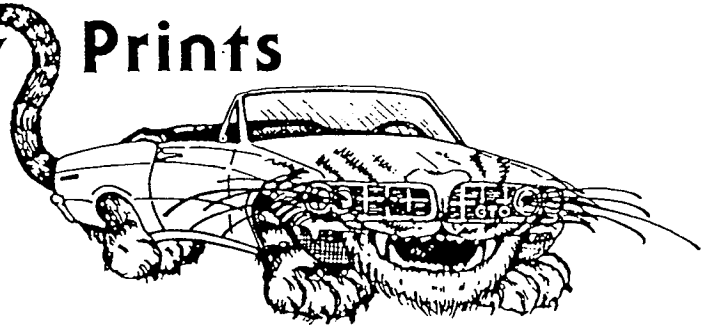


Paw Prints



A Publication of the GTO Association of Central Ohio

June 1991

TO ALL MY GTO FRIENDS,

THE SPRING SHOW IS ONLY A LITTLE OVER A WEEK AWAY. THIS YEAR'S SHOW PROMISES TO BE ONE OF THE BEST WE'VE EVER HAD. WE HOPE TO SEE MORE CARS, VENDORS, AND PEOPLE THERE THAN EVER BEFORE. EVEN IF YOU CAN ONLY STAY FOR A FEW MINUTES, COME ON OUT AND SAY "HI". THOSE OF YOU WHO I HAVE TALKED TO IN THE PAST MONTH PLEASE FIND ME WHEN YOU GET THERE BECAUSE WE NEED ALL THE HELP WE CAN GET. ANYONE WHO WANTS TO HELP OUT BE ASSURED THERE WILL BE SOMETHING FOR YOU TO DO. WE GET THE NEW DEALERSHIP THIS YEAR SO THERE WILL BE A LOT MORE ROOM THAN WE HAD LAST YEAR. THERE SHOULD BE AMPLE ROOM FOR EVERYONE ON THE LOT. I'M LOOKING FORWARD TO SEEING ALL OF YOU AGAIN AND MEETING A LOT OF NEW PEOPLE.

THE MEETING ON JUNE 12TH WILL BE VERY IMPORTANT AS THE SHOW IS CLOSE AND WE NEED TO PICK A PLACE TO HAVE OUR ANNUAL PICNIC. HOPEFULLY WE WILL FIND A VOLUNTEER TO HOST THE PICNIC. LAST YEAR IT WAS AT JEFF AND NADINE RUFFER'S HOUSE AND EVERYONE HAD A GOOD TIME.

THE LOUISVILLE PONTIAC GTO CLUB IS ASKING FOR VOLUNTEERS TO HELP OUT AT THE NATIONALS. I HAVE ENCLOSED THEIR LETTER AND A LIST OF TIMES THEY NEED HELP. IF YOU ARE GOING TO THE NATIONALS AND WANT TO HELP OUT PLEASE CALL FRANK SPITZER AS SOON AS POSSIBLE 502-896-9067. OUR HELP WILL BE APPRECIATED AND I'M SURE THE FAVOR WILL BE RETURNED IF WE HOST THE NATIONALS AGAIN.

ALSO AT THIS MEETING WE NEED TO PICK A FEW EVENTS AS CLUB OUTINGS FOR THE SUMMER. WE NEED A COUPLE OF CRUISES AND A COUPLE OF SHOWS TO GO TO AS A CLUB. IF YOU HAVE ANY IDEAS PLEASE COME TO THIS MEETING AND SHARE THEM.

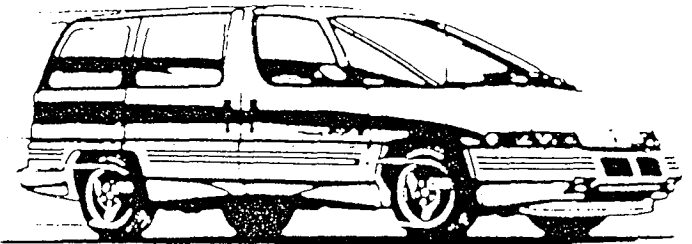
SO LONG FOR NOW. I HOPE TO SEE YOU AT THE UPCOMING MEETING, THE INDIAN UPRISING, AND ALSO AT THE NATIONALS IN LOUISVILLE.

JIM

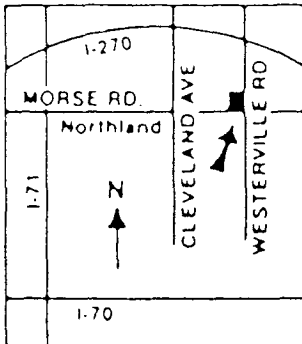
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GTO Association of Central Ohio 1991 Officers

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GTOACO AGENDA JUNE 12, 1991

- 1) APPROVAL OF MINUTES
- 2) TREASURER'S REPORT
- 3) INDIAN UPRISING
- 4) GTOAA REPORT
- 5) GTOACO PICNIC
- 6) CLUB OUTINGS
(CRUISE'S OR SHOWS)
- 7) OLD BUSINESS
- 8) NEW BUSINESS
- 9) 50-50 DRAWING
- 10) MOTION FOR ADJOURNMENT

May 10, 1991 GTOACO Meeting At Dennis Pontiac

Meeting was called to order by Jim Evans. Last months minutes were approved. Members in attendance were Neal Blankenship, Dave Benson, Doug Smith, Jon Leffler Todd Richards, Mark Baker, Frank Block, Jeff Frazier, Jim Lowery, Richard Whaley, Nancy Whaley and Jim Evans.

