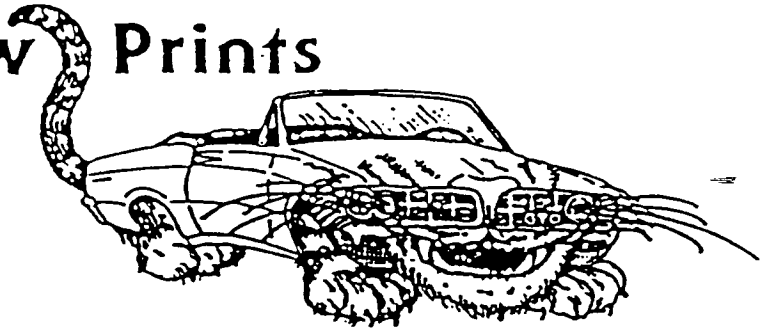


Paw Prints



A PUBLICATION OF THE GTO ASSOCIATION OF CENTRAL OH OCTOBER 1996



*Happy
Thanksgiving
to all GTO ACO
members*

GTOACO October Meeting

Meeting was called to order by Jeff Inskeep.

Jeff ask if there were any more nominations for officers. Donna Landis was nominated for secretary. Nominations were closed. We will be sending out a ballot. Bill Hartley will include in nex months Paw Prints.

Dennis Pontiac has approved the swap meet for February 6. Kevin will take eare of vendors. Jim Evans will chair. open to public from 9-3 vendor set up 7:00a.m. Price \$15.00 per space. \$1.00 admission.

Holiday party will be at the home of Jim & Diane Evans January 25, 1997 to be confirmed with Diane. \$250 for food \$300 for door prizes.

Spring Show has been moved to July 97 and will now be called Summer show.

Approval was given to give \$75.00 donation to Earth Angel, Prev Blindness, Westerville Special Olympics, MADD, Happy Canine Helpers Special Wish Found, Faith Mission.

Steve Schaeffer stated he really apprciated the letter from Mr. Rankin Pres of GTOAA

Door Prize winner was Steve Salerno (who was late)

NOTICE NOTICE NOTICE

NOVEMBER MEETING WILL START AT 6:30 AND HELD AT OLD COUNTRY BUFFET ON MORSE RD. 3 TRAFFIC LIGHTS DOWN FROM DENNIS. Members to purchase own food.

Respectfully submitted by
Nancy Whaley Secretary

TRI-POWER VERSUS Q-JET CARBURATION
By Steve Schaeffer

In the Golden Age of hotrodding, no self respecting car enthusiast would be caught dead running only one carburetor on the "full-house" engine in his hot rod. The hot flathead engine ran 2 or 3 two barrel carburetor. The early solid lifter Corvettes ran 2 - 4 barrel carbs. In 1957, Pontiac came out with Tri-Power: 3 - 2 Barrel carbs on the hot Pontiac V-8 engine. Tri-Power meant PERFORMANCE! on the big 389 and 421 engines. In 1967 Pontiac brought out the Quadrajet, a single 4 barrel carburator.

On paper, the Pontiac Tri-Power should be much stronger than the Q-Jet. High Performance Magazine ran a test this year and reached that same conclusion!

The big 66 Tri-Power uses 3 Rochester Model 2GC carburetors of approx. 350 C.F.M. each, for a total of 1/050 C.F.M. (Note: CFM is "Cubic Feet per Minute of Air Flow") This is on a dual plane intake with short runners that should give excellent throttle response to a mid 5,000 RPM shift point.

The Q-Jet 4 barrel carbs are either 750 or 800 C.F.M. The '67 to '72 Q-Jet cast iron intake, without an E.G.R. valve like the '73 and newer intakes, is a direct copy of the NASCAR Super Duty intake from the early '60's.

For the '67 model year the Tri-Power was discontinued by Genral Motors and the Q-Jet replaced it. I didn't believe it could be as strong.

The factory engineers at Pontiac were smarter than most of us gave them credit for. On my '66 GTO there is no difference between running with the Tri-Power and running with a '71 455 stock cast iron intake.

