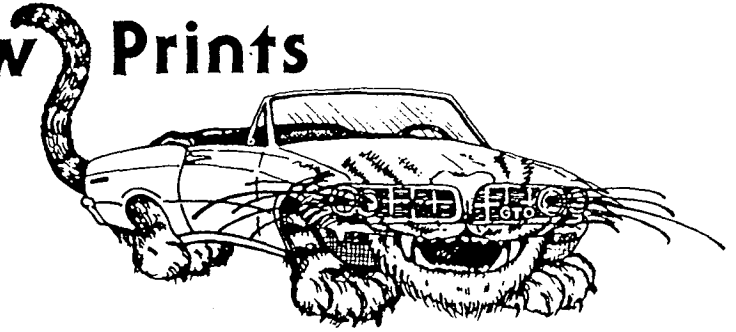


# Paw Prints



A Publication of the GTO Association of Central Ohio

AUGUST 1990

TO MY FELLOW GTOER'S:

HOPE EVERYONE OUT THERE IS HAVING A GRRRREAT SUMMER! I WOULD LIKE TO SEE MORE OF YOU AT THE OUTINGS IN THE NEXT FEW MONTHS. WE ARE HAVING OUR ANNUAL PICNIC AUGUST 18TH AT JEFF AND NADINE RUFFER'S HOME AT 4875 LANGTON RD. HILLIARD OHIO, PH. 614/771-6788 (BEFORE 9:00 PM) YOU WILL FIND A MAP IN THIS NEWS LETTER. AT ALL TIMES WE LOVE TO LOOK AT CLUB MEMBERS' CARS SO BRING OUT THOSE OLD GOATS. WE ARE GOING TO TRY TO GET A SOME GOOD PICTURES FOR OUR CLUB ALBUM. LET'S TRY TO HAVE THE BIGGEST TURNOUT EVER. BRING A COVERED DISH AND UTENSILS, THE CLUB WILL FURNISH THE MEAT AND DRINKS. BE THERE!!!! WE NEED TO KNOW HOW MANY ARE GOING TO BE AT THE PICNIC SO WE KNOW HOW MUCH FOOD TO GET SO PLEASE CALL LYNN INSKEEP AS SOON AS POSSIBLE AND LEAVE A MESSAGE 614/891-6679, THANKS.

WE HAD A GOOD TURNOUT AT THE NATIONALS, 17 PEOPLE FROM OUR CLUB WERE IN ATTENDANCE: NICK ANSPACH, NEAL BLANKENSHIP, JIM AND JASON BOWSER, JIM EVANS, JOHN AND MARY HOLLAND, DOUG AND ERIC SMITH, ANDY SYRKIN, KRIS AND KURT TEN EYCK, RON WEBER, RICHARD, NANCY, CANDY, AND RENEE WHALEY. HOPE I DIDN'T MISS ANYONE. THE ONLY CLUB CAR THAT WAS JUDGED AT THE NATIONAL SHOW WAS JOHN AND MARY HOLLAND'S 70 BLUE H/T, WE WILL HAVE TO ASK THEM HOW THEY DID AT THE PICNIC. JIM AND JASON BOWSER DID DRIVE THERE 67 WHITE CONV TO MINNESOTA BUT DIDN'T SHOW IT, I HOPE THEY HAD A GOOD TRIP.

I WOULD LIKE TO THANK EVERYONE THAT HELPED AT OUR LOCAL SHOW--IT TURNED OUT TO BE A GREAT SHOW, NO RAIN CAN YOU BELIEVE THAT!? THE CRUISE WAS GOOD IN SOME POINTS BUT NOT SO GOOD IN OTHERS, WE HAD A GOOD TIME BUT IT SURE WAS A LONG DAY. I WOULD LIKE TO THANK RICHARD FOR RUNNING WITH THE BALL ALL DAY. THAT'S ABOUT ALL FOR NOW--SEE YOU AT THE NEXT MEETING AUGUST 8TH AND THE PICNIC AUGUST 18TH AT THE RUFFER'S HOME. ALSO I WOULD LIKE TO CONGRATULATE NEAL BLANKENSHIP AND RICHARD WHALEY ON BEING APPOINTED TO THE BOARD OF DIRECTORS OF THE GTOAA. GOOD LUCK WITH YOUR NEW ADVENTURE. WE WOULD ALSO LIKE TO EXPRESS OUR CONDOLENCES TO SUE DILLARD AND FAMILY FOR THE PASSING OF HER MOTHER.

AS ALWAYS,  
JIM

WE WOULD LIKE TO WELCOME ALL THE NEW MEMBERS WHO HAVE JOINED THE GTOACO IN THE LAST FEW MONTHS AND WE HOPE TO SEE ALL OF YOU AT THE UP COMING EVENTS AND FUCTIONS IN THE NEXT FEW MONTHS "WELCOME". PLEASE AD TO YOUR ROSTERS.

JIM KNISLEY  
3179 PARKVIEW CIRCLE  
GROVE CITY, OHIO 43123  
614/871-9197 H  
614/261-2000 W  
66 BLACK H/T

JEFF KIPP  
1401 OAKBURNE DR.  
WORTHINGTON, OHIO 43235  
614/888-6261 H  
614/889-9911 W  
66 BLUE CONV.