Dave Benson gave us a report on the bowling outing. He wanted to know how come the balls that he threw didn't want to go down the middle of the lanes when every one elses did? Well Dave it must have been the way you held your mouth. We had a great time and it was nice to see Ron & Donna Landis come from London to be with us.

Jim Evans presented a drawing of the parking lot at Dennis for our Spring Show. His suggestion was to use back of lot which is stone for parking of visitors cars. We still need a lot of information from Dennis Pontiac. Doug Smith will contact the vendor that we used last year for food. Dennis Pontiac stated that they will be open for business on the day of our show. If you can volunteer a few hours of your time please contact Jim Evans.

GTOAA Liability Insurance. Doug Smith made motion that we pay for all GTOAA members to be covered by this insurance policy. Total count was 28 members. Motion passed.

Jeff Inskeep has volunteered to loan a copier to the club. We would have to pick up expense of paer, and service contract on it. We will follow up on this with Jeff.

Neal asked is the club was considering making the swap meet an annual event. The general opinion of the group was to do this annually. If so then we need to let people know at the Spring Show.

Its that time again the annual picnic. Anyone who would like to volunteer to hold this club event please contact Jim Evans 927-5302. The club supplies the meat, buns, some drinks.

Dave Benson stated that the Layman-Hendron Pontiac dealership of Lancaster has approached us to do a cruise sometime this summer for them. The club decided to go ahead and help them out. Dave and Jan will contact them and get back to us with the details.

50/50 Drawing; Dave Benson is the big winner. \$13.00 goes to our charity.

Respectfully submitted by:

Nancy Whaley
Secretary

PONTIAC GTO Value Guide

What it takes to get your Goat.

BY JERRY HEASLEY

Ten years ago, a 1971 GTO Judge convertible sold for a record price of \$21,500. We remember this sale well because it was almost unbelievable. At the time, the 1971 Judge convertible, with a production figure of 17, looked to be the ultimate GTO.

As the hobby advanced, however, enthusiasts learned that there was another extremely rare Judge convertible, and this one had even higher performance: the Ram Air IV. Today, those '69 and '70 Ram Air IV 400s have surpassed the 1971 455 HO Judge convertible in value.

Clearly, then, a GTO value guide must be much more than a list of prices. It must be a compilation of the car's variations, because with Pontiac's muscle GTO, there is a great price difference from one model year or body style or engine/transmission combination to the next. As you well know, a GTO with the optional Tri-Power carburetion brings thousands of dollars more than the same body style and series car with the standard 4-barrel setup. Likewise, collectors tend to favor (and pay more money for) 4-speeds over automatics, and automatics over 3-speed manuals. That's why we've broken down 1964-74 GTOs into their most important variations, based on body style and engine/trans combination.

Our prices come from personal experience at the big collector car auctions. We were at Scottsdale, Ariz., for 10 days this past January, watching hundreds of cars cross the bidding block, talking with owners, looking at GTOs close up, asking about reserves and generally getting an idea of where prices are today. Of course, we also look through *Hemmings Motor News*, the classified bible, each month. Once we laid out a list of all the GTOs, we fit the prices in place like so many pieces of a jigsaw puzzle.

GTOs must be factory original to rate the value listed

here. A Judge convertible that came factory stock with a Ram Air III engine can never be changed over to a Ram Air IV and be considered original. But if the chassis originally came with a Ram Air IV that is missing or used up, it is perfectly legal to install a replacement block and not seriously damage the car's value.

We have charted values according to five different condition codes, from 1 to 5—a system developed by *Old Cars Weekly*. The No. 1 condition cars, which are fully restored or mint originals, are the easiest to price because they are complete. From No. 2 codes on down, condition is not always easy to determine. But that's okay if you remember that these figures are ballpark estimates.

Keep in mind that these prices are for complete cars. If your GTO is missing parts, to arrive at an approximate value, subtract the purchase price of the missing parts from the charted value. Rusty Goats also rate incomplete, and can be priced by deducting the cost of repair. Mildly modified cars can be priced by deducting the cost of returning them to stock.

Condition codes

1. Fully restored or excellent original with slight to no wear.
2. Fully restored or excellent original with minor wear.
3. Partially restored or good original.
4. Unrestored or older restoration with obvious wear.
5. Unrestored or older restoration with major wear; may be a basket case, but is mostly complete.

Note: Restored cars must have detailed undercarriages and engine compartments. A repaint and new interior do not count as a total restoration.

1964 LeMans With GTO Option

Body Style	Eng./Trans	HP/Option	1	2	3	4	5	
Sport	389-4V/3-spd.	325/Standard	9,500	6,950	5,700	3,800	2,550	
	Coupe	389-4V/auto	325/Standard	10,000	7,350	6,000	4,000	2,650
		389-4V/4-spd.	325/Standard	12,500	9,150	7,500	5,000	3,350
		389-6V/3-spd.	348/Tri-Power	10,500	7,700	6,300	4,200	2,800
		389-6V/auto	348/Tri-Power	12,000	8,800	7,200	4,800	3,200
389-6V/4-spd.	348/Tri-Power	14,500	10,600	8,700	5,800	3,850		
Hardtop	389-4V/3-spd.	325/Standard	10,000	7,350	6,000	4,000	2,650	
	389-4V/auto	325/Standard	10,500	7,700	6,300	4,200	2,800	
	389-4V/4-spd.	325/Standard	13,000	9,500	7,800	5,200	3,450	
	389-6V/3-spd.	348/Tri-Power	11,000	8,050	6,600	4,200	2,950	
	389-6V/auto	348/Tri-Power	12,500	9,150	7,500	5,000	3,350	
389-6V/4-spd.	348/Tri-Power	15,000	11,000	9,000	6,000	4,000		
Convertible	389-4V/3-spd.	325/Standard	15,500	11,400	9,300	6,200	4,150	
	389-4V/auto	325/Standard	16,500	12,100	9,900	6,600	4,400	
	389-4V/4-spd.	325/Standard	18,500	13,550	11,100	7,400	4,950	
	389-6V/3-spd.	348/Tri-Power	19,000	13,900	11,400	7,600	5,050	
	389-6V/auto	348/Tri-Power	21,000	15,400	12,600	8,400	5,600	
	389-6V/4-spd.	348/Tri-Power	25,000	18,300	15,000	10,000	6,700	

