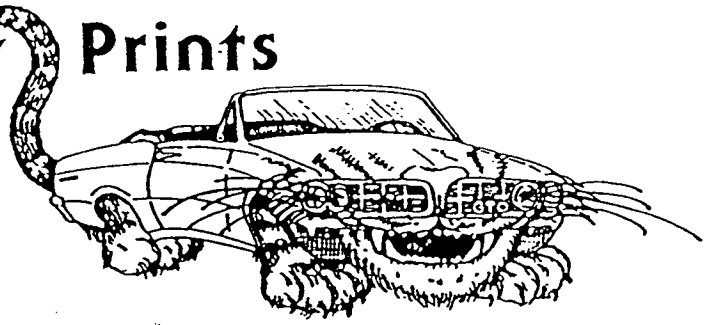


# Paw Prints



A Publication of the GTO Association of Central Ohio

MARCH 1995

To all my GTO friends,

First of all I would like to thank Dennis Pontiac for letting the club use their dealership for our swap meet. To Keith, Arron and their staff the GTOACO thanks you! We couldn't have picked a better day. We had more vendors with lots of parts. I would like to thank all the club members who came and helped at the swap. It is good to see our club members there, it takes this kind of support to pull off this event.

The next club meeting will be March 8th at Dennis Pontiac. This meeting will have a tech session that will feature Steve Schaeffer showing us how to rebuild a carburetor. We are going to start having tech sessions and at our April meeting Steve will be rebuilding a 4 speed. Be sure to attend these meetings, a good turn out is a great way to thank Steve for all the time and thought he puts into his presentations.

Any club member that their membership expired in January this will be your last newsletter. If you plan to remain a member please send in you dues. We do not want to lose any member. Give me a call if there is any thing to discuss.

Spring Show is just around the corner. We will be discussing the possibility of changing the date as to not conflict with the Royal Pontiac Nationals.

See you at the meeting,

# PLEASE WELCOME TO OUR CLUB

ELZIE and CONNIE ORDERS  
442 LAKEVIEW DR.  
JOHNSTOWN, OH. 43031  
1965 GTO

PRESIDENT: JIM EVANS

V. PRESIDENT: JEFF INSKEEP

SECRETARY: NANCY WHALEY

TREASURER: RICHARD WHALEY

DIRECTOR'S: KEVIN JOHNSTON  
TWO YEAR DONNA LANDIS

DIRECTOR: STEVE SALERNO  
ONE YEAR

MAR. 8TH REGULAR MEETING  
DENNIS PONTIAC  
2900 MORSE RD.  
COLUMBUS, OHIO  
7:00 PM.

JUNE 11TH SPRING SHOW  
DENNIS PONTIAC  
2900 MORSE RD.  
COLUMBUS, OHIO

February 8, 1995 GTOACO Meeting

Those in attendance were Dan Gregory & son, Ron, Donna, Kevin Landis, Bill Hartley, Frank Block, Nancy Whaley, Jim Evans, Dave Benson, Steve Salerno, Jim Lowery.

Thanks was given to Ron & Donna Landis for having the holiday party, which once again fell on a snowy night but we had a great time and lots of good food and door prizes.

Tech session is scheduled for April meeting on 4 speed transmission either tearing apart or putting back together. March meeting is 4 bbl. carb rebuilding.

Swap meeting Kevin stated had 6 spaces left using both buildings Frank Block will check with Johnson catering to see if truck will stop and or stay. Donuts will be provided.

Spring show (June 11) flyers will be at swap meet. Nancy is to call Jimmys Jawbreakers, club will furnish pop for members and judges. Food for judges will be sandwich at stand. Bill Hartley suggested asking Firebird people to help judge firebirds. We will be breaking up Firebird classes this year. 67-74, 75-81, 82-89, 90-95.

Nationals is July 10-14 at Niagria Falls.

Frank Block reported on trip to Marietta Date is May 20th a Saturday. We can go to glass factory. Frank will get 10 rooms for Saturday night. Anyone interested in going need to let Jim Evans know 927-5302.