TOD & CARIE RICHARDS  
107 N. BLANCHARD ST.  
FINDLAY, OHIO 45840  
419/423-7414 H  
419/423-1321 EXT 3377 W  
74 BLACK H/T

HERB & KATHY VEACH  
6940 COONPATH RD. N.W.  
CARROLL, OHIO  
614/756-4404 H  
614/878-7075  
69 RED H/T

BERNIE & KATHLEEN WILKINSON  
646 POLLYANNA DR.  
DELAWARE, OHIO 43015  
614/369-6266 H  
1-800-732-7777 W  
65 CAPRI GOLD H/T

STEPHEN D. WARD  
203 STURBRIDGE RD.  
COLUMBUS, OHIO 43228  
614/878-1615 H  
614/481-8074 W  
68 DARK BLUE H/T

Members in attendance at July 11 meeting

Mark Baker	Jeff Inskeep
Lynn Inskeep	Jim Evans
Richard Whaley	Nancy Whaley
Doug Smith	Chris Morgan
Kris TenEyck	Jeff Kipp
Jerry Brownfield	Kurt Pearce
Dave Benson	Jan Benson
Jim Brownfield	Geoff Ludwig

CALENDAR

AUG 8 REGULAR MEETING  
DENNIS PONTIAC  
2900 MORSE ROAD  
7:00 P.M.

AUG 18 GTOACO CLUB PICNIC  
Jeff & Nadine Ruffers home  
4875 Langton Road  
Hilliard, Oh  
3:00 p.m. - till ?  
(map enclosed)  
Don't miss out on the fun we have at this annual event. Our club supplies meat and drinks, all you need to do is bring side dish and table service. RSVP- 891-6679 to Lynn Inskeep or leave message.

There will be door prizes and of course we can't forget the 64 - 67 vs 68 - 74 volleyball games.

AUG 22 DEADLINE FOR COPY FOR PAW PRINTS  
Mail To: Jim Evans  
13791 Cable Rd.  
Pataskala, OH 43062  
Or Fax : 614/898-6625

AUG 28 CARROLI. CAR SHOW  
Call Jim Evans 614/927-5302  
(see enclosed)

SEPT 12 REGULAR MEETING  
DENNIS PONTIAC

GTO Association of Central Ohio  
1990 Officers

<b>President</b>	<b>Jim Evans</b> 13791 Cable Road Pataskala, OH 43062 614/927-5302
<b>Vice-President</b>	<b>Doug Smith</b> 5895 Watkins Rd. S.W. Pataskala, OH 43062 614/927-0942
<b>Secretary</b>	<b>Nancy Whaley</b> 305 S. Market Street Lithopolis, OH 43136 614/837-4372
<b>Treasurer</b>	<b>Richard Whaley</b> 305 S. Market Street Lithopolis, OH 43136 614/837-4372
<b>Directors</b>	<b>Nick Anspach - 216/236-3523</b> <b>Jeff Inskeep - 614/891-6679</b> <b>Neal Blankenship - 614/459-0352</b>

GTOACO MEETING AT DENNIS PONTIAC July 11, 1990

Meeting was called to order by Jim Evans.

Local Show: Richard Whaley reported the show was a success. He thanked everyone who helped at the show. Jim Evans read a list of winners. This list will be printed in the Paw Prints. Jim read a letter from Woodie Van Kirk who showed his car at our show. Thanking us for a great show and help he received from Richard Whaley and Neal Blankenship when his car broke down on Sunday morning when he was trying to return to Cleveland. Jeff Inskeep suggested that as we are growing maybe we should have a winners circle. Jim Evans stated that he didn't like that idea as it would pull so many cars out of competition. But that we do need to start thing about this for future shows. Lynn Inskeep stated that the show was great and the cruise was good but that it died early. Everyone was so tired after being there all day in the heat. For those of you who did not make it to the show the cruise people started pulling in before 6:00 and the lot filled quickly. Some of us had been there since 6:30am.

National Meet: Jim asked Neal Blankenship to report on the national meet. Seventeen people from our club attended the meet. Jonathon Holland and his wife from our club took their car and showed it. That is really great. Minn. chapter really did a great job. Swap meet was great. There was a chapter meeting with national group. The parking lot party was a success but the mosquitoes were vampires.

Club Picnic: August 18 at Jeff Ruffers home. 3:00pm to whatever. Will eat at 5:00. Club will supply meat and beverages, buns. Each club member is asked to bring a side dish. RSVP to Jeff and Lynn Inskeep 891-6679. Lynn volunteered to get the meat and refreshments. Jim Evans will get door prizes. A limit of \$100 was set.

New Business: Kurt Pearce presented a letter on Mt. Carmel Cruise August 24. This letter will be printed in Paw Prints.

July 28 Stouffer Show. Jim Evans asked if anyone was interested in going. There does not seem to be a class for GTOs. It was decided to not make this a club outing. But everyone was welcome to go and see Phil Dirt. Several members stated they would be going.

August 25 Carroll Old Timers Car Show and flea market. This is a great show. There are games for the kids, entertainment and most important most of the car show is in the shade. This will be club function. Please RSVP to Richard and Nancy Whaley 837-4372.

Nancy Whaley asked Neal Blankenship if he would be willing to do a tech session on how to judge cars. There are several of us who would like to know how to judge a car and we cannot learn this while judging is going on. This will help us get new blood into our judges and not have to use the same one over and over. If you are interested please contact Nancy at 837-4372 or 837-4416 and let her know if you are interested. Please so this as soon as possible.

There will be a Board of Directors meeting at Jeff Inskeeps July 23 at 8:00pm.

RSVP ON PICNIC, AUG 25 CAR SHOW AND TECH SESSION IMMEDIATELY.