1965 LeMans With GTO Option

Body Style	Eng./Trans	HP/Option	1	2	3	4	5	
Sport	389-4V/3-spd.	335/Standard	11,500	8,450	6,900	4,600	3,050	
	Coupe	389-4V/auto	335/Standard	12,000	8,800	7,200	4,800	3,200
		389-4V/4-spd.	335/Standard	14,500	10,600	8,700	5,800	3,850
		389-6V/3-spd.	360/Tri-Power	12,500	9,150	7,500	5,000	3,350
		389-6V/auto	360/Tri-Power	14,000	10,300	8,400	5,600	3,750
389-6V/4-spd.	360/Tri-Power	16,500	12,100	9,900	6,600	4,400		
Hardtop	389-4V/3-spd.	335/Standard	12,000	8,800	7,200	4,800	3,200	
	Coupe	389-4V/auto	335/Standard	12,500	9,150	7,500	5,000	3,350
Convertible	389-4V/4-spd.	335/Standard	15,000	11,000	9,000	6,000	4,000	
	389-6V/3-spd.	360/Tri-Power	13,000	9,500	7,800	5,200	3,450	
	389-6V/auto	360/Tri-Power	14,500	10,600	8,700	5,800	3,850	
	389-6V/4-spd.	360/Tri-Power	17,000	11,400	9,300	6,200	4,150	
	389-4V/3-spd.	335/Standard	17,500	13,500	11,100	7,400	4,950	
Convertible	389-4V/auto	335/Standard	18,500	13,500	11,100	7,400	4,950	
	389-4V/4-spd.	335/Standard	20,500	15,000	12,300	8,200	5,500	
	389-6V/3-spd.	360/Tri-Power	22,000	16,200	13,200	8,800	5,850	
	389-6V/auto	360/Tri-Power	24,000	17,600	14,400	9,600	6,400	
	389-6V/4-spd.	360/Tri-Power	28,000	20,500	16,800	11,200	7,500	

1966 GTO

Body Style	Eng./Trans	HP/Option	1	2	3	4	5
Sport	389-4V/3-spd.	335/Standard	10,500	7,700	6,300	4,200	2,800
Coupe	389-4V/auto	335/Standard	11,000	8,050	6,600	4,400	3,800
	389-4V/4-spd.	335/Standard	13,500	9,900	8,100	5,400	3,600
	389-6V/3-spd.	360/Tri-Power	11,500	8,450	6,900	4,600	3,050
	389-6V/auto	360/Tri-Power	13,000	9,500	7,800	5,200	3,450
	389-6V/4-spd.	360/Tri-Power	15,500	11,400	9,300	6,200	4,150
Hardtop	389-4V/3-spd.	335/Standard	11,000	8,050	6,600	4,400	2,950
Coupe	389-4V/auto	335/Standard	11,500	8,450	6,900	4,600	3,050
	389-4V/4-spd.	335/Standard	14,000	10,300	8,400	5,600	3,750
	389-6V/3-spd.	360/Tri-Power	12,000	8,800	7,200	4,800	3,200
	389-6V/auto	360/Tri-Power	13,500	9,900	8,100	5,400	3,600
	389-6V/4-spd.	360/Tri-Power	16,000	11,750	9,600	6,400	4,350
Convertible	389-4V/3-spd.	335/Standard	17,000	12,500	10,200	6,800	4,550
	389-4V/auto	335/Standard	17,500	12,800	10,500	7,000	4,650
	389-4V/4-spd.	335/Standard	19,500	14,300	11,700	7,800	5,200
	389-6V/3-spd.	360/Tri-Power	20,500	15,000	12,300	8,200	5,450
	389-6V/auto	360/Tri-Power	22,500	16,500	13,500	9,000	6,000
	389-6V/4-spd.	360/Tri-Power	26,500	19,500	15,900	10,600	7,100

