nationals, original-restoration enthusiasts have been insulted by the lack of knowledge and apathy displayed by those selected to judge their cars. The national club has shown itself to favor the modified GTO enthusiast, while ignoring those who prefer the original approach. The national club's judging standards for original-restored cars have been nonexistent, and the actual judging of the GTOACO cars that competed this year was sloppy and unfair: 1)

points on the score sheet of one car were added incorrectly, 2) the score sheet of another car showed that the judges failed to judge one whole category, 3) a factory-original car was judged by restored-original standards, and 4) points were given for the condition of the undercarriage of two cars without the judge ever having actually looked under these cars. This behavior is inexcusable from an organization that claims to represent all GTO enthusiasts.

It is with this in mind, that the original-restoration enthusiasts of central Ohio turned from participation in the national club to establishing a local club that would be responsive to what they considered was important in restoring a GTO. In establishing the GTOACO, members wanted the club to be a clearinghouse for trading technical knowledge, buying and selling parts, and a means of furthering camaraderie among other similar enthusiasts. However, the GTOACO members want the club to also serve those who want to restore their cars to modified street machines. The club encourages these enthusiasts to follow restoration standards as well, such as quality of workmanship and safety.

Last winter, two GTOACO club members wrote a booklet, the GTOACO Judging Standards, that set forth guidelines for both modified and original restorations. This booklet was used as the basis for judging at the first annual GTOACO show, held on 9 June 1985, where the club put its principles into action. The booklet provides objective criteria for judging several classes of GTO's and was available in advance of the show (for a fee of \$10) to all contestants so they could read up on the standards by which their cars would be judged. Detailed judging sheets were used to judge modified cars as well as original-restored and factory-original cars. These different classes were assigned different judging criteria, and contestants were free to choose for themselves the class in which they wished to compete. The GTOACO Judging Committee selected judges who were unbiased and knowledgeable about the cars they were to judge. The manner in which this show was run should prove that the efforts of GTO enthusiasts who have modified cars were recognized and treated with the same appreciation as was accorded enthusiasts of original-restored cars -- unlike the way the latter were treated at the Nationals.

Barb, I hope you will feel that this club does welcome your participation. Furthermore, I want you to know that even the club's staunchest advocates of restoration "correctness" do, on occasion, enjoy flexing the muscles of their GTO's. Recently, one of the club's "restoration fanatics" got the thrill-ride of his life (as our editor well knows) when Jeff treated him to the roar and menacing might of his tyrannosaurus of a '65 -- a highly modified car, I might add. And, I can truthfully say, that on a sunny afternoon with no cops in sight, the club's other "restoration fanatic" has been known to blast the quarter mile in more than just his mind.

Leslie Blankenship
Columbus, Ohio

"OUR CLUB IS DEDICATED TO THE CORRECT RESTORATION
OF THE GTO"

I'll start off by saying that if our club follows this statement to the letter, then at most there would only be 5 - 10 members in the club, and the only driving done with those GTO's would be on and off trailers for shows.

I believe we should all think about the club's true purpose! Its about a car, the Pontiac GTO, it brought prestige and fame to anyone who owned one. It started a revolution in the early sixties that brought power to the average guy. A person could blow the chrome off almost anything rolling on the road, as well as go on comfortable Sunday drives or trips with the family. This was a versatile vehicle, which had power, speed, good looks, smooth ride, and luxury all in one car. It broke the ice and started the muscle car era between the big names in the auto industry.

Now for people to really enjoy the car they had to drive and show them off, after all what sense is it to have 300 plus horsepower under the hood if your not going to go somewhere. As with anything that is put in use things wear out, break, etc, and we have to replace or repair them as needed. The problem we have here is that the GTO and many OEM (original equipment manufactured) parts are no longer produced, which means you are left with these options.

- A) Finding OEM replacement parts.
- B) Using aftermarket products.
- C) Not driving your GTO
- D) Jury rigging.

I'm writing this letter to say that I have done all of the above, and have had difficulty in keeping my GTO in operation correctly. First, trying to find OEM parts can be done (its getting harder) but at the expense of going bankrupt, in some cases, or waiting so long to get them that cars, let alone GTO's, are no longer the main means of travel. Not driving your GTO makes no sense because the cars were made to move, not hold up car covers, and rust away. Jury rigging can be done with some success, but is not recommended as a final solution, because they have a tendency to avalanche into more problems when you least expect, or want them. This leaves us with after market products, and this works better than nothing at all. Basically what this amounts to is that most all GTO's will have some type of aftermarket or reproduced part installed in them.

