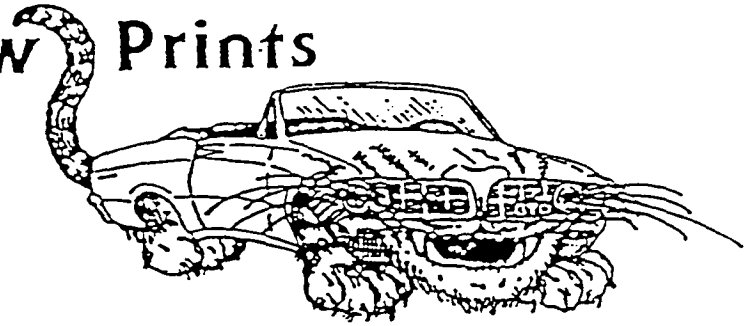


Paw Prints



A PUBLICATION OF THE GTO ASSOCIATION OF CENTRAL OHIO AUG. 1996

ANNUAL GTO PICNIC SEPTEMBER 14TH

RICHARD AND NANCY WHALEY

PICNIC STARTS AT 3:00PM EAT AT 5:00PM

BRING A COVERED DISH, YOUR OWN PLACE
SETTING, LAWN CHAIRS AND GAMES.

CLUB WILL PROVIDE THE MEAT AND DRINKS

THIS IS A GREAT TIME FOR EVERYONE TO COME
AND ENJOY A CLUB FUNCTION

CALENDAR 96'

SEPTEMBER 11, 1996 REGULAR MEETING
DENNIS PONTIAC
7:00 pm

SEPTEMBER 14, 1996 GTOACO ANNUAL PICNIC
RICHARD & NANCY WHALEY
LITHOPOLIS OH
3:00 pm

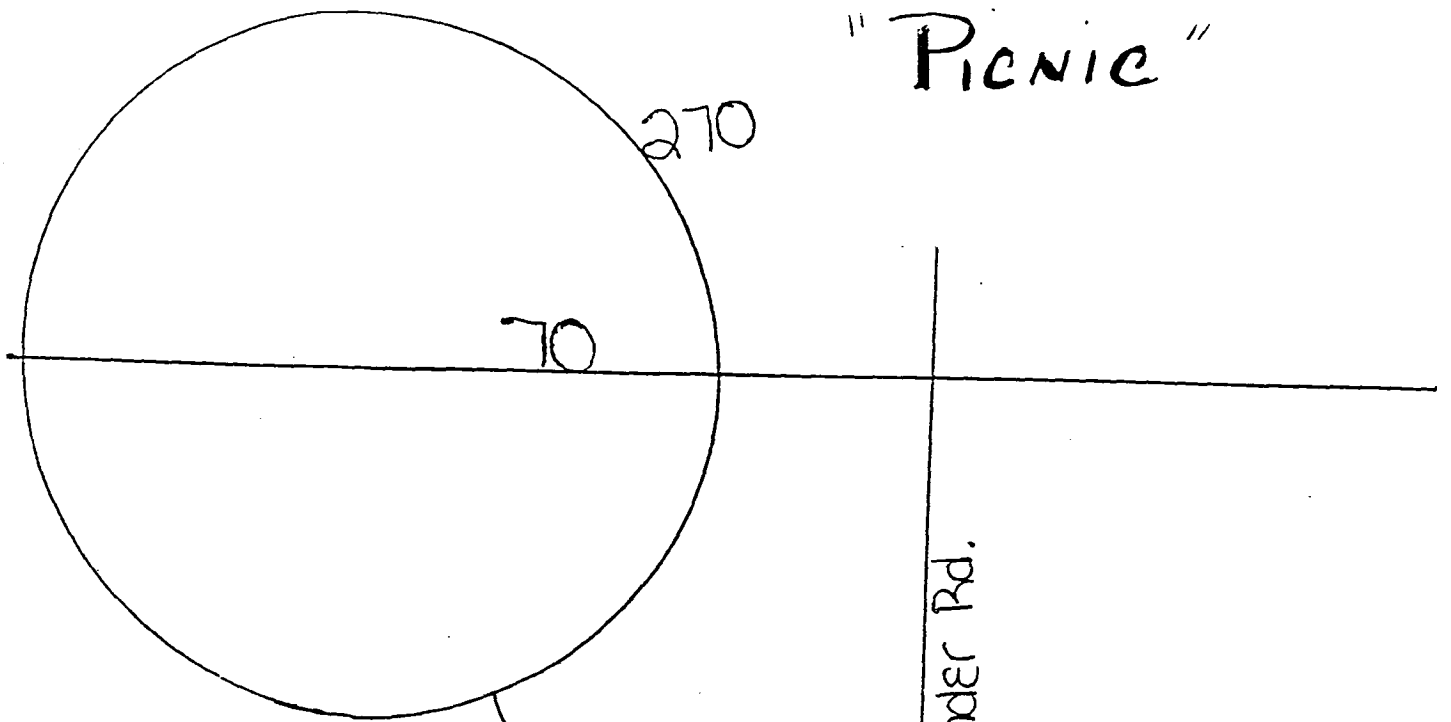
OCTOBER 9, 1996 REGULAR MEETING
DENNIS PONTIAC
7:00 pm