1967 GTO

Body Style	Eng./Trans	HP/Option	1	2	3	4	5
Sport	400-4V/3-spd.	335/Standard	10,000	7,350	6,000	4,000	2,650
Coupe	400-4V/THM	335/Standard	14,000	10,300	8,400	5,600	3,750
	400-4V/4-spd.	335/Standard	12,000	8,800	7,200	4,800	3,200
	400-2V/THM	280/Step-Down	7,500	5,500	4,500	3,000	2,000
	400-4V/3-spd.	360/HO	9,000	6,600	5,400	3,600	2,400
	400-4V/THM	360/HO	11,000	8,050	6,600	4,400	2,950
	400-4V/4-spd.	360/HO	12,000	8,800	7,200	4,800	3,200
	400-4V/THM	360/Ram Air	13,000	9,500	7,800	5,200	3,450
	400-4V/4-spd.	360/Ram Air	14,000	10,300	8,400	5,600	3,750
Hardtop	400-4V/3-spd.	335/Standard	10,500	7,700	6,900	4,200	2,800
Coupe	400-4V/THM	335/Standard	11,500	8,450	6,900	4,600	3,050
	400-4V/4-spd.	335/Standard	12,500	9,150	7,500	5,000	3,350
	400-2V/THM	280/Step-Down	8,000	5,750	4,800	3,200	2,150
	400-4V/3-spd.	360/HO	9,500	6,950	5,700	3,800	2,550
	400-4V/THM	360/HO	11,500	8,450	6,900	4,600	3,050
	400-4V/4-spd.	360/HO	12,500	9,150	7,500	5,000	3,350
	400-4V/THM	360/Ram Air	13,500	9,900	8,100	5,400	3,600
	400-4V/4-spd.	360/Ram Air	14,500	10,600	8,700	5,800	3,850
Convertible	400-4V/3-spd.	335/Standard	14,500	10,600	8,700	5,800	3,850
	400-4V/THM	335/Standard	16,000	11,750	9,600	6,400	4,250
	400-4V/4-spd.	335/Standard	17,000	12,500	10,200	6,800	4,550
	400-2V/THM	280/Step-Down	14,000	10,300	8,400	5,600	3,750
	400-4V/3-spd.	360/HO	16,500	12,100	9,900	6,600	4,400
	400-4V/THM	360/HO	18,500	13,500	11,000	7,400	4,950
	400-4V/4-spd.	360/HO	22,500	16,500	13,500	9,000	6,000
	400-4V/THM	360/Ram Air	23,500	17,200	14,000	9,400	6,300
	400-4V/4-spd.	360/Ram Air	24,500	18,000	14,700	9,800	6,500

1968 GTO

Body Style	Eng./Trans	HP/Option	1	2	3	4	5
Hardtop	400-4V/3-spd.	350/Standard	7,500	5,500	4,500	3,000	2,000
Coupe	400-4V/THM	350/Standard	9,500	6,600	5,400	3,600	2,400
	400-4V/4-spd.	350/Standard	10,000	7,350	6,000	4,000	2,650
	400-2V/THM	265/Step-Down	7,000	5,150	4,200	2,800	1,850
	400-4V/3-spd.	350/HO	8,000	5,850	4,800	3,200	2,150
	400-4V/THM	350/HO	9,750	7,150	5,850	3,900	2,600
	400-4V/4-spd.	350/HO	10,500	7,700	6,300	4,200	2,800
	400-4V/THM	360/Ram Air	13,500	9,900	8,100	5,400	3,600
	400-4V/4-spd.	360/Ram Air	14,500	10,600	8,700	5,800	3,850
Convertible	400-4V/3-spd.	350/Standard	15,500	11,400	9,300	6,200	4,150
	400-4V/THM	350/Standard	16,000	11,700	9,600	6,400	4,300
	400-4V/4-spd.	350/Standard	16,500	12,100	9,900	6,600	4,400
	400-2V/THM	265/Step-Down	14,500	10,600	8,700	5,800	3,850
	400-4V/3-spd.	350/HO	16,000	11,700	9,600	6,400	4,300
	400-4V/THM	350/HO	16,500	12,100	9,900	6,600	4,400
	400-4V/4-spd.	350/HO	17,000	12,500	10,200	6,800	4,550
	400-4V/THM	360/Ram Air	19,000	14,300	11,700	7,800	5,200
	400-4V/4-spd.	360/Ram Air	19,500	14,300	11,700	7,800	5,200

1969 GTO

Body Style	Eng./Trans	HP/Option	1	2	3	4	5
Hardtop	400-4V/3-spd.	350/Standard	7,500	5,500	4,500	3,000	2,000
Coupe	400-4V/THM	350/Standard	9,000	6,600	5,400	3,600	2,400
	400-4V/4-spd.	350/Standard	10,000	7,350	6,000	4,000	2,650
	400-2V/THM	265/Step-Down	7,000	5,150	4,200	2,800	1,850
	400-4V/3-spd.	366/Ram Air III	9,000	6,600	5,400	3,600	2,400
	400-4V/THM	366/Ram Air III	11,500	8,450	6,900	4,600	3,050
	400-4V/4-spd.	366/Ram Air III	11,000	8,050	6,600	4,400	2,950
	400-4V/THM	370/Ram Air IV	15,000	11,000	9,000	6,000	4,000
	400-4V/4-spd.	370/Ram Air IV	16,000	11,700	9,600	6,400	4,300
Convertible	400-4V/3-spd.	350/Standard	15,500	11,400	9,300	6,200	4,150
	400-4V/THM	350/Standard	16,500	12,100	9,900	6,600	4,400
	400-4V/4-spd.	350/Standard	16,500	12,100	9,900	6,600	4,400
	400-2V/THM	265/Step-Down	14,500	10,600	8,700	5,800	3,850
	400-4V/3-spd.	366/Ram Air III	16,500	12,100	9,900	6,600	4,400
	400-4V/THM	366/Ram Air III	17,000	12,500	10,200	6,800	4,550
	400-4V/4-spd.	366/Ram Air III	17,500	12,800	10,500	7,000	4,650
	400-4V/THM	370/Ram Air IV	28,000	21,000	17,000	11,000	7,500
	400-4V/4-spd.	370/Ram Air IV	29,000	21,500	17,400	11,600	7,750
Judge	400-4V/THM	366/Ram Air III	16,000	11,700	9,600	6,400	4,300
Coupe	400-4V/4-spd.	366/Ram Air III	17,000	12,500	10,200	6,800	4,550
	400-4V/THM	370/Ram Air IV	16,500	12,100	9,900	6,600	4,400
	400-4V/4-spd.	370/Ram Air IV	22,000	16,000	13,200	8,800	6,000