To those people who happen to have an all original or restored GTO, I'm happy for. Its nice to look back and see exactly what the car was originally, and the owners should get high respect for thier work and effort to preserve the car to off the assembly line originality. On the other hand, those people who have a slightly modified GTO, for any reason should not be ridiculed, or looked down upon by the club. All people who own GTO's may not have the money or luck to find parts to restore their car to original, but its still a GTO. The cars were around 20 years ago and set high standards in their days. Well, their still around and some people have upgraded the standards to the present by better handling, fuel economy and other modifications on their GTO.

People in the club who don't have GTO's or who have cars with the same body style to GTO's can help with club activities. They have ideas and knowledge of restoring, or getting access to parts for correct restoration if anyone so desires. These people are here to admire as well as help in the preservation of the GTO. The enjoyment of shows, cruises, and other activities can be done by everyone who has an interest in the first true muscle car, the GTO.

GTO PARTS FOR SALE

'69
 '69 Deck Lid (LeMans) no rust
 '69 Deck Lid good cond.
 '68 - 70 Hood F.C.
 '68 Headlight Doors (hideaway)
 with grilles
 '68 R.H. Bucket Seat, Rear Seats
 Door Panels & Rear Qtr. Trim
 Panels (black V.G.C.)
 Wide Ratio Muncie w/ Comp. Plus
 4 Core Cross Flow Radiator
 '68 Std. Trans
 All Glass for '68 (except windshield)
 not tinted
 No. 16 casting heads F.C.

I am now stripping 2 '68's & 1 '69
 CALL RON LANDIS (614) 852-1742 aft 6

GTO PARTS FOR SALE

1. EDLBROCK TORKER INTAKE MANIFOLD FOR 68-79
 400 CID MOTORS. LIKE NEW \$75.00.
2. RAM AIR IV INTAKE FOR 69 GTO. (CAST IRON
 CROSS OVER NOT INCLUDED) GC \$150.00.
3. 1.65 ROCKER ARMS AND BALLS WITH PUSH-RODS
 FOR 400 - 455 CID MOTORS. GC \$25.00.
4. OIL PAN FOR 68-79 400 MOTOR. GC \$15.00.
5. DUMMY HOOD SCOOPS FOR 68-70 GTO. \$10.00.
6. USED PISTONS AND RODS FOR 400 MOTOR.
 RODS NEED RECONDITIONED, PISTONS GOOD
 CONDITION. \$25.00.

PRICES ARE NEGOTIABLE AND FOR TRADE FOR
 PARTS LISTED BELOW.

1. DECK LID FOR 69 GTO.
2. UPPER RAM AIR PAN FOR 69 GTO.
3. RAM AIR TUB FOAM FOR 69 GTO.
4. FLOOR PAN DRIVERS SIDE FOR 69 GTO.

Jim Dingess 614/491-5181

BUILDING A GTO? We can help our monthly newsletter &
 parts listing is considered a long time leader for rare
 goodies and info. Send 2 stamps for sample issue. Also
 have our GTO HEAVEN video available featuring the 1985
 GTOAA National Meet \$39.95 VHS or BETA format. Dennis
 Kirban-GTOs 1482 Sugarbottom Road Furlong, PA 18925.

COLUMBUS 500 AUTO RACE

We would like to thank Neil Blankenship, Jeff Frazier, Bill Knight, Randy Motter, Donna Stehl, Steve Teal, Richard Whaley and Bill Barton for helping serve as security guards at the Vintage Race Car Show during the Columbus 500. Next year there is a possibility that we as a club could have our own parking area and be able to participate in the Vintage Car Laps. What better way could we get this much exposure?

ROGERS PONTIAC SHOW

Dayton Ohio has felt the presence of the Goats from Central Ohio. We drove away with three places at the show. Nick and Sally Anspach took first place in the 1968 - 1974 class, Neal Blankenship took a first and Andy Syrkin took a third in the 1964 - 1967 class. Other members in attendance were Bill Barton, Ron and Donna Landis, Pete Serio, Randy Motter, Donna Stehle and Steve Teal.



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3193 E. Dublin-Granville Rd.
Columbus, Ohio 43229