PLAIN CITY

Rt 161 West

MARKSVILLE Rt 33

HAYDEN RUN RD

1st House on West Side of Road

771-6788

482

SCIOTO DAWBY CREEK RD.

LANGTON

ELLIOTT

CARTERS MILL

Street Sign says Carters Mill

COSGRAY

SCIOTO DAWBY CREEK

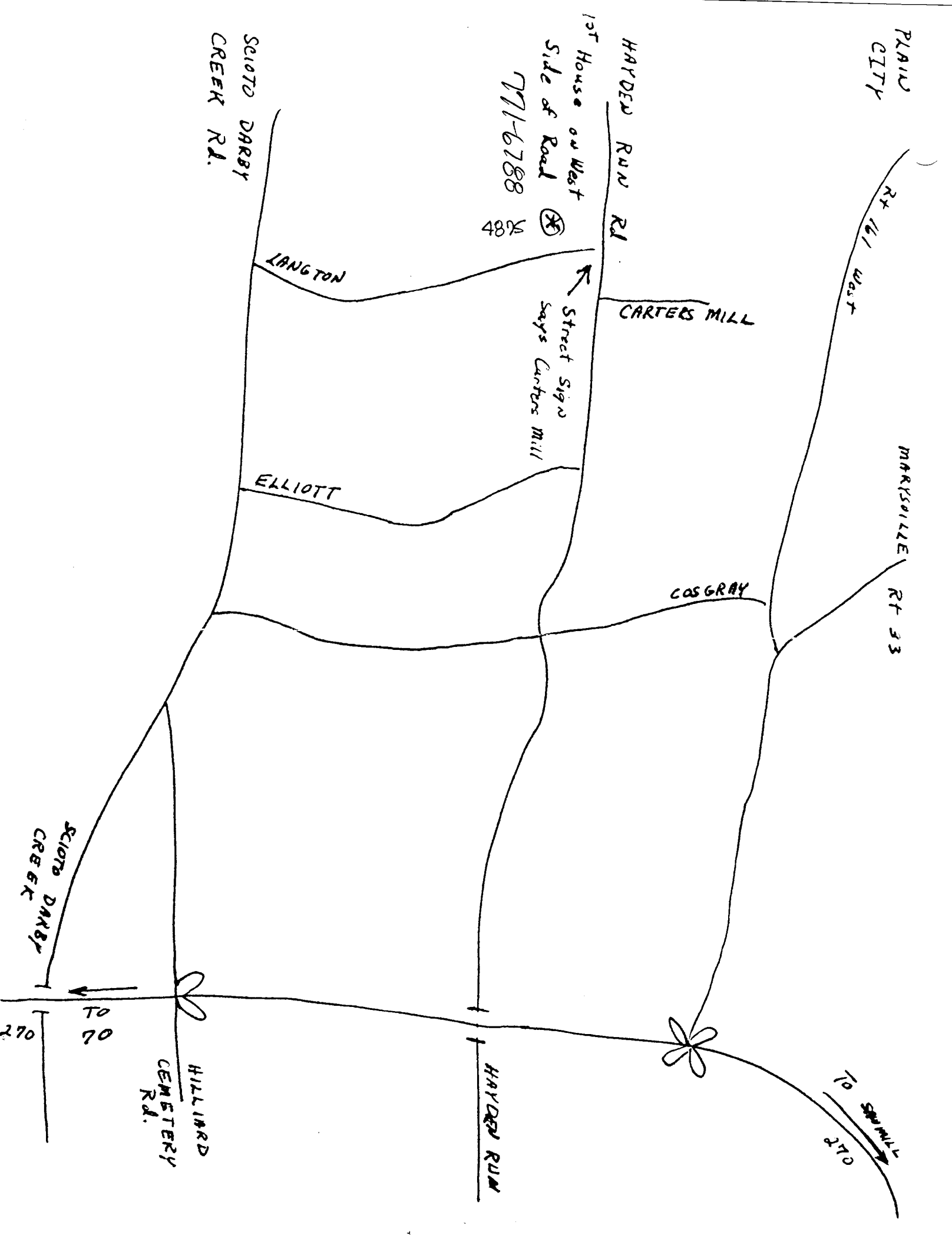
TO 70

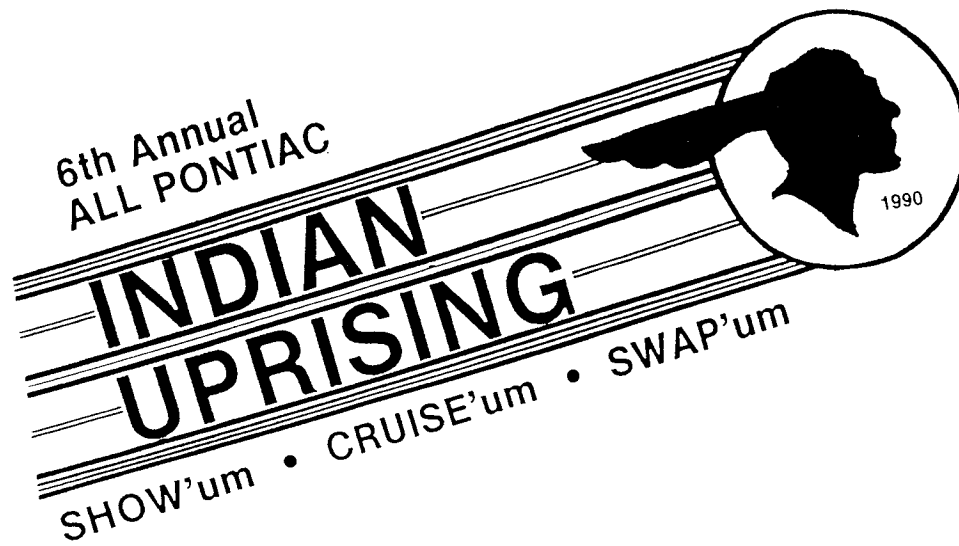
HILLIARD CEMETERY Rd.