Stouffers July 22 great show. if we preregister with 15 cars get reserved spot. Jim suggested club go ahead and set up that 15 cars will be registered and the club will pay this bill and the cars that come will reimburse the club \$10.00 each. Dan Gregory made motion that any member who wins a trophy at Stouffers (legally) should have their registration fee reimbursed by the club. Dave Benson seconded this motion and motion carried.

Dave Benson presented info on Earth Angel Cruise from Lancaster to Marysville. Starts at River Valley Mall in Lancaster. It was decided to place ad in brochure for a quarter page ad for \$50.00 to read Best Wishes from Gto Association of Central Ohio with our log in middle and call 927-5302 for membership information. Nancy will take care of this.

50/50 winner was Steve Salerno. Door prize winner was Dan Gregory's son Dan the II a spotlitter light.

In order to fill out sheet from National organization Nancy needs everyone's GTOAA number. Please call her at 614-837-4372 and give her your number. Our club could get an award if we have a percentage of members that are GTOAA members.

If you need an application please call Nancy and see will see that you get this information ASAP.

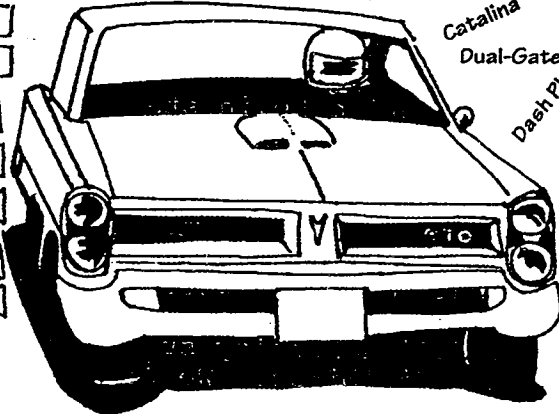
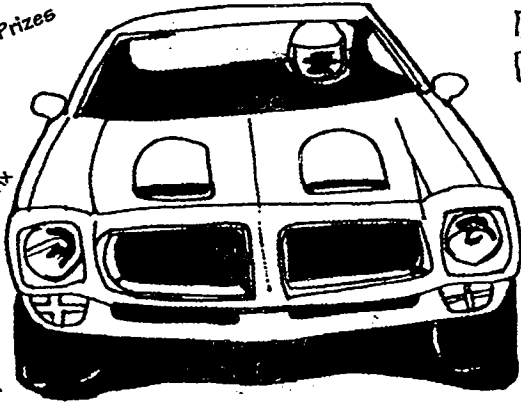
Need this information by April 15, 95. Thanks

Searching for a lost photo album. If you know where the club's photo album is please please call Nancy 614 837-4372.

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**JUNE 10, 1995  
ALL PONTIAC DRAGS**  
At: Milan International Dragway  
Milan, Michigan US-23, Exit #25 Plank & Snell Rd.

**JUNE 11, 1995  
ALL PONTIAC SHOW AND SWAP MEET**  
At: Red Holman Pontiac  
Westland, Michigan @ Ford Rd. & Wayne Rd. (east of I-275)

Admission	At Gate Only
Race Car (w/driver)	\$15.00 each
Spectators (under 12 free)	\$10.00 each
<b>GATES OPEN AT NOON</b>	

Vendor Set-up:	Starts at 7 a.m.	
Spectator Gate:	Opens at 8 a.m.	
Car Registration:	8 a.m. - 11 a.m.	
Voting:	11 a.m. - 1 p.m.	
Admission	Pre-Registration	At Gate
Per-car (w/driver)	\$10.00	\$12.00
Per Spectator (under 12 free)	—	\$2.00

## **SPECIAL GUESTS** And Presentations by **THE HURST SHIFTY DOCTOR, JACK "DOC" WATSON** & **PONTIAC HISTORIAN, JOHN SAWRUK**

for further details call - (810) 855-6291 or (517) 265-8778

**Pre-registration form deadline - May 30, 1995**

Name \_\_\_\_\_ Please check one  Original or factory stock (up to 3 changes)  
 Street Rod / Pro Street  
 Custom  
 Address \_\_\_\_\_  
 City, State, Zip \_\_\_\_\_  
 Model \_\_\_\_\_ Year \_\_\_\_\_  Hard Top / Coupe  Convertible Cost:  \$10.00  
 Swap Spaces: Number of 10' x 40' spaces needed \_\_\_\_\_ x \$10.00= \_\_\_\_\_ Total enclosed \_\_\_\_\_