At National Trials Race Way, I made 3 runs with the Tri-Power on my street driver GTO. They were:

	60 FOOT TIME	1/4 MILE E.T.	M.P.H.
1.	2.100	13.597	101.29
2.	1.999	13.355	102.69
3.	2.053	13.417	102.76

I then removed the Tri-Power and installed the stock Q-Jet and intake. My idle speed dropped from 850 RPM to 650 RPM. I have a noticable increase in my low and midrange performance on the street. Also my gas mileage is better.

The question was how much performance did I give up at the drag strip?! With the Q-Jet on my 3 runs were:

	60 FOOT TIME	1/4 MILE E.T.	M.P.H.
1.	2.136	13.512	103.21
2.	2.073	13.495	102.86
3.	2.093	13.426	99.50*

*Note: My third run was in eliminations, I was running on a 13.45 dial-in. I had my opposition beat at the top end, just CRUISING at 100 MPH and got completely OFF THE GAS PEDAL!!!

ATTENTION GTOACO MEMBERS

ALL OF YOU WHO ARE STILL LOOKING HIGH AND LOW FOR THE CLUBS PHOTO ALBUM CAN NOW STOP. IT HAS BEEN FOUND. SEEMS THAT WHEN THE WHALEYS WENT TO MOVE SOME STUFF DURING THEIR REMOLDING IT WAS LYING THERE JUST WAITING FOR SOMEONE TO PICK IT UP. NANCY SAY'S SHE IS EMBARRASSED. WE FORGIVE YOU NANCY NOW WE JUST NEED TO DECIDE IF YOU SHOULD GET THE REWARD. WHAT DO YOU THINK CLUB MEMBERS???????? LET NANCY KNOW!!!!!!!!!!!!

THE PAW PRINTS STILL HAS ROOM TO ADD ANY PARTS, CARS FOR SALE LIST TO ITS PUBLICATION. JUST MAIL THEM TO DONNA LANDIS, 58 ARLINGTON AVE. LONDON, OHIO 43140. REMEMBER GUYS, CHRISTMAS IS COMING UP AND I KNOW THERE IS ALOT OF GTO PARTS YOU WOULD LIKE TO SEE UNDER THAT TREE. LIST THEM IN THE PAW PRINTS AND I'LL MAKE SURE YOU BETTER HALF WILL SEE IT.

ALSO ANYONE WISHING TO PUT ARTICLES IN THE PAW PRINTS WOULD BE GREATLY ACCEPTED. JUST MAIL THEM TO DONNA. PLEASE HAVE YOUR ARTICLES TYPED.

NEED MORE MEMBER PROFILES. I DON'T HAVE ANY FOR THE NEXT PUBLICATION. GET THEM IN!!!!!!!!!!!!!!



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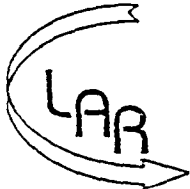


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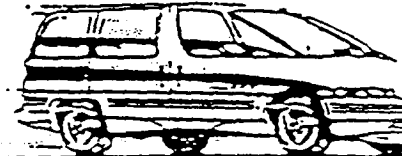
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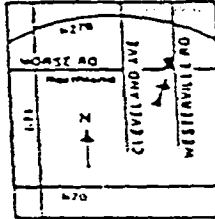
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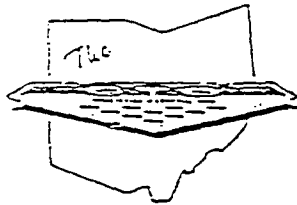
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TRI-POWER VERSUS Q-JET CARBURATION

By Steve Schaeffer

Continued - Page 2 Of 2

That is why my MPH is slower and I STILL BROKE OUT, COMPLETELY OFF THE GAS!! In bracket racing if you go faster than your dial-in, you get eliminated.

The car is making enough horsepower to run in the high 12's with slicks and a steeper gear. It may even break into the 12 second range later on in the year when you are running in 85 to 95 degree weather.

Has anybody out there tested the Edelbrock Performer RPM manifold against the cast iron Q-Jet manifold, running the stock Q-Jet?