HAYDEN RUN

TO SQUIBBL 270

270





June 16th it was a day of "Firsts". It was on that day the GTO Association of Central Ohio hosted its first all Pontiac Show at the Dennis Pontiac Used Car lot. Under the experienced leadership of Richard and Nancy Whaley the event went off without a hitch. 113 cars attended the show ranging in years from 1937 to 1990. There was also a wide variety of styles ranging from a 1937 coupe to a 1985 pro gas firebird.

The swap meet at the rear of the lot was buzzing as vendors reported doing brisk business. At 12:00n the judges set to work doing their difficult task of choosing the best cars from a total of fifteen classes. Each of the classes were split up by model year to allow equal competition. There were 38 GTO's, 18 Pontiacs and 20 Firebirds in the concourse show. The judging of the GTO's and Pontiacs was handled by GTOACO chairpeople while another first occurred when the GTOACO teamed up with the Trans Am Club of America who judged the firebird classes. At 5:30pm the trophies, which were sponsored by Dennis Pontiac, were awarded with GTOACO members taking home their share. Even while the trophies were being awarded cars that were participating in the cruise began to show up. The response to the cruise was overwhelming as the front lot soon filled. Johnny Garber played the tunes as cars of all makes came and went as the night progressed. After the 50/50 drawing at 9:30pm things began to wind down as the last of the cruisers headed home.

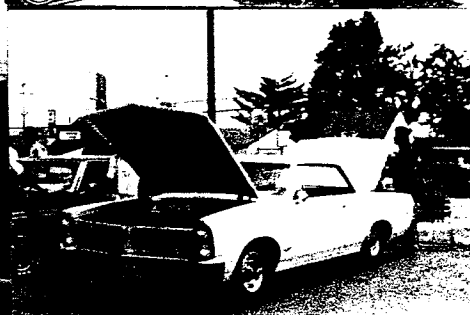
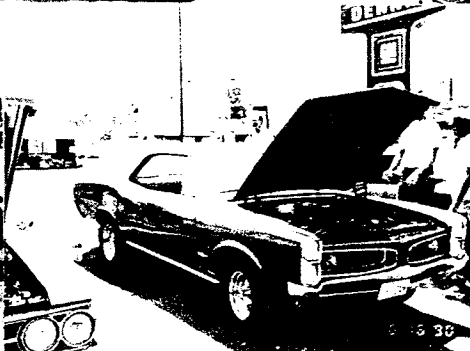
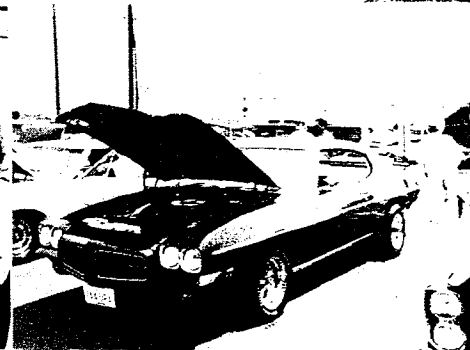
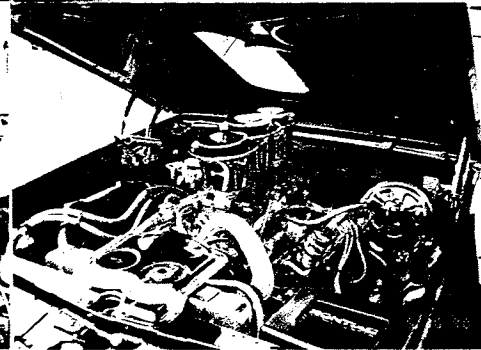
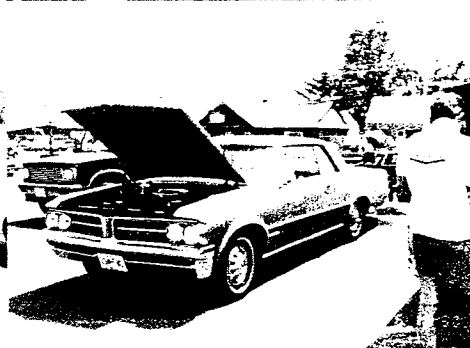
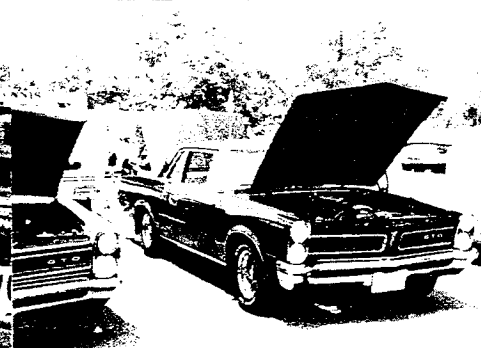
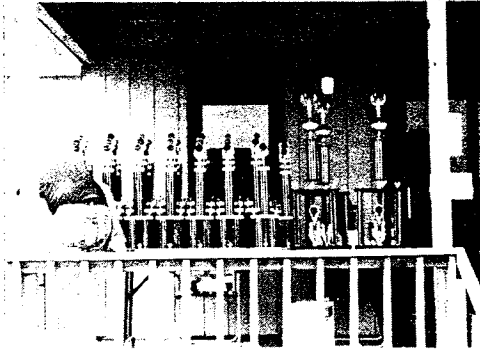
We wish to thank Richard and Nancy Whaley for the special efforts they put forth to make this show such a success. Of course there is a long list of GTOACO members who also contributed from chair people to judging assistants.