Judge	400-4V/THM	366/Ram Air III	45,000	35,000	27,000	20,600	18,000
Convertible	400-4V/4-spd.	366/Ram Air III	50,000	40,000	32,000	27,000	20,000
	400-4V/THM	370/Ram Air IV	70,000	60,000	50,000	45,000	40,000
	400-4V/4-spd.	370/Ram Air IV	75,000	65,000	60,000	50,000	45,000

1970 GTO

Body Style	Eng./Trans	HP/Option	1	2	3	4	5
Hardtop	400-4V/3-spd.	350/Standard	8,000	5,850	4,800	3,200	2,150
Coupe	400-4V/THM	350/Standard	9,500	6,950	5,700	3,800	2,550
	400-4V/4-spd.	350/Standard	10,500	7,700	6,300	4,200	2,800
	455-4V/3-spd.	370/L75	7,500	5,500	4,500	3,000	2,000
	455-4V/THM	370/L75	8,500	6,250	5,100	3,400	2,250
	455-4V/4-spd.	370/L75	8,500	6,250	5,100	3,400	2,250
	400-4V/3-spd.	366/Ram Air III	10,000	7,350	6,000	4,000	2,650
	400-4V/THM	366/Ram Air III	11,000	8,050	6,600	4,400	2,950
	400-4V/4-spd.	366/Ram Air III	12,000	8,800	7,200	4,800	3,200
	400-4V/THM	370/Ram Air IV	16,000	11,750	9,600	6,400	4,250
	400-4V/4-spd.	370/Ram Air IV	17,000	12,500	10,200	6,800	4,550
Convertible	400-4V/3-spd.	350/Standard	15,500	11,400	9,300	6,200	4,150
	400-4V/THM	350/Standard	17,000	12,500	10,200	6,800	4,550
	400-4V/4-spd.	350/Standard	17,500	13,850	11,100	7,400	4,950
	455-4V/3-spd.	370/L75	16,000	11,750	9,600	6,400	4,250
	455-4V/THM	370/L75	17,500	13,850	11,100	7,400	4,950
	455-4V/4-spd.	370/L75	18,000	13,200	10,800	7,200	4,800
	400-4V/3-spd.	366/Ram Air III	18,500	13,500	11,100	7,400	4,950
	400-4V/THM	366/Ram Air III	19,000	13,900	11,400	7,600	5,100
	400-4V/4-spd.	366/Ram Air III	19,500	14,300	11,700	7,800	5,200
	400-4V/THM	370/Ram Air IV	32,000	23,500	19,200	12,800	8,500
	400-4V/4-spd.	370/Ram Air IV	33,000	24,200	19,800	13,200	8,800

Judge	400-4V/THM	366/Ram Air III	17,000	12,500	10,300	6,800	4,550
Hardtop	400-4V/4-spd.	366/Ram Air III	18,000	13,200	10,800	7,200	4,800
	400-4V/THM	370/Ram Air IV	18,000	13,200	10,800	7,200	4,800
	400-4V/4-spd.	370/Ram Air III	19,000	13,900	11,400	7,600	5,100
	455-4V/THM	370/L75	No Records				
	455-4V/4-spd.	370/L75	No Records				
Judge	400-4V/4-spd.	366/Ram Air III	55,000	45,000	32,000	27,000	17,500
Convertible	400-4V/THM	370/Ram Air IV	80,000	70,000	60,000	55,00	

1971 GTO

Body Style	Eng./Trans	HP/Option	1	2	3	4	5
Hardtop	400-4V/3-spd.	300/Standard	7,500	5,500	4,500	3,000	2,000
Coupe	400-4V/THM	300/Standard	9,000	6,600	5,400	3,600	2,400
	400-4V/4-spd.	300/Standard	10,000	7,350	6,000	4,000	2,650
	455-4V/THM	325/L75	9,500	6,950	5,700	3,800	2,550
	455-4V/3-spd.	335/HO	8,500	6,250	5,100	3,400	2,250
	455-4V/THM	335/HO	10,000	7,350	6,000	4,000	2,650
	455-4V/4-spd.	335/HO	18,500	13,550	11,100	7,400	4,950
Convertible	400-4V/3-spd.	300/Standard	15,000	11,000	9,000	6,000	4,000
	400-4V/THM	300/Standard	16,500	12,100	9,900	6,600	4,400
	400-4V/4-spd.	300/Standard	17,000	12,500	10,200	6,800	4,550
	455-4V/THM	325/L75	17,000	12,500	10,200	6,800	4,550
	455-4V/3-spd.	335/HO	18,000	13,200	10,800	7,200	4,800
	455-4V/THM	335/HO	18,500	13,550	11,100	7,400	4,950
Judge	455-4V/THM	335/HO	16,500	12,100	9,900	6,660	4,400
	455-4V/4-spd.	335/HO	17,500	14,500	10,500	7,000	4,650
Judge	455-4V/THM	335/HO	60,000	50,000	37,500	30,000	25,000
Convertible	455-4V/4-spd.	335/HO	65,000	55,000	42,500	35,000	30,000

1973 LeMans With GTO Option

Body Style	Eng./Trans	HP/Option	1	2	3	4	5
Coupe	400-4V/3-spd.	230/Standard	5,000	3,650	3,000	2,000	1,350
	400-4V/THM	230/Standard	6,500	4,750	3,900	2,600	1,750
	400-4V/4-spd.	230/Standard	7,000	5,150	4,200	2,800	1,850
	455-4V/THM	250/L75	7,000	5,150	4,200	2,800	1,850
Sport	400-4V/3-spd.	230/Standard	5,000	3,650	3,000	2,000	1,350
Coupe	400-4V/THM	230/Standard	6,500	4,750	3,900	2,600	1,750
	400-4V/4-spd.	230/Standard	7,000	5,150	4,200	2,800	1,850
	455-4V/THM	250/L75	7,000	5,150	4,200	2,800	1,850