I like what the ads say "Ultimate in Street High Performance, incredible horsepower, great throttle response."

I wonder how strong it would be? Remember, "Speed Costs", HOW FAST CAN YOU AFFORD TO GO?!!



MEMBER PROFILE

This month's member profile is Dr. Steven D. Lehmann, Chiropractor. Steven is married to Edna Philipino and they have no children.

Steven owns a 67 convertible which he purchased August 14, 1996 with 70,880 miles. He's the third owner. The original owner is from Kentucky, the 2nd owner bought it 10 years ago with 67,000 miles. It is painted Burgundy with black interior. The engine is the original WT code with the Muncie 4 speed shifter. Everything is original and the "use no slip differential fluid" tag is still located on the rear end. Unfortunately it has drum typed manual brakes and manual steering. I plan on owning this car forever, but I still won't change the original equipment.

My oldest brother bought a 67 GTO coupe back in 1967. It was tyrol blue with parchment interior. Since I was only 4 to 8 years old when he owned the car, some of my fondest memories of my childhood was traveling in his car. So I have wanted a GTO since I was in 1st or 2nd grade. My current 67 goat is the 4th attempt at ownership of a 67 GTO. Back in 1984 when I was 21 years old I tried to buy a 67 conv. that had the 225 HP engine and geared down rear end. They wanted only \$3000, but I only had \$2000 and my father wouldn't lend me the difference. Can you imagine how much that car would be worth now? It took me a couple years to forgive my dad.

Other cars I currently own are a 1976 Mustang II Cobra (white with blue racing stripes)—purchased at age 21 (since I couldn't buy the 225 HP goat) I keep for sentimental reasons. A 1989 Nissan Maxima—sorry guys but my wife said we needed a family car back in 1990. A 1994 Mustang GT Conv.—this is the 30th Anniv. Mustang, I ordered it for my 30th birthday from the factory. My uncle helped me get the Ford retirees discount. I saved \$4000 off of the sticker price (that was a \$1000 less than the dealer's cost for the car). It has the rare Iris color with black leather interior. Of course the conv. top is black. I have added the functional sidepipe exhaust system to it. I believe I was the first one in Northwest Ohio to have the sidepipes. Last a 1986 Ford Ranger XLT 4X4—this is my winter vehicle. There isn't much to say about it. Currently I am awaiting contractors to build my 32'X42' six car garage. This should enable me to keep all of my cars safe and warm during the winter time.

A good hobby for any doctor is being an auto mechanic. The reason is that cars work via systems and so does the human body. I also am interested in R/C airplanes. I am a member of a W.W.I airplane society and I have traveled to Alabama for a W.W.I airplane Fly-in twice since 1992. One of my next projects is to build a W.W.I type of airplane. Other hobbies include guitar playing, travel, reading, skiing, and learning foreign languages. My Chiropractic specialty is in sports medicine so I enjoy most types of athletic events. At this time I am waiting for Bernie Kosar to get the Browns up and running again, so I can root for my favorite team again. Lastly, I am a member of the Classic Mustang Club of Ohio and won first place in my class for the '94 Mustang GT Conv. that I own.

CALENDAR '96

NOVEMBER 13, 1996 REGULAR MEETING
 OLD COUNTRY BUFFET
 ON MORSE RD. 3 TRAFFIC
 LIGHTS DOWN FROM
 DENNIS PONTIAC 6:30 PM

DECEMBER 11, 1996 REGULAR MEETING
 DENNIS PONTIAC
 7:00 PM

CALENDAR '97

JANUARY 8, 1997 REGULAR MEETING
 DENNIS PONTIAC
 7:00 PM

JANUARY 25, 1997 HOLIDAY PARTY
 JIM & DIANE EVANS

FEBRUARY 6, 1997 GTOACO ANNUAL
 SWAP MEET
 DENNIS PONTIAC

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two yrs Donna Landis*

*Director Steve Salerno
one yr*

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 RD SAGINAW, MICHIGAN 48609 or call 1-800-GTO-1964