One other note of thanks goes to the generous folks at Dennis Pontiac for without their support a successful show like this would not be possible.

Neal Blankenship

WINNERS AT JUNE 16th ALL PONTIAC SHOW

GTO Winners	64-67 Restored H/T		Pontiac Winners Cont'd	
Joseph & Kathy Deangelis	1967 Gold H/T	1st		All Years Modified
Larry & Sue Dillard	1965 White H/T	2nd		
Gene Stone	1965 H/T	3rd		
	68-74 Restored H/T		Robert Teeters 1962 Grand Prix	1st
			Tim Henning 1967 Lemans	2nd
Terry & Gail Harrington	1969 Turq H/T	1st	Firebird Winners	
Doug				Stock 77-81
Brad Clark	1970 Black H/T	3rd	Larry Arthur 1977 TA	1st
	64-71 Restored Conv		Barrett Wear 1977	2nd
			Thomas Bole 1978 TA	3rd
Jim & Diane Evans	1965 Blue	1st		Stock 82-89
Larry Arthur	1966 Turq	2nd		
Ralph Carr	1965 Red	3rd	Duane Doll 1989 Firebird	1st
	64-74 Factory Original		Bob Smith 1985 TA	2nd
			Barrett Wear 1983	3rd
Richard Whaley	1970 White H/T	1st		Modified 67-72
Barrett Wears	1972 Green H/T	2nd	Ralph Dunn 1968 Firebird	1st
Jeff & Charmaine Frazier	1966 White Coupe	3rd	Sue Eden 1968 Firebird	2nd
	64-67 Modified		Cecil & Jane Perry 1968 Firebird	3rd
				Modified 73-Up
Ernest Burse	1967 Black H/T	1st	Michael Culp 1989 TA	1st
Rhett Matheney	1965 Yellow H/T	2nd	Becky Bayes 1986 TA	2nd
Mark Baker	1965 Blue	3rd	Dave Mittner 1980	3rd
	68-74 Modified			Custom All Years
James Dingess	1969 Blue H/T	1st	Jim Pederson 1977 TA	1st
Tod M Richards	1974 Black H/T	2nd	Jim & Teresa Jobe 1973 TA	2nd
Ron Lincicome	1970 Green H/T	3rd	Olson & Johnson 1985 TA	3rd
			Best of Show Firebird	
Pontiac Winners	1960 & Earlier Stock		Rick Murray 1969 Firebird	
Carl Peterson	1957 4 Dr H/T	1st	Best of Show Pontiac	
Norman Rose	1937 Coupe	2nd	Tom Butenschon 1966 Blue Bonneville	
Barrett Wear	1958 2 Dr Chieftan	3rd	Best of Show GTO	
	1961-70 Stock		Nancy Whaley 1973 Black H/T	
Neil Redd	1963 G.P.	1st	Participants Choice	
Tom Speaks	1966 Bonneville Conv	2nd	Tom Butenschon 1966 Blue H/T Bonneville	
Soup Dornon	1966 Lemans Conv	3rd		
	1971-80 Stock			
Wayne Gentry	1977 Lemans GT	1st		
Dave Wagner	1975 Grandville	2nd		
Barrett Wear	1973 Grandville	3rd		



GTO Association Of Central Ohio  
PO Box 215  
Lithopolis, Ohio 43136

June 25, 1990

To All Club Members:

Just a note to say how much I enjoyed the June 18 get together at Dennis Pontiac. It was the first time I had ever displayed my car and I want to say that I learned a great deal about what goes on at a show.

I also had great misgivings about driving all the way down from Cleveland; I normally only take it out for short trips through the park. My worst fears were realized Sunday morning when I started back to Cleveland - it wasn't running right! I had only got about 5 miles down the freeway from my friend's house and managed to limp off the highway at Sawmill where our collective wisdom determined that my center carb was screwed up. Neither one of us could be considered as carb mechanics.

The only thing I knew to do was to call Richard Whaley. Also his was the only number I had for anyone who might know anything about my problem. Lucky for me he was home and after listening to my plight agreed that there was a carb problem and it was most likely a float stuck. Rich then gave me Neil Blankenship's number and suggested I call him. Lucky for me he was home. Even luckier was that he lived only about 10 minutes from where I was at and offered to come over and check out my problem. It took Neil about 3 seconds after lifting the top off the carb to find and fix my problem.

So in addition to letting you know how much fun (and sun) I had I wanted to express my most heartfelt thanks to Rich and Neil for their help in getting me running again on Sunday. The car ran just fine all the way home.

Thanks for everything!

Woodie VanKirk



JIM, DOUG, ERIC AND RON'S EXCELLENT ADVENTURE  
(Or the techniques of motorcross in a Chevy Suburban and Toyota pickup)

It was a dark and dreary night - well actually, it wasn't so dreary, until we got to Chicago, but it was really dark out there at 3 o'clock in the morning. But that's when Jim Evans had suggested it might be advisable to take off for the 1990 Nationals in Minneapolis, so Doug and Eric Smith were on their way to Jim's to load up. It's amazing how much stuff three guys can cram into a Suburban for what amounted to a four-day adventure.

