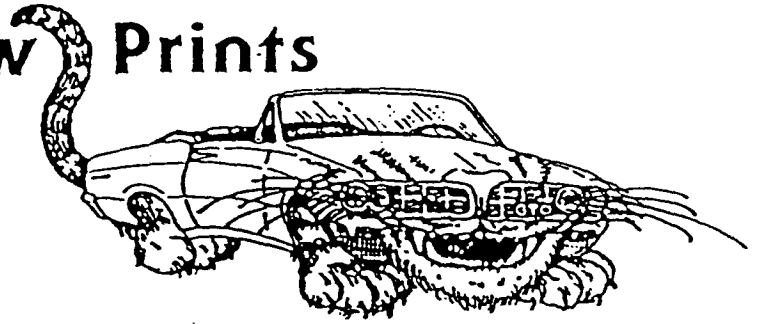




Paw Prints



A Publication of the GTO Association of Central Ohio APRIL 1996

:WANTED:

**All members to help at the local show
on June 9th at Dennis Pontiac. We have
something for the whole family to do. Call Jim
Evans at 614-927-5302.**

:WANTED:

**The club Photo Album is still missing! Reward
is still \$100.00 for it's return. If found contact
Jim Evans.**

CALENDAR 96'

MAY 8, 1996	REGULAR MEETING DENNIS PONTIAC 7:00 PM	PRESIDENT:	JIM EVANS
JUNE 9, 1996	SPRING SHOW DENNIS PONTIAC 2900 MORSE RD COLUMBUS, OH	V. PRESIDENT:	JEFF INSKEEP
		SECRETARY:	NANCY WHALEY
JUNE 12, 1996	REGULAR MEETING DENNIS PONTIAC	TREASURER:	RICHARD WHALEY
		DIRECTOR'S: TWO YEAR	KEVIN JOHNSTON DONNA LANDIS
		DIRECTOR: ONE YEAR	STEVE SALERNO

GTOAA INFORMATION

Your Chapter is an affiliated Chapter of the GTO Association of America. You can join the National GTO organization, the GTOAA, and receive the Golden Quill Award winning publication *The Legend*. To join please send a \$30.00 check to:

GTOAA

5829 Stroebel Road

Saginaw, MI 48609

or call

1-800-GTO-1964

GTOACO Meeting April 10, 1996

Meeting called to order by Jim Evans.

Discussion was held on spring show: Jeff Frazier will head parking lot, Donna Landis will help with registration. Jim will mail flyers six weeks before the show. Dennis Pontiac is giving us \$600 plus trophies. It was discussed how or what to do about the prize money for show. It was decided to eliminate all except best of money. Best of Show \$100, Best Pontiac \$50., Best Firebird \$50. and Best GTO \$50. The rest of the money will be used for door prizes. WE NEED PEOPLE TO WORK AND HELP JUDGE, JUDGE ASSISTANTS. Call Jim Evans and volunteer.

GTOAA nationals: The GTOAA president called Jim and stated they are having a cruise across the USA. Coming from NY, Georgia etc meeting in Columbus then to St. Louis for a big party then on to Colorado. They wanted to know if we had members who wanted to cruise. Bill Hartley will be going to show. Jim will get more information and forward to Bill.

Steve ask if anyone wanted to be a tech advisor for 1968.

Jeff Frazier shared with us what his special olympics basketball team won. They did a great job and Jeff was really proud of them. This is one of the charities we support each year.

Arthritis Show personel asked if we wanted to do a show within a show. This is where we judge our own cars and they supply the trophies. The club decided no on this.

Door prize for the meeting. Dan Gregory won a one year subscription to Goatfinder.

Respectfully submitted:

Nancy Whaley, Secretary

*The G.T.O. Association of Central Ohio recently received
thank you letters from the following clubs that the GTOACO
made donations to.*

Madd-Mothers Against Drunk Driving

A Special Wish Foundation

Westerville Special Olympics

Earth Angel Foundation, Inc.

WELCOME NEW MEMBERS

**Mike and Janice Lemley
8820-6 CR30
Galion, Ohio 43833
Black 68 H/T**

**Ken and Diane Taylor
305 E. Gay St.
Mt. Vernon, Ohio 43050
Black 68 H/T**

Member Profile

Each month the Paw Prints will feature a member profile. Please fill out the below and return it to Donna Landis 58 Arlington Ave. London, Ohio 43140. You may give us as much information as you wish. We would like to know more about our members. Fill free to also include pictures.

