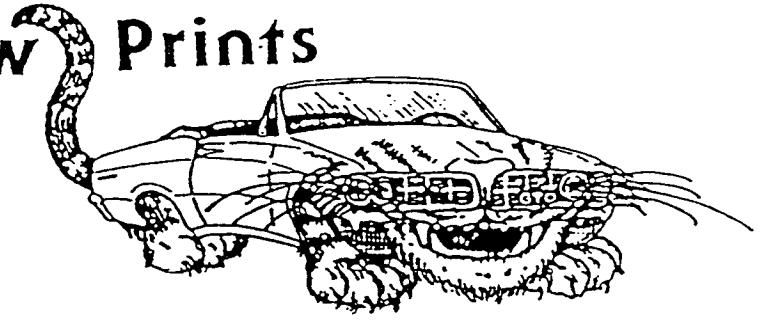
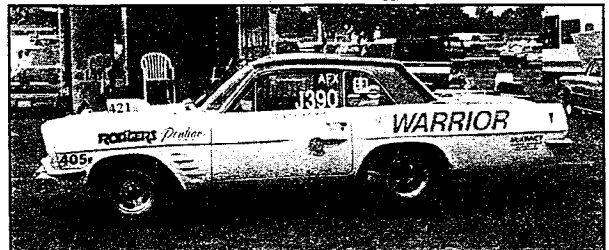
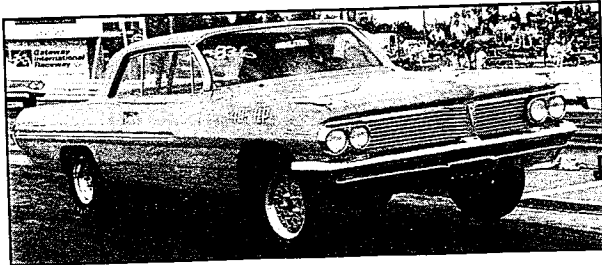
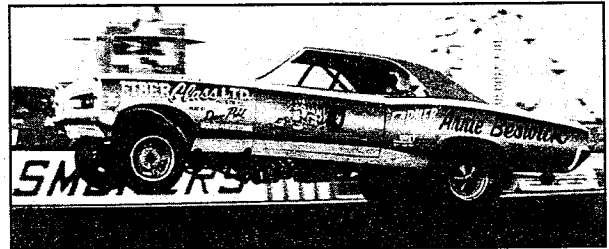
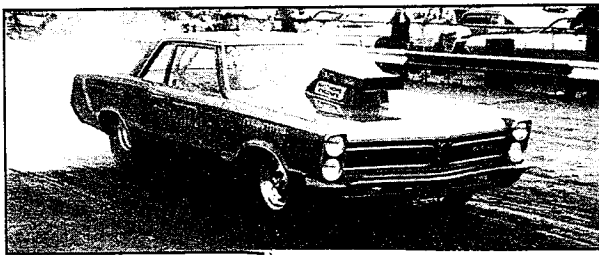
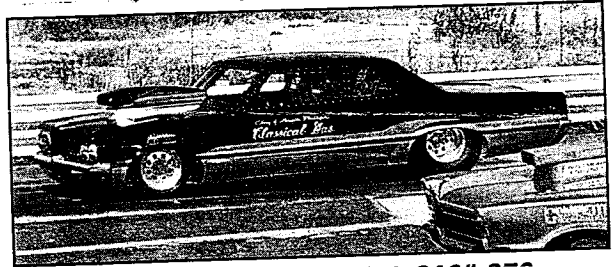


Paw Prints



A PUBLICATION OF THE GTO ASSOCIATION OF CENTRAL OHIO MAY 1996



Some GTO Power

CALENDAR 96'

JUNE 9, 1996	" SPRING SHOW" DENNIS PONTIAC 2900 MORSE ROAD COLUMBUS OH	<i>President;</i>	<i>Jim Evans</i>
		<i>Vice President;</i>	<i>Jeff Inskeep</i>
		<i>Secretary;</i>	<i>Nancy Whaley</i>
JUNE 12, 1996	REGULAR MEETING DENNIS PONTIAC	<i>Treasurer;</i>	<i>Richard Whaley</i>
JULY 10, 1996	REGULAR MEETING DENNIS PONTIAC	<i>Director's two-years</i>	<i>Kevin Johnston Donna Landis</i>
		<i>Director;</i>	<i>Steve Salerno</i>
		<i>one year</i>	

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:

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5829 Stroebel Road

Saginaw, MI 48609

or call

1-800-GTO-1964

SECRETARY'S REPORT

Nancy who is our great secretary is unable to give us a secretary's report for this month. Due to her trying to get her house in order for the picnic she was unable to provide a report this month. It will be in next months Paw Prints.

Nancy has done a fine job as secretary of the club and I will let her slide this time.

GOOD LUCK NANCY & RICHARD ON YOUR NEW CONSTRUCTION!!!!!!!!!!!!!!!!!!!!!!

I am sure it will look as good as the cars.

Editor's Remarks

1. The values published in CPI reflect the retail market.
2. The values of luxury/collectible cars, and most late model collectible cars, include comfort and convenience options.
3. The sources of data are auctions, dealer sales reports, market letters, club newsletters, CPI make- and model-surveys by questionnaires, and other sources regarded as reliable.
4. The market data mentioned above is analyzed by CPI's editorial staff and values are projected for the next edition.
5. There are various methods of identifying used car values. The most common are "wholesale" and "retail". Used cars do not fall into neat categories but change incrementally in value. The projected values in CPI may be interpreted as follows: Fair represents an intact, running, safe car which may be restored or driven as is. Good represents a well cared-for car requiring nothing in the way of repair or reconditioning. Excellent represents an nearly perfect car. If a collectible, it could be shown. CPI does not project values on 100-point automobiles.
6. It is recommended that CPI be used as a guide to the market, the same way similar references are employed. There will be cars bought and sold for more or less than the values range in CPI, but we believe CPI fairly represents prevailing values.
7. CPI maintains impartiality in reporting the values of cars listed in the guide. CPI does not buy or sell collectible vehicles, nor does it broker transactions.
8. CPI assumes no responsibility for errors or omissions.

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YEAR	MAKE	MODEL	FAIR	EXCL	GOOD
1977-78	PONTIAC/FIREBIRD	Hardtop Coupe	1000	2550	1700
	Formula	Coupe	1675	4200	2800
	Trans Am	Hardtop Coupe	2100	5125	3425
1979	Sport Coupe	(Formula)	1150	2650	1800
	Trans Am	10th Anniv.	1850	4300	2900
	Trans Am	15th Anniv.	2425	5550	3800
	Trans Am	10th Anniv.	5400	12850	8450
1980	Sport Coupe	Formula	1225	2750	1900
	Trans Am	Turbo	1650	3625	2500
	Pace Car		2100	4525	3125
	Sport Coupe	Formula	2300	5100	3500
	Trans Am	Turbo	3725	8475	5650
1981	Sport Coupe	Formula	1350	2850	2000
	Trans Am	Turbo	1875	4000	2775
	Trans Am	Turbo	2300	4850	3400
	Trans Am	Turbo	2525	5325	3725
1982	Sport Coupe	Formula	1200	2425	1725
	Trans Am	Turbo	1550	3125	2225
1983	Sport Coupe	Formula	1375	2625	1900
	Trans Am	Turbo	1950	3750	2700
1984	Sport Coupe	Formula	1575	2900	2125
	Trans Am	Turbo	2325	4300	3150
	Trans Am	15th Anniv.	3800	7000	5125
1985	Sport Coupe	Formula	1825	3250	2400
	Trans Am	Turbo	2600	4600	3425
1986	Sport Coupe	Formula	2150	3700	2775
	Trans Am	Turbo	3225	5500	4150
1987	Sport Coupe	Formula	2575	4175	3200
	Trans Am	Turbo	3475	5725	4375
	Trans Am	Turbo	3850	6275	4800
1988	Sport Coupe	Formula	4700	7650	5850
	Trans Am	Turbo	3275	5150	4000
	Trans Am	Turbo	4275	6700	5200

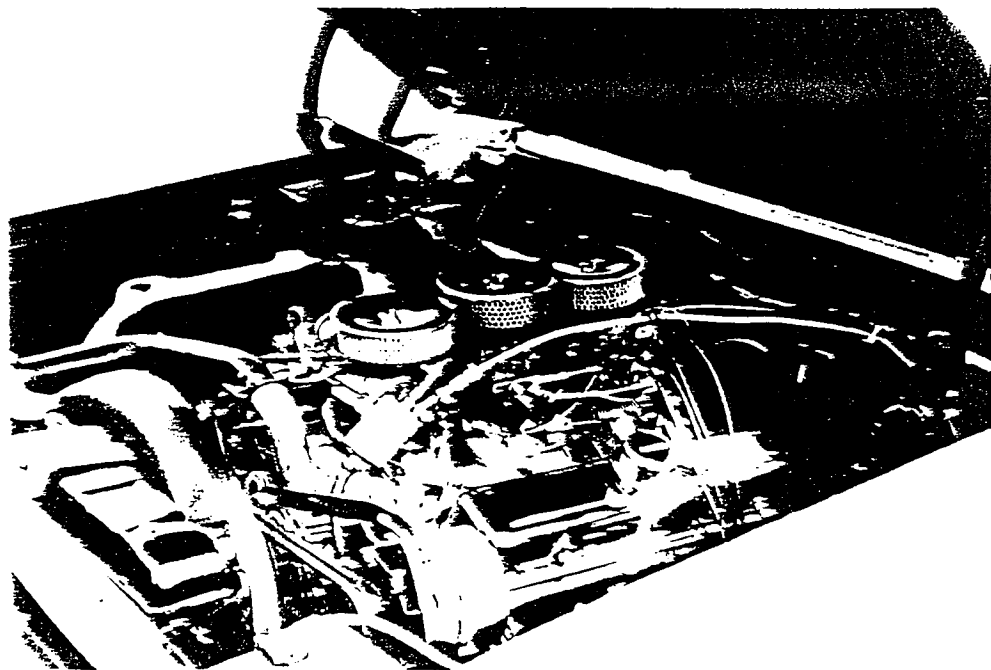
Values Valid Through March 31, 1996.

Questions or Comments? Call (301) 317-4228

Running just 3:31 gear and street tread tires is runs 13.3. This is just the way I drive it to work. When I get serious this will be a twelve second street car.

The second '66 hardtop is undergoing a major restoration. It is a Colorado car in beautiful condition. It is auto, air, power steering, power brakes, tilt, tint, posi, etc., all original. It is powered by a big 389-4V with crane blue printed "S" cam.

These are enjoyable cars to own and work on. The best part is they don't depreciate.



MEMBER PROFILE

Our first member profile is Steve Schaeffer of 5350 Wilson Rd., NW Lancaster, Ohio. Steve has one son Stuart age 26 who is a radiologist Technician with the U.S.A.F. Steve is president of Lancaster Auto Recycling Inc. His interest is Vice President of LAR Land Acquisitions, Inc. Steve is very active in the Lancaster Fairfield County Chamber of Commerce. He is also a member of the small business division. The following was submitted by Steve.

I became a Pontiac believer in 1959. It was the year of the Wide-Track, Tri-Power, and the first 389 engine. Smokey Yunick and Fireball Roberts were my heroes in NASCAR.

In 1960 Al Wilson's Royal Pontiac won the Nationals. I was hooked.

I have been building Pontiac engines when they still oiled the studs and not the pushrods. I built 4 bolt side cover 3 speeds before Borg Warner and Muncie 4 speeds were around.

I am the Chief Tech Advisor for the G.T.O.A.A. I own 3 G.T.O.'s. A '64 hardtop and two '66 hardtops. The '64 and the '66 stick will both run low 13's at over 100 mph in a quarter mile. Not bad for real street cars. All three cars are semi-restorations and 100% PONTIAC.

The '64 is Grenadier Red 2 door hardtop. The car is a 389 Tri-Power, 4 speed, posi, with manual brakes and steering. The engine is a '64 Pontiac 389 date code F-26-4. It is bored .060 oversize and balanced. I am running the RAM AIR III style casting #62 heads with a '66 Tri-Power and a crane 290 Fireball cam and kit. With a wide ratio 4 speed and a 3:55 posi rear end, this car flies.

The first '66 hardtop is in primer. What do you mean that primer isn't a color? It packs some serious Pontiac Power. It is a 455 HO, 4 speed, posi, with manual brakes and steering. The engine is a '70 4 bolt main 455. It is bored .030 oversize, balanced, and fitted with the number 96 big valve heads. It has Crane Max Velocity 278 cam and kit and hooker 4 tube headers. For safety value it has a Lakewood blow up proof bell housing and a drive shaft loop.

GOOD	EXCEL	FAIR	EXCL	GOOD	EXCL	FAIR	EXCL	GOOD
PONTIAC/GTO								
1969	Hardtop Coupe	3650	49300	6000	PORSCHÉ			
1969	Convertible	6550	14650	10125	1955-59	356A Carrera GS	39750	68200
1969	Judge	7475	16675	11500	1955-59	356A Carrera GS Cabriolet	Insufficient Data	151500
1969	Judge Convertible	14650	28350	21000	1958-60	Convertible D	20200	37400
1969	add Ram Air III	675	1900	1125	1960-63	356B Coupe	16900	18600
1969	(Std. Judge)	1600	4250	2500	1960-63	356B Roadster	19750	37200
1969	add Ram Air IV	3450	8950	5775	1960-63	356B Cabriolet	13775	29000
1970	Hardtop Coupe	6325	14200	9800	1962-64	356B Cabriolet	18700	19900
1970	Convertible	6875	15350	10600	1962-64	356B Cabriolet	34200	45000
1970	Judge Convertible	14650	28350	21000	1962-64	356B Cabriolet	17300	32700
1970	add Ram Air III	675	1900	1125	1962-64	Carrera II Cabriolet	Insufficient Data	25200
1970	(Std. Judge)	1600	4250	2500	1962-65	Carrera II	58900	79600
1970	add Ram Air IV	3175	8200	5300	1963-65	Carrera II	17300	48900
1971	Hardtop Coupe	5925	13200	9125	1963-65	356C Coupe	14500	30700
1971	Convertible	6325	14700	10200	1964-65	356C Coupe SC	8550	20200
1971	Judge	14650	28350	21000	1964-65	356C Cabriolet	17600	32600
1971	Judge Convertible	500	1200	750	1965	3911 Coupe	25950	29500
1971	add 455 CID	2900	7750	5000	1966-68	3911 Coupe	4725	57075
1972	Hardtop Coupe	500	1200	750	1966-69	3911 Targa	5025	88250
1972	add 455 CID	1775	4650	3000	1966-69	3912 Coupe	3075	77800
1973	Hardtop Coupe	500	1200	750	1967-68	3911S Coupe	6925	12350
1974	Hardtop Coupe	1975	5000	3325	1967-68	3911S Targa	7300	12800
PORSCHÉ					1967-69	3912 Targa	3375	88100
1950-55	356 Coupe	7200	17400	11300	1968	3911L Coupe	4950	77700
1950-55	356 Cabriolet	13250	27500	20000	1968	3911L Targa	5200	8000
1950-55	Speedster	16250	42800	31800	1969-71	3911T Coupe	4725	8800
1955-58	Speedster	21800	48600	35400	1969-71	3911T Targa	5000	9200
1955-59	356A Coupe	7200	18000	11100	1969-71	3911E Coupe	5400	9500
1955-59	356A Roadster	Insufficient Data			1969-71	3911E Targa	5725	9900
1955-59	356A Cabriolet	13600	28150	20000	1969-71	3911ES Coupe	5700	10700
					1969-71	3911ES Targa	5975	11100
					1969-71	3911S Coupe	7100	12600
					1969-71	3911S Targa	7450	13000
					1970-71	3914-6 Roadster	7900	16500

132 Questions or Comments? Call (301) 317-4228

Values Valid Through March 31, 1996. 133

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ALL ARTICLES FOR THE PAW PRINTS SHOULD BE SUBMITTED TO DONNA LANDIS 58 ARLINGTON AVE., LONDON OHIO 43140.

UP COMING EVENTS

JUNE 9, 1996 ALL PONTIAC SHOW & SWAP, DENNIS PONTIAC 2900 MORSE RD., COLUMBUS OH

JULY 12 & 13 LEN IMMKE 14TH ANNUAL CLASSIC AUTO SHOW & CRUISE-IN AT STOUFFER'S IN DUBLIN, OHIO

JULY 10-14 4 DAYS OF PONTIAC POWER DRAG RACING. MCCLINE/ROCK ISLAND, IL-DAVENDORT/BETTENDORF, IA. FOR MORE INFORMATION CALL CORDOVA DRAGWAY PARK 309-658-2846 OR WRITE PO BOX 442, CORDOVA IL 61242

JULY 20 7TH ANNUAL GTO CLASSIC WEEKEND. ALL GTO SHOW & PONTIAC SWAP MEET. DOMINO'S FARMS, ANN ARBOR, MICHIGAN. MORE INFORMATION CALL 810-783-5767

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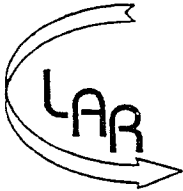


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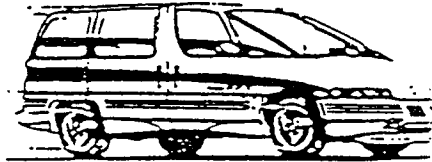
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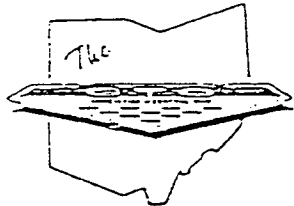
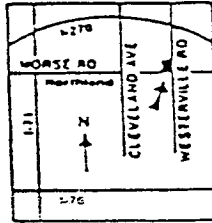
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Mr. Goodenreich

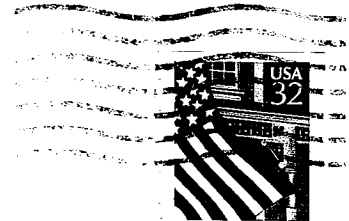


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