When all was said and done, the guys headed out from Pataskala and onto I-270 for their trip "Westward Ho"! Then it was through the myriad of orange barrels that symbolize the "You can't get there from here, Welcome to Columbus" image, and on past Rome-Hilliard Road to points west.

With handydandy radar detector firmly entrenched atop the Suburban's radio speaker, we skimmed across river and dale at speeds approaching the limitations of the 4-wheel drive's speedometer, headed for what was to have been a 4:30 a.m. rendezvous with Ron Weber. With our later start than planned, we arrived at the Rest Area on I-70 just east of the Indiana state line at just about 5 o'clock. Ron was there waiting for us, and Eric joined him in the Toyota for the duration.

We headed out and crossed the Indiana line about 5:15 after a brief pit stop.

Just west of Richmond, Indiana, with Ron in the lead, we were startled to see some orange lights ahead, just off the berm of the interstate. As we approached the lights, we saw a semi on its side that had just crossed the median and plowed up a large swath of turf before toppling onto its side. At 80 miles per hour, we were on and then past the semi before we could get stopped, but with the oncoming red lights and siren, we knew help was just a moment away. We headed on west, knowing we would just be in the way at the scene.

We hit Indy at about 5 a.m., their time, and sped around a fairly empty interstate bypass and on to the road to Chi-town. Another pit stop and a gas-fill-up near West LaFayette, Indiana, and we were on the road again.

When we got near Chicago, our navigator, Jim, advised us to take some roads around the Windy City and through the suburbs, based on the info he had in his AAA trip-tik. Now mind you, these people who sit in the AAA offices and run their highlighters across the roadmaps apparently have no more idea what the road construction situation is out in the real world (I think these same people are the ones who make the fabric selections for men's golf pants) than the drooling cretins they reduce those of us to, who totally subscribe to and follow their maps. Does that tell you what we encountered around Chicago? The orange barrel brigade of Columbus has nothing on the Illinois Department of Transportation and their 40-mile - that's right, forty mile - one lane traffic. One redeeming factor, aside from the radar detectors which were rendered useless around Chicago, was the sighting of a nice '70 white Judge being trailered to the Twin Cities via I-90. Other than a rough '65 four door Bonneville driver, that was to be the only Indian of any consequence we would encounter - except for the Sunbird.

This Sunbird had been pacing us for quite a distance, first in front, then behind us, and we had not paid a lot of attention to the car or its driver. Not, that is, until the "maximum merge" took place. Ron was in front at this point and we were hitting around 85 mph at the time. He came upon a line of traffic, once we were away from the construction area, and decided to pass. We followed suit, just glancing in the rear-view mirror, and not really expecting to see anyone keeping up with us. As the Suburban lumbered into the left lane, Doug's peripheral vision caught a glimpse of a rapidly moving object in the mirror. It was the Sunbird, which had apparently been "drafting" us, or close to it, doing a little "berm driving" into the median area. After regaining control of the car, the driver edged alongside us in the Suburban, and Doug looked over to the

female driver and shrugged his shoulders, lip-synching the word "sorry". The gal scowled and moved on around the big Chevy, after doing some lip-synching of her own.

The trek continued, and up the road about fifty miles, Ron again decided to merge into the left lane to pass some slower traffic (they were only doing about 70). Unfortunately, he did not see a large retread that had been laying in the middle of the two lanes until it was too late to do anything but straddle it. Now try to imagine a Toyota pickup straddling a piece of rubber that's at least twelve feet long! It didn't happen, you're right. He dispatched the rubber beneath his truck, out the back, and about eight feet into the air. It came down to about bumper height before the Suburban hit it, propelling it unwillingly along the bottom of the running boards and out the back into what looked like a giant python slithering through the air at about eighty miles per hour. And then it happened again - the gal in the Sunbird went into her "defensive driving" mode again and that little Pontiac looked like a skier going through gates in a downhill slalom. She had made it again through another Goathead challenge.

Whether or not she was too scared, or for whatever reason, she maintained a pretty good distance - about as far as it is from Columbus to Zanesville - between us and her.

We pulled into another rest area on down the road for another pit stop, and who should we see but the gal in the Sunbird. (We couldn't figure out whether or not she had gone to the bathroom before or after arriving at the rest area) We did exchange some friendly words believe it or not, and wished her a safe journey the rest of the way. With that thought in mind, she raced to her car and made a hasty retreat toward Madison Wisconsin, well ahead of us. We never saw her again and trust that she too will live happily everafter.

The balance of the trip was as uneventful as the first part had been, except for what appeared to be some sort of police investigation or something, just outside St. Paul. Several Minnesota troopers and some local gendarmes had detained a nattily attired black gentleman who was obviously an affluent self-employed individual, judging from the Lincoln Town Car he was driving, and were looking through his trunk, presumably in an attempt to assist him in some minor automotive repair or flat tire or whatever. Since he had obviously plenty of help; we moved on toward the motel and the site of the Nationals. (He was probably a pharmacist or something).

After getting ourselves and at least one other GTO enthusiast lost in search of the motel, we pulled onto a side street with the third vehicle in tow. This man and his son had been following us for probably twenty miles after seeing Ron's G.T.O.A.A. decal on the rear window of his pickup and, unfortunately for him, thought we knew where we were going. Boy did we fool him! After reconnoitering the area and asking just about everyone in sight if they had seen any GTO's (or if they knew what a GTO was), we found the Marriot and got settled in for the show that was to follow.