Name: _____

Address: _____

Family Members: _____

Occupation: _____

Interest: _____

Anything else you would like to share with the other members: _____

A CALL TO ARMS

Hello, my name is Ron Landis. I have been a PONTOMANIAC since the early 'Eighties;enjoy nice cars and good people , which there are too few of both in my humble opinion. Herein lies my sole inspiration for offering my "two cents" concerning the direction and perhaps even the very future of "our club", because it is just that!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Although I do not consider myself as a " Founding Father", I,along with my wife, were among the first to answer their "Call to Arms". And even though many of these original"nuts" have since found other interests, I'm sure that they hold dear some of the same unforgettable memories that myself and many other past and present members do. In fact, were I to reveal certain details involving the aforementioned " parties", {no pun intended}, I would probably be forced into the Federal Witness Protection Program!

Seriously, many of us have shared the ups and the down dealt to us in our daily lives. This, along with our obvious common interest, takes our "bond" to at least a step or two above friendship. Now maybe some of you will understand why I feel I have a"vested interest" in this organization and it's future. That, my friends, is where you come in.

Association, organization,club,WHATEVER! You and your "two cents" shall determine the direction and intensity level of this local chapter of the GTOAA and it shall be what you,as an active member, make of it.PERIOD!!!!!!!!!!!!!!!!!!!!!!

Working for a local , and rather large high performance parts retailer, I realize the potential for membership growth. There is a hoard of fellow GTO enthusiasts out there that are thirsty for information on how to better enjoy a fine piece of machinery that has been pretty much ignored by an industry and maligned by many for the sole reason that it is not powered by a "small block Chevy! Aaaaaaaaaaamenn!!! I mean really, how "been there,done that" can one get? Some of us just enjoy a little more panache than the ,oh, shall we say GENERIC Chevrolet has to offer. Not to say that they are not pretty fantastic in their own right, but you need only a short history lesson about General Motors to realize that they not only made a habit of stealing Pontiac's thunder,but most of their top talent as well!

Anyway,my rather elusive point is that we have an excellent opportunity to enhance what I consider to be a great asset to ourselves and to others by doing our part to carry on what was created for us.It can only be to our benefit to share our knowledge and experience with others of similar interests.I know first hand what pleasure this can provide; not to mention the added benefit of offering wholesome family entertainment provided by attending club functions and meets. Anyway,if I haven't made my case by now,I give up!!!!!!!!!!!!!!

PLEASE! DO YOUR PART AND GET INVOLVED!

AFTER ALL, YOU PAID YOUR DUES, DIDN'T YOU?

Sincerely, *Ron Landis*

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, and you may need a convertor with a stall speed 500 or 600 R.P.M. over stock. Be very 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. 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. On Pontiac V-8's 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 one 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 more down away from the spring clip. This will give you the .020" to .060" lifter preload. By leaving the intake manifold off and the pushrod chamber cover 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 R.P.M. 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 oil 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 driver's license and insurance company!

Submitted by Steve Schaeffer

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- 1-' 71 455 YC 4- BOLT BLOCK
\$\$\$\$\$\$\$\$
- 1- LUNATI .534 LIFT / 295* W/ 107* LOBE SEPARATION
\$ 100.00 W/ LIFTERS { APPROX. 1 HR. RUN TIME }
- 1- REBUILT ROCK& ROLL 400 TURBO / B&M PARTS
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- 1- HOLLEY STREET DOMINATOR INTAKE- L/N COND.
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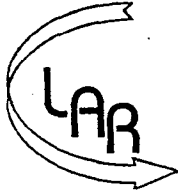


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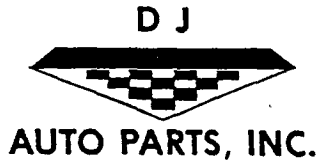
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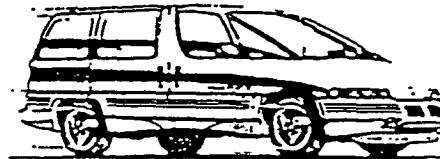


DAN GREGORY, II

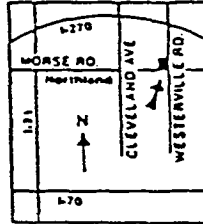
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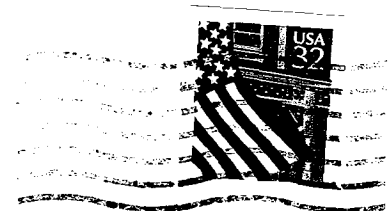
471-2900

2900 MORSE RD.



Paw Prints

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



JIM and DIANE EVANS
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PATASKALA, OH 43062