1974 Ventura With GTO Option

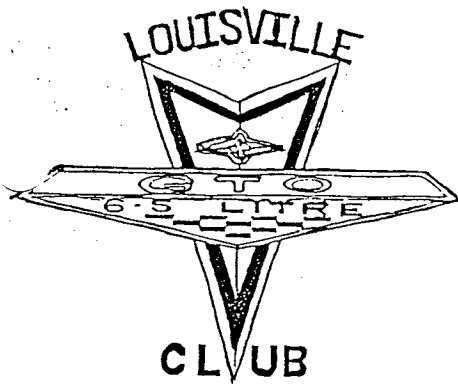
Body Style	Eng./Trans	HP/Option	1	2	3	4	5
Notchback	350-4V/3-spd.	200/Standard	5,500	4,050	3,300	2,200	1,450
Coupe	350-4V/THM	200/Standard	6,000	4,400	3,600	2,400	1,900
	350-4V/4-spd.	200/Standard	6,500	4,750	3,900	2,600	1,750
Hatchback	350-4V/3-spd.	200/Standard	5,500	4,050	3,300	2,200	1,450
Coupe	350-4V/THM	200/Standard	6,000	4,400	3,600	2,400	1,900
	350-4V/4-spd.	200/Standard	6,500	4,750	3,900	2,600	1,750

1972 LeMans With GTO Option

Body Style	Eng./Trans	HP/Option	1	2	3	4	5
Hardtop	400-4V/3-spd.	250/Standard	6,500	4,750	3,900	2,600	1,750
Coupe	400-4V/THM	250/Standard	8,000	5,850	4,800	3,200	2,150
	400-4V/4-spd.	250/Standard	9,000	6,600	6,500	3,600	2,400
	455-4V/THM	250/L75	8,500	6,250	5,100	3,400	2,250
	455-4V/THM	300/HO	9,000	6,600	6,500	3,600	2,400
	455-4V/4-spd.	300/HO	10,500	7,700	6,300	4,200	2,800
Coupe	400-4V/3-spd.	250/Standard	6,500	4,750	3,900	2,600	1,750
	400-4V/THM	250/Standard	8,000	5,850	4,800	3,200	2,150
	400-4V/4-spd.	250/Standard	9,000	6,600	6,500	3,600	2,400
	455-4V/THM	250/L75	8,500	6,250	5,100	3,400	2,250
	455-4V/THM	300/HO	9,000	6,600	6,500	3,600	2,400
455-4V/4-spd.	300/HO	10,500	7,700	6,300	4,200	2,800	



FROM LEFT TO RIGHT: PRESIDENT: JIM EVANS, TREASURER: RICHARD WHALEY, SECRETARY: NANCY WHALY, DIRECTORS: NEAL BLANKENSHIP & DAVE BENSON, NOT SHOWN: VICE PRESIDENT: JEFF INSKEEP, DIRECTOR: ANDY SYRKIN



Louisville Pontiac GTO Club, Inc.

P. O. Box 99185

Louisville, Kentucky 40269-0185

TO: Jim Evans, Pres. Central Ohio GTO's.

FROM: Frank Spitzer, Asst. Parking Lot/Vendor Chairman

DATE: May 15, 1991

SUBJECT: GTOAA Nationals '91'

The purpose of this letter is to recruit help at the GTOAA Nationals this year. With between 500-600 cars expected, the Executive Inn Parking Lot should be nothing short of "hectic".

We have (7) parking lot "stations" to man to direct car owners and vendors to their proper locations. All "stations" will be in touch with each other via portable radios. The parking lot Supervisor will, in turn, be in touch with the meet chairman via another set of radios. This way, full communication will be in effect throughout the meet area, and the metro-Louisville area.

Also needed are volunteers for security at the two entrances to the motel lot, and (2) roaming security personnel to assist (2) Louisville Police Officers and a motel security guard to patrol the parking lot from 6:00 PM to 6:00 AM, Thursday, Friday, and Sat., June 19, 20, and 21st. The parking lot will be fenced in so security should be no problem, but, better safe than sorry.

Enclosed are the work schedules for these areas. Please ask your club members for their support by filling in the time slots they would like to work. Please return your club work schedule to me by June 11, 1961.

As in most other events, "The More, The Merrier".

I look forward to meeting you and seeing your car @ the Nationals.

Sincerely,

Frank Spitzer
104 Hillcrest Ave.
Louisville, Ky., 40206
Phone: #896-9067 Area Code. (502)

GTO & VENDOR PARKING SCHEDULE

WEDNESDAY: 6/19/91
Shift (1) 4:00 PM - 8:00 PM

Thursday: 6/20/91
Shift (1) 9:00 AM - 12:00 PM
Shift (2) 12:00 PM - 3:00 PM
Shift (3) 3:00 PM - 6:00 PM

FRIDAY: 6/21/91
Shift (1) 7:30 AM - 9:00 AM

PARKING LOT SECURITY SCHEDULE

THURSDAY: 6/20/91 6 People per shift
Shift (1) 6:00 PM - 9:00 PM
Shift (2) 9:00 PM - 12:00 AM
Shift (3) 12:00 AM - 3:00 AM
Shift (4) 3:00 AM - 6:00 AM

FRIDAY: 6/21/91 (4 - 6) people per shift
Shift (1) 9:00 AM - 12:00 PM
Shift (2) 12:00 PM - 3:00 PM
Shift (3) 3:00 PM - 6:00 PM
Shift (4) 6:00 PM - 9:00 PM
Shift (5) 9:00 PM - 12:00 AM
Shift (6) 12:00 AM - 3:00 AM
Shift (7) 3:00 AM - 6:00 AM