There were some very nice goats on hand for the show, albeit not a large gathering, and the host club from the Twin Cities area had done an outstanding job in preparing for the event. With the rest of the contingent from the Columbus area, we had a most enjoyable time at this year's show, especially Richard Whaley who got to judge the afternoon class of cars, and all those who were possessed with enough foresight to pack plenty of "Off" for the parking lot party.

The next time Jim stays in a Marriot, however, he'll probably bring his own orange juice. At \$2.25 for 4 ounces, it was about as expensive in the motel restaurant as an antenna nut and gasket are for his '65, per ounce.

The trip back didn't have a hitch, and we were happy all who went from our club made it home safe and sound. Now, if that gal in the Sunbird just made it...

The National Chapter meeting was held Saturday, June 30 at Minnesota. The meeting was called to order by Gary Butcher who asked that there only be two representatives from each chapter present. He also stated that it was not to be a bitching session but was to pass constructive thoughts between chapters and what could be done for better communications between chapters and national board. Approximately 80 people were in attendance.

The first statement was made about leadership of national organization. Not that Lars had done a bad job but there seemed to now be a lack of communication and leadership. It was stated by a few persons in attendance that they were not criticizing Lars that he had done a great job but was it possibly time for a change. Lars was hit with this as soon as he entered the room.

Lars stated he could not do the Legend without help. That he also has a regular job and the Legend takes a great deal of time and no one was sending articles to him. He wants to do the Presidents job of representing the club but cannot because of all the time spent on the Legend. He and others suggested going to a bi-monthly Legend until he can get caught up. Members of the California club stated that John Johnson would take back the Legend. When Mr. Johnson was asked about this he stated only if he could get a lot of help from every club chapter. He would also want it on computer disks and already proofread and final print. He also stated that he could not write to the caliber of Lars. That in the past he submitted articles to Lars and Lars had improved them greatly. He also stated that the Legend would basically take ten steps backwards because of his lack of writing ability. If he didn't get any help and he wanted a lot of it, then he wouldn't continue as editor. There was discussion about chapters being required to supply monthly tech articles to the editor.

The chapters stated they want more input into national decisions, they want a certain time to be able to talk to the president. They want regional directors who they can talk to without having to bother the president. They asked who was on the board of directors. Lars stated there were five. He also stated that in an effort to make sure that each national meet went off without a lot of trouble and that the chapter doing the national meet would have one person to talk to about all the arrangements that there would be a national show chairman. He announced that the national show chairman for future meets were Neal Blankenship and Richard Whaley. Lars was asked about who the board members were. He stated there were five members of the board and they were appointed. In the course of the meeting he stated that the board members were himself, Bob Maher, Neal Blankenship, Beth Butcher and Richard Whaley. It was brought up numerous times that Lars step down as president and become an advisor. He stated that if they wanted him to step down he would do it. He could also dissolve the national organization if he wanted to as he started it under Colorado laws for incorporation. A few people stated they did not want him to leave the organization just step down and become an advisor. When Lars asked who would become president, Mike Radke of the California club stated a tag team of Gary and Beth Butcher. He also stated that he would take over their job as chapter coordinator. The Butchers were asked about this. Beth stated she wanted to help the organization grow. When Gary was asked he stated they would do it for no longer than two years and that they would have to have complete control with no second guessing by anyone. One person continued to call for an answer at the meeting as to whether the Butchers would become presidents. It was stated by Milt Schnorack that this was not something that could be changed in a couple

of hours. The board needed to meet. Lars also state it may call for a rewrite of the bi-laws under Colorado law. Gary Butcher was very outspoken about the fact that an officer could not be a board member. Lars explained that it was perfectly legal to be that way.

It was then decided to give Lars 60 days to respond in writing on the following issues.

Set time and day to contact president or board members and publish this time and phone numbers.

Regional Directors.

Lars as advisor.

Lars was very responsive to all suggestions on how to improve the organization. He did promise to respond in 60 days and to take all suggestions into consideration.

Respectfully submitted by

Nancy Whaley  
Secretary GTO Association of Central Ohio

TO ALL GTO OWNERS:

WE ARE GOING TO GET TOGETHER FOR THE CAR SHOW IN CARROLL OHIO SATURDAY AUGUST 25, 1990. WE WANT TO GET AS MANY GTO'S AS WE CAN TO GO IN AS A GROUP. WE ARE GOING TO MEET AT THE APPLE HOUSE ON RT #33 IN CANAL WINCHESTER, OHIO. THE APPLE HOUSE IS JUST A LITTLE EAST OF GENDER RD. WE ARE GOING TO LEAVE THERE AT 9:30 AM TO GO A FEW MILES DOWN THE ROAD TO CARROLL. IF YOU ARE PLANNING ON GOING PLEASE CALL ME SO WE WILL KNOW HOW MANY CARS WE ARE GOING TO HAVE 614/927-5302 LET'S GET OUT FOR THIS EVENT.

JIM EVANS



MOUNT CARMEL EAST HOSPITAL

6001 EAST BROAD STREET COLUMBUS, OHIO 43213 614-868-6000

May 29, 1990

Curt Pearce  
GTO Club  
2605 Stelzer Road  
Columbus, Ohio 43219

The Mount Carmel East Hospital Associate Activities Committee is planning a function to aid in the fund raising for the construction of a hospital auditorium and to support AAC activities throughout the year.

Our Annual 50's Bash, to be held this year on August 24, 1990, features a Crusin' Display of collector cars. We would like to invite your club to be a part of this display. It is our understanding that you have a very exciting collection.

Please contact Marie Maxwell, Associate Activities Committee Representative, at (614) 868-6736 if you would be interested in helping with this worthwhile cause. She will furnish you with additional information. Marie can also be reached by mail at Mount Carmel East Hospital, 6001 E. Broad Street, Columbus, Ohio, 43213.