PRESIDENT:	JIM EVANS
VICE PRES:	JEFF INSKEEP
SECRETARY:	NANCY WHALEY
TREASURER:	RICHARD WHALEY
DIRECTOR'S TWO YEARS:	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, MICHIGAN 48609 OR CALL 1-800-GTO-1964.

"Picnic"



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Gender Rd.

Flashlight

674

Elder Lane

Delaware St.

Market St.

Columbus

Whaley's
305 S. Market St.
Lithopolis, OH

South St.

use at
end

The member profile for this month is of Daniel Gregory, of Stoutsville, Ohio.

Dan has always been interested in cars, his first Pontiac was a true classic, a '59 Bonneville Convertible purchased in 1967 after his return from Vietnam. It was a 389 Tri-Power, bright red, the original Wide TRack! There was nothing like the wind in your hair and the power of a Tri-Power 389! After the enjoyment this purchase brought him, Dan was really hooked on Pontiacs.

Taking time to raise a family, daughter Julie, 26, of Columbus, Ohio and son Danny, 19 (who is also a club member) Dan's love for cars rekindled in the early 80's with the start of his business "D.J. GTO Parts". (Named for his children, Danny & Julie.)

Visiting D.J. GTO Parts is a real experience. Located right in the center of Historic Downtown Stoutsville, the garage, body shop and warehouse are in a vintage auto repair facility. The used car lot (GTO's and Pontiac's only!) is located next door where the old Hotel formerly stood. In the rear is a GTO Auto Recycling Center. The warehouse is crammed with row after row of GTO parts, rows of engine blocks, cylinder heads, intake manifolds, carbs, etc. If Pontiac made it, Dan has it or knows where to find it!!

The selection of used GTO's for sale is incredible. Currently he has a '67 HO with the original manifolds still in place, a '67 400 2V with auto on the column and disc brakes, a '66 Black 2 door hardtop with Tri-Power and 4 speed and a '65 Tri-Power 2 door hardtop. A Ram Air '71 455 also catches the eye, and there are many others.

In his unceasing search for cars and those elusive rust free parts, Dan has been as far as Texas and California.

Dan has a unique love for cars, he even had a 455 HO Pontiac Blower Engine on a stand in his living room for years! It was just too pretty to put in a car!! Some people polish their silverware, Dan polished his blower and dual quads!

However, he has a plan for the blower motor, he is building the perfect car for it. He has a '65 Pontiac 2+2 convertible, tubbed and narrowed, 4 wheel disc brakes with rack and pinion. It will be the ULTIMATE wide track!

Recently he acquired a custom '80 Chev. half ton pick-up with no engine as a trade-in on one of his GTO's. Father and son thought it would be the perfect test bed for the blower engine. This truck accelerates so hard and fast that you feel like an astronaut taking off!

Dan and his son Danny, Jr. are walking encyclopedias of GTO knowledge. If you are restoring, or about to purchase a GTO to restore, you should see Dan Gregory's selection of Pontiacs and GTO's. Stoutsville is in Fairfield County, south of Columbus, Ohio. Dan's Business is located at 11283 Main Street, phone 614-474-4614. Give him a call, you won't be disappointed!

Submitted by Carol Guthrie

NORWALK '96

SPECTACULAR!!!!!!!!!! is a fair description of my first experience with this already LEGENDARY meet. ALL-STAR CAST also comes to mind. It wasn't enough to have perhaps THE most impressive Nostalgia S/S wars of all time take place front and center, but just imagine, if you can, the excitement of SEVEN-SECOND PRO-MODS!!!!!!!!!!!!!!

Before I get too far ahead of myself, let me give a heartfelt "THANKS" to those devoted enough to make such an event possible. I know this club is dedicated to the GTO, but who didn't get aroused at the sight of Vance Heck doing the third and fourth gear wheelstand thing in "that old car"? And the sight of recently retired Legends car racer Andy "S" Syrkin back at the helm of his original "LEGEND" was well worth the price of admission. Kudos to Andy for laying down an impressive 10.22 with wheelstand on his first and only try at the dreaded delay box! Not bad for an old "bottom bulb" racer, considering the car's best of 10.16

Of course, Arnie Beswick and the Gang were all there with the debut of their new "TAMELESS TIGER", a 1964 GTO, no less! Again, what a marvelous concerted effort by a truly dedicated crew to take on the task of campaigning a stable of performers such as the "TIGERS", Mrs. "B"'s car, "The Grocery Getter" and the amazing nitro burning '65 GTO.

Also on hand was the beautiful '96 Firebird of the Bob Naggy camp. Although this team suffered a major "bad break" literally in the rear end department, which caused the car to cross the centerline about twenty five feet past the tree, fans were witness to a truly remarkable display of driving skills as the car continued unscathed down the track.

Although I could write for hours on the racing scene at Norwalk, there we're, indeed other points of interest, such as the car show and swap meet arenas. As would be expected at a meet of such caliber, both of these venues had much to offer. As with any car show, there were the usual and unusual stories of how certain cars were acquired and about the ones that got away. Anyone not already subscribing to an excellent publication known as "THE ENTHUSIAST" may want to do so, for I have first-hand knowledge of an interesting article in the works about a '69 Judge originally purchased by the proverbial "little old lady" and stored in a barn for over a decade. Wait, there's more! This car supposedly survived a fire in the barn in which a '69 Judge convertible was not so fortunate. Sad but true!

On a lighter note, the weather during the entire event was too excellent and everyone got their fair share of U.V.! My apologies to the owner and to the

Cont.
Next Page.

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driver of the FABULOUS '70GTO TWIN-TURBO car, for I was unable to catch up to you to get the "skinny" on your car. I was extremely impressed with the 7.45 @ 189.+ you laid down, but I was floored after learning from Dan Jensen that the car is set up to go sixes at two-hundred plus and is presently motivated by a milady-ported 400 cu. in. powerplant which is to be upgraded after all traction and handling ills are smoothed out! 7.45 on D-PORTS!!!!!!!!!!!!!! Anyone else see the potential here?

In closing, congrats to local boys Jim and Jeff McCoy who made it to the semi-final and finals respectively. GOOD SHOW!!!!!!!!!!!!

To those that missed this year's event, it sucks to be you! Serious business, don't be left out next year, as this event seems to only get better, just as the cars that it showcases!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

RON LANDIS

The GTO Rear End

by Steve Schaeffer

The '64 thru '72 GTO uses a 10 bolt B.O.P. (Buick Olds Pontiac) rear end. This rear end can be identified by 10 bolts holding the inspection cover on with two half moon cut outs. It also uses 4 bolts and a flange plate to retain the axles. All of the other GM 10 bolt rear ends use "C" clips to retain the axles.

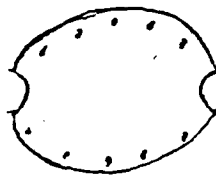
If you break an axle with a FTO type rear end, you will not lose the tire, wheel, and brake drum and destroy the quarter panel of your car. With the Chevy type rear ends, if the axle breaks, there is nothing to retain it and disaster is the result. This is why you have to run safety hubs at the drag strip with the 12 bolt Chevy rear ends.

The GTO rear end uses an 8.2" Ring Gear, and 28 spline axles. A few late 455 powered GTOs came with Chevy 12 bolt rear ends. These have a 8.875" Ring Gear and 30 spline axles. They are stronger. The stock GTO rear end will not live on the drag strip with slicks! However on the street they will handle plenty of power.

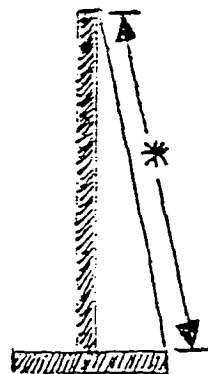
The '64 and '65 GTO rear end is 1" narrower than the '66 thru '72 rear end and takes different axles. The early axles measure 29" from the flange to the end. The late models measure 29 1/2". (see diagram) Also the rear coil springs bolt on the spring pads on '64, '65, '66 rear ends. On '67 and up rear ends they

just sit over a spool.

The GTO rear end is available in 3.08, 3.23, 3.36, 3.55, 3.90, 4.11,



GTO inspection cover. Notice 10 bolts and 2 half moon cut outs.



Note: Long GTO axle measures 29 1/2". Short GTO axle ('64 - '65) measures 29"

and 4.33 ratios. Stay away from 3.90, 4.11, and 4.33 gears for street use.

Low gears are great on the drag strip. On the street you will be in the right lane on the expressway with the trucks and buses.

Two different Safe-T-Track differentials are available for the GTO. The four pinion unit is stronger than the two pinion unit. Safe-T-Track is what Pontiac calls a "posi" Rear End.

You can put any ring and Pinion and any posi unit in any year housing. However 3.36, 3.55, 3.90, 4.11, and

4.33 ratios require a different posi unit than the 3.23, 3.08, 2.93, 2.78, and 2.56 ratios. These other ratios were found in Tempests and Lemans.

If you change ring and pinion or posi carriers this must be done professionally. The clearances on the gear set must be exact. You should have a pinion depth gauge and a dial indicator to do this properly.

Also ring and pinion gears are machined at the factory as matched sets. You can not use a ring gear from one rear end and the pinion from another.

Refer to the chart to figure out the gear you are running now, or the gear that you may want to run in the future.

Axle Ratio	# of teeth pinion/ring gear	mph/1,000 rpm in high gear
3.08	13/40	25.1
3.23	13/42	24.0
3.36	11/37	23.1
3.55	11/39	21.8
3.90	10/39	19.9
4.11	9/37	18.8
4.33	9/39	17.9

Steve Schaeffer is an ASE Certified Technician and a member of the Ohio Valley GTO Association.



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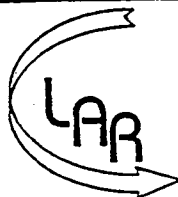


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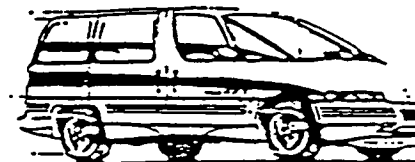
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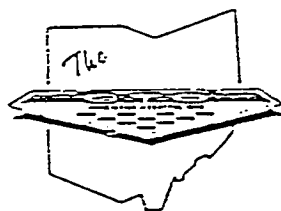
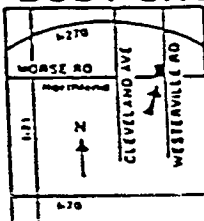


Mr. Goodwrench



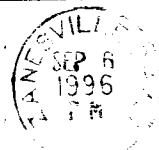
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