SATURDAY: 6/22/91 6 People per shift
Shift (1) 6:00 AM - 9:00 AM
Shift (2) 9:00 AM - 12:00 PM
Shift (3) 12:00 PM - 3:00 PM
Shift (4) 3:00 PM - 6:00 PM
Shift (5) 6:00 PM - 9:00 PM
Shift (6) 9:00 PM - 12:00 PM
Shift (7) 12:00 PM - 3:00 AM
Shift (8) 3:00 AM - 6:00 AM

CRUISE'S AND SHOWS

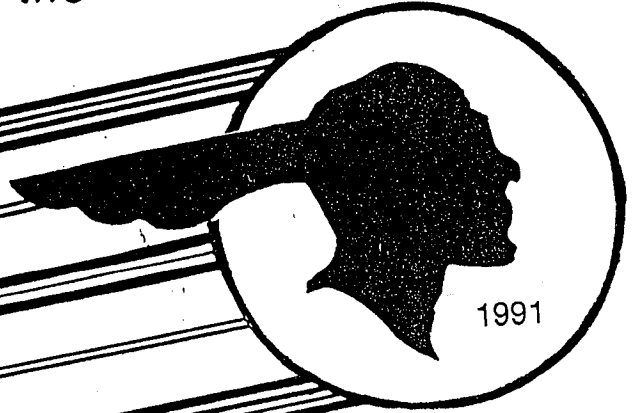
- JUNE 8TH ARBY'S STRINGTOWN RD.
GROVE CITY, OH (6-10)
- 8TH 1147 N. MEMORIAL DR.
LANCASTER, OH (6-11)
- 8TH GRACELAND SHP CENTER
N. HIGH ST.
COLUMBUS, OH 614-885-5949
- 8TH RTE. #23
1 MI. SOUTH OF DELAWARE
DELAWARE, OH (REG. \$2)
(10 CLASSES) (REG 5/6:30PM)
- 8TH AUTO RAMA ROD & CUSTOM SHOW
PARSONS & LIVINGSTON (REG FREE)
AT KROGERS (REG 10AM TO NOON)
COLUMBUS, OH 614-444-1426
- 9TH CONTINENTAL CLASSIC CAR SHOW
I-71 & RT.161 (THE CONTINENT)
COLUMBUS, OH 614-263-5212
- 9TH SISTERS CHICKEN (REG \$2)
RT. 161 & DUBLIN RD
DUBLIN, OH (SHOW NOON-5PM)
- 14TH K-MART (6-10)
BRICE RD & MAIN ST
REYNOLDSBURG, OH
- 14TH CONSUMER SQ. WEST
W. BROAD & WILSON RD
COLUMBUS, OH (6-10)
- 15TH BURGER KING (6-?)
RTS 33 & 36
MARYSVILLE, OH
- 15TH ALL PONTIAC "INDIAN UPRISING"
2900 MORSE RD. (REG. 8-NOON)
COLUMBUS, OH (ENTRY \$10.)
614-927-5302
- 15TH HERITAGE CLASSIC CAR SHOW
DOWNTOWN AREA (REG.9A-1P)
LANCASTER, OH (ENTRY \$5)
614-653-8336
- 15TH RIVER VALLEY MALL - SEARS
LANCASTER, OH (REG.6-10PM)
614-653-8336
- 15TH KROGER
RT. 161 & CLEVELAND AVE.
RAINTREE CENTER
COLUMBUS, OH (REG 6-10PM)
- 16TH BOB EVANS CRUISE IN
I-270 & E. MAIN ST.
REYNOLDSBURG, OH
(REG 10-2PM) (ENTRY \$3)
- 19TH-22TH GTOAA INTERNATIONAL MEET
EXECUTIVE INN
978 PHILLIPS LANE
LOUISVILLE, KY
- 22ND EARTH ANGEL SUPER CRUISE
LANCASTER TO MARYSVILLE
START RIVER VALLEY MALL
LANCASTER, OH 614-881-5089
- 23RD SUMMER SHOW 91
RT 79 & HOPEWELL DR.
NEWARK, OH 614-476-3585
- 29TH UAW LOCAL 969
3761 HARDING DR.
COLUMBUS, OH (STARTS 6PM)
614-275-5208 DAYS
- 30TH NEW HANOVER PARK CAR SHOW
RT. 16 EAST OF NEWARK
NEWARK, OH (REG 10A-1P)
614-366-6590
- JULY 4TH FAIRFIELD COUNTY FAIRGROUNDS
LANCASTER, OH (2-6PM)
614-653-8336
- 6TH I-270 & HAMILTON RD.
COLUMBUS, OH (7PM TIL ??)
- 6TH ARBY'S (6-10PM)
BRICE & LIVINGSTON
REYNOLDSBURG, OH
614-237-4569 NIGHTS
- 12TH FRIDAY NIGHT CRUZIN'
CONSUMER SQ. WEST
BROAD ST & WILSON RD.
COLUMBUS, OH (6-10PM)