Thank you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "Eric".

Eric Armbrust  
Co-Chairperson

A handwritten signature in cursive script, appearing to read "Mona".

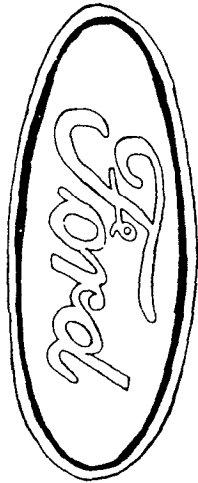
Mona Shinn  
Co-Chairperson

Mount Carmel East Hospital Associate Activities Committee

**This is your brain..**

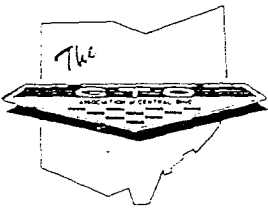
**G T O**

**This is your brain  
on drugs...**



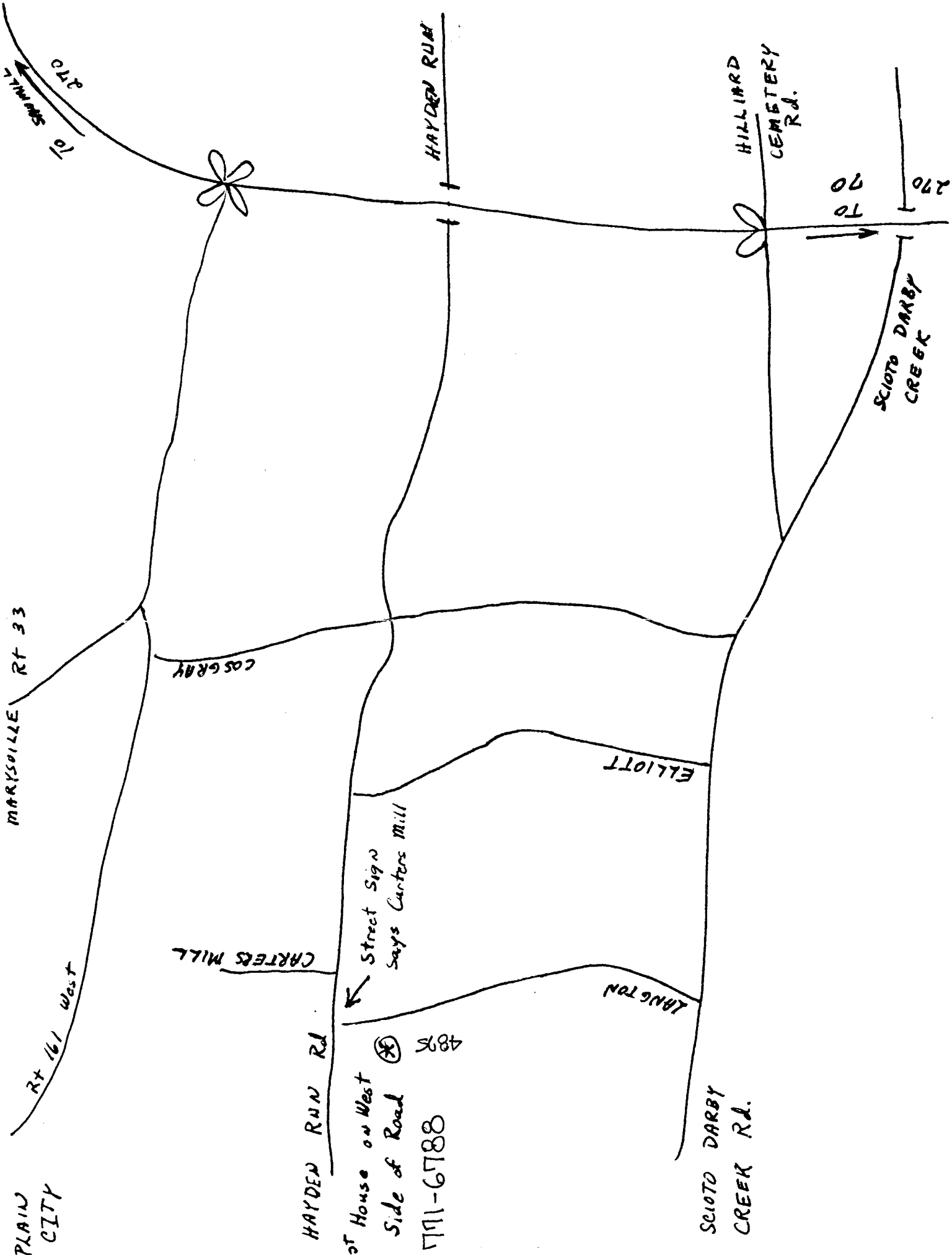
**...any questions?**

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**The Paw Prints**

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



PLAIN CITY

Rt 161 West

MARKYSVILLE RT 33

HAYDEN RUN Rd  
1st House on West Side of Road (X) 48R  
771-6788

Street Sign Says Carters Mill

CARTERS MILL

COSGRAY

LANGTON

ELLIOTT

HAYDEN RUN

SCIOTO DARBY CREEK Rd.

HILLIARD CEMETERY Rd.

SCIOTO DARBY CREEK

TO 270

TO 270

TO SMALL 270

G.T.O.A.C.O  
4875 LANGTON RD.  
HILLARD, OH 43026

IT'S PARTY TIME !!