

SILVER STATE

Volume 19, Issue 1

PontiAction

MILLER'S

CHIEFTAIN



Mike & Sue Miller's 1957 Chieftain 4-Door Hardtop

This 1957 Pontiac Chieftain 4-Door Hardtop started its life in the Southgate, CA assembly plant, probably in the later part of 1956. It must have been difficult letting go of 1956 since this car was put together with a 1956 engine and transmission. Since it was only the 6th Pontiac to roll down the Southgate line for the '57 model year, I'm guessing at least 5 other Pontiacs had '56 running gear also. I'm also guessing the new owners didn't know it.

The original buyer was a lady in San Francisco. From the extensive records that accompanied the car, she was very good about having maintenance and repairs done. Several of her editorial comments relative to the services performed were interesting. It appears the car was garaged for most of its life. The salty San Francisco fog would have done a great deal of damage had the car been left out. In 1989 the car was sold by the original owner, only to be sold again just 3+ months later to the 3rd owner. This owner kept the car (parked outside) until 1994. We bought the car from him in February of 1994.

PREZ SEZ:

Eh...Hem....Tap Tap Tap....Welcome to Silver State Pontiac car Club 2012. Wow 2012, should we all be wearing funky futuristic suits or have personal jet packs or maybe even have flying cars? Well some members already have cars that fly (down the road) and other cars do really well at the shows. You can each be the JUDGE to which does what. Everyone in our club is equally important and are all tied to the success and enjoyment of our club. Please step forward and get involved. I know we have very knowledgeable and creative members among us and we as a club are calling you out. Bring ideas to the table to silicone our success in the car club world. Let's have some fun! Should we have a monthly event at our monthly meeting? Maybe we can mix things up a bit. Lets freshen it up, touch up the paint, replace some gaskets, air up the tires and put some fresh gas in it, fire it up and burn some rubber. Last but not least. Congratulations to the new officers (whoever you are) I look forward to getting a lot of work out of you (LOL). Thank you to the exiting officers for a job WELL DONE. Joel sent me a Christmas card mentioning that he thought I should be the next President of this FINE car club. Joel when I see you I apologize in advance if I happen to inadvertently bump you and you fall and break your hip. Just kiddin.

Thanks everyone. I look forward to seeing all of you every month. Todd

TODD KELLY



DUES ARE DUE!!!

By now you should have received a renewal notice for 2012 dues. Please send in your renewal check as soon as possible. Deadline is March 31.

PONTIAC OFFICERS

President	Todd Kelly	775-331-5377	lilronnie@charter.net
Vice President	Dale Lowery	775-745-8072	dlowery@ddplumbing.com
Secretary	Terri Schuff	775-747-2316	gunnardawg@sbcglobal.net
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Newsletter	Jacque Lowery	775-771-7390	nevadabird@charter.net
Asst. Newsletter			
Web Master	Hugo Tafel	775-217-4317	hugotafel@yahoo.com
Membership	Elaine Humphreys	775-626-7545	walelain@att.net
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	Dwala Mandas	775-323-3211	dwalag@sbcglobal.net

EDITOR'S CORNER

PontiAction is the official newsletter of the Silver State Chapter of the POCI. I need members to submit articles, jokes and life experience stories. New members, we would like to hear your car stories. All articles are appreciated. Let me hear from you. **LET'S TALK PONTIAC**. Submissions are due on the **FIRST** day of the month. Submissions received after that will be in the next newsletter. Submit to: nevadabird@charter.net **OR** **MAIL TO:** Jacque Lowery, 12520 Westridge Dr., Reno, NV 89511



MILLER'S CHIEFTAIN (Cont.)

We had a 2-seat sporty older car, but thought something with more seats would be good to have. We had almost bought a '57 Pontiac some years before and that probably influenced our decision to buy this one (common sense couldn't explain it). To do this, the price, and cost to refurbish the car would have to be kept low – the budget was very tight. In addition, our two-car garage was going to make this interesting. We were living in our home town of Napa, in a subdivision, and didn't want the garage to be an eyesore. The car occupied a space in that garage until we moved to Reno in 2001, and we never heard a complaint.

The years the car had spent outside had taken their toll and resulted in a "less-than-perfect" look, and a "much-to-be-desired" mechanical condition. For the first number of years we had the car it was unlovingly referred to as "the junker", graduating to "Kermit" (as in the Muppet frog character), and NOT because frogs were considered cute. The car at this point was a faded 2-tone green.

Mechanically, things were not real good. The first attempt to start it resulted in a broken piston (there was a loose valve in with the piston), a scored cylinder wall, bent rod, broken valve, and a jammed up engine. Tearing down the engine freed it up, but also revealed it was a 316 Cu. In. instead of the proper 347. That led to the decision to replace the running gear with a Chevrolet 350 (vintage 1967) and a BOP (Buick, Olds, Pontiac) 350 transmission. That was an economical approach which also has the convenience of inexpensive and easily obtained replacement parts, not to mention equivalent engine size and sizable reduction in weight.

Placing the engine in the car would be no problem because of all the room. Not quite. Even though there is still room to have a picnic under the hood, the fuel pump and frame couldn't occupy the same space, so an electric pump now supplies the gas. Additionally, the driver's side exhaust manifold was bumping the frame, so some grinding was done to remove enough manifold to get clearance. Luckily, as the RPM's increase, the engine torques