THE GTO ASSOCIATION OF CENTRAL OHIO
invites you to attend the

7th Annual
ALL PONTIAC

INDIAN UPRISING

SHOW'um • SWAP'um



DASH PLAQUES

JUNE 15, 1991

AT **DENNIS**
PONTIAC

Sponsored By

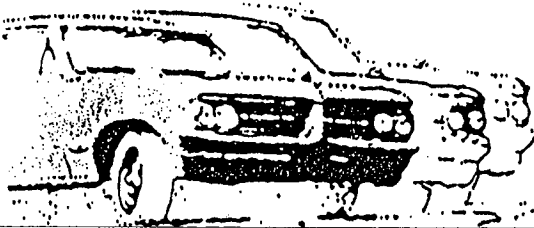
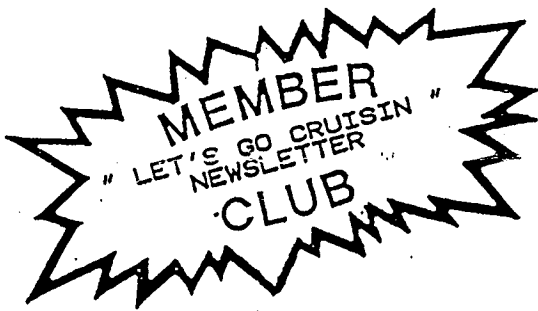
2900 MORSE ROAD
COLUMBUS, OHIO 43231

REGISTRATION 8:00 - 12:00
SHOW JUDGING 12:00 - 5:00
SWAP MEET All Day

NO ALCOHOLIC BEVERAGES PLEASE

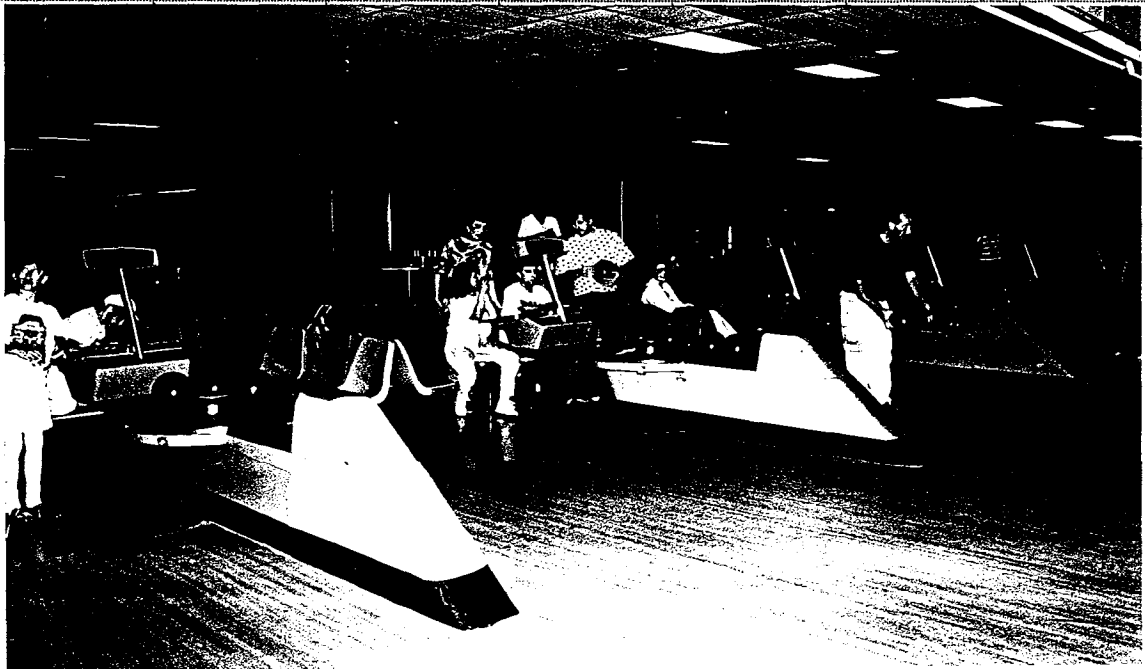
For more information call: 614/927-5302 or write to:

The GTO Association of Central Ohio P.O. Box 215 Lithopolis, OH 431



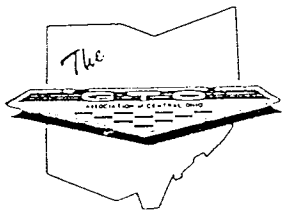
2ND ANNUAL BOWLING PARTY APRIL 27, 1991

NAME	1ST GAME	2ND GAME	3RD GAME	4TH GAME	5TH GAME	TOTAL
RICHARD WHALEY	190 DONNA	165 JAN	125 LYNN	118 NANCY	180	778 *1ST*
DAVE BENSON	121 JAN	157 LYNN	183 NANCY	150	132 DONNA	743 *2ND*
JERRY BROWNFIELD	176	138 NANCY	141 LYNN	122 DONNA	148 JAN	725
RON LANDIS	110 LYNN	142	162 DONNA	150 JAN	159 NANCY	723
JEFF INSKEEP	139 NANCY	97 DONNA	140 JAN	100 LYNN	137	613
NANCY WHALEY	139 JEFF	138 JERRY	183 DAVE	118 RICHARD	159 RON	737 *1ST*
JAN BENSON	121 DAVE	165 RICHARD	140 JEFF	150 RON	148 JERRY	724 *2ND*
DONNA LANDIS	190 RICHARD	97 JEFF	162 RON	122 JERRY	132 DAVE	702
LYNN INSKEEP	110 RON	157 DAVE	125 RICHARD	100 JEFF	141 JERRY	633



The monthly parts (for sale and or needed) section is free of charge for GTOACO members. If you have an ad you would like to be run please send it (preferably typed) to Jim Evans 13791 Cable Rd, Pataskala, OH 43062.

FOR SALE: F-70 14 "NEW" RED LINE TIRES SET OF 4 FROM
COKER TIRE COMPANY \$390: SAVE SHIPPING CALL
GEOFF LUDWIG: 614-863-4354 (6-9PM) OR
614-860-4151 (8-5 DAYS)



Paw Prints

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