Make checks payable to: Royal Pontiac Club of America, P.O. Box 593, Keego Harbor, MI 48320

## Camming Your High Performance Street Engine

Only you can decide what cam to purchase for your street driven high performance car. Check out the lift, duration, and overlap specs. Use the cam duration at .050 lift as a basis of comparison between manufacturers. Read the ads carefully. A cam with a "good" idle will work fine with a stock convertor and power brakes. A cam with a "fair" idle means it will sound healthy, it will still have enough vacuum at idle to operate power brakes, but you may need a convertor with a stall speed 500 or 600 over stock. Be careful with a cam advertised as rough idle and powerful mid to upper range torque. It will shake your teeth out at a traffic light. It will require a vacuum reservoir to operate the power brakes, a high stall speed convertor and a low rear end gear. Do not over cam your street driven car. Remember that 95% of your driving is for daily transportation.

Install your new cam with new lifters, new timing chain set, and the proper assembly lube. Install your cam straight up using the factory timing gears and marks. Do not attempt to advance or retard your cam timing without taking the time to degree it in.

On Pontiac V-8's use heads with screw in studs and pushrod guide plates. Increased valve spring pressure will pull the pressed in studs loose in the heads. Also the pushrod guide plates prevent the pushrod holes from wearing oversize in the heads. If the guide holes wear oversize, you will start bending pushrods.

On Pontiac V-8 engines you can adjust the valves using the following procedure. Adjust the valves before installing the intake and pushrod chamber cover. Turn the crankshaft so that the number 1 cylinder is on top dead center and ready to fire. Then adjust exhaust 1-3-4-8 and intake 1-2-5-7. Then turn the crankshaft on revolution, which will bring number 6 to top dead center. Adjust exhaust 2-5-6-7 and intake 3-4-6-8.

When you adjust the valves wiggle the pushrod up and down as you take out the slack on the rocker arm nut. As soon as the pushrod does not wiggle up and down and before the plunger in the lifter moves away from the spring clip, stop. This is zero lash. Now tighten the rocker arm nut 1/2 turn. You can see the plunger in the lifter move down away from the spring clip. This will give you the .020" to .060 lifter preload. By leaving the intake manifold and the pushrod cover off you can see the lifter preload. You will not adjust the valves too loose or too tight. With the distributor installed correctly the engine will start right up.

During the first 1/2 hour of operation with your new cam, keep the engine over 1500 R.P.M. Do not allow the engine to idle. The new cam and lifters require plenty of oil to break in properly. All the parts have to get friendly with one another.

After the first 100 miles of driving change your oil and filter. Now you can enjoy your new cam. Listen to the sound of power as you idle thru the drive-in restaurant. Feel the new horsepower perform on the expressway. And remember when you really want to run it thru the gears, take it to the drag strip, it is easier on your drivers license and insurance company!

Mr. & Mrs. John Cornell  
918 Brentford Drive  
Columbus, OH 43220  
614/451-4875

January 17, 1995

Dear GTOACO Members,

I'm pretty much a "local" boy. I graduated from Grandview High School in 1960. I live in the Northwest Columbus area with my wife, Marilyn. (We will celebrate our 30th anniversary in February.) She works for the Columbus Public Schools as a secretary. We have two grown, married sons, (Rich and Robb) both live in the Columbus area. We also have two young, delightful grandsons.

I have always liked the "muscle" cars, even as a kid. My sons have shared my interest and Rich still owns a custom truck. (1966 1/2 ton Chevy pick-up). I have owned a 1971 Chevelle for 12 years. It is custom, with lots of chrome and SS cowl induction hood and trim. It is currently for sale. My brother-in law, who lives in Wichita Falls, Texas found my new 1966 GTO. It's a Texas car all the way, was originally purchased there in Wichita Falls. It needs a few minor adjustments (what classic car doesn't?) and then I will be anxious to show it.

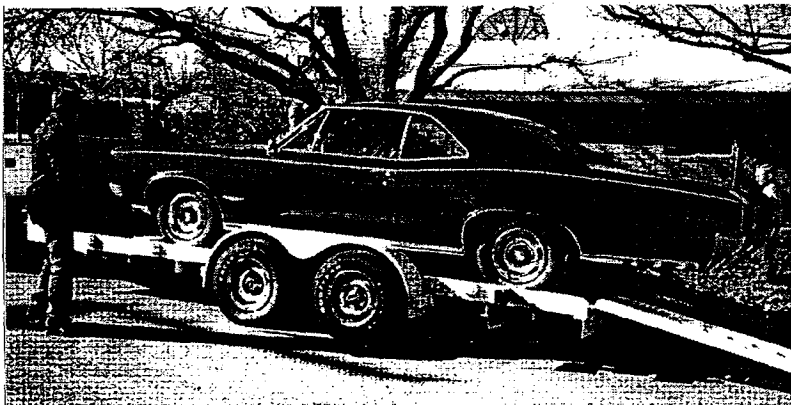
I guess I have been a jack of all trades, worked in a dental lab, in auto service, and then for the past six years I have worked for Southland Flooring Supplies as a sales representative for the Northwest Ohio area. We sell all you would ever need (and then some) to install carpet and vinyl floors.

My wife and I are active Jehovah Witnesses. This is is a way of life for us. It keeps us busy but is very rewarding. You see, you just never know who may be knocking on your door.

I am looking forward to the Spring show on June 11 to see all those great GTOs from around central Ohio.

Respectfully,

*John R. Cornell*  
John R. Cornell



1-27-95

Dear Jan:

I hope I'm sending my ad to the right person. Today I sent in my dues renewal and if you can, please run as much of my ad as you want to, whenever you want to. Thank you, Greg.

- 1970 W6 455 Engine, 4 bolt main block, bore .030, New Forged TRW's, reconditioned rods W/S.P.S. Bolts, Assembly Balanced, N.O.S. S.Duty Oil pump, #64 heads, 10.25 Compression, 068 Cam with 1.65 Rockers, '68 400 H.O. Exhaust Manifolds. Machine work and short block assembled by Performance Research. 20,000 miles since done. E.C. Receipts \$1,600
- 1971 Close Ratio M-22 Rockcrasher 4 spd. from Trans-Am. 86,000 miles, V6 C. \$700
- 71 GTO USED: Doors V6 \$180 pr., Trunk lid w/N.O.S. Judge Spoiler \$400, AM-FM Stereo \$200, Mint Rt. Front Fender \$300, Working Hood Tach w/wires \$160, 4 spd Console F.C. \$50
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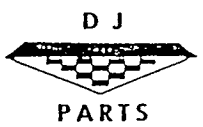
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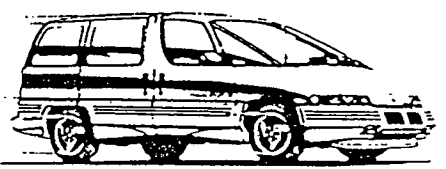


DAN GREGORY

11283 Main Street  
Stoutsville, Ohio 43154



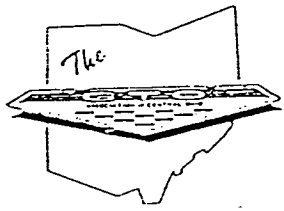
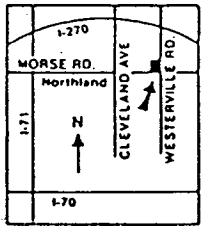
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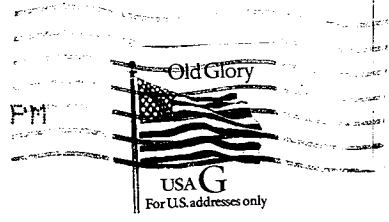
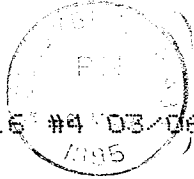


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**Paw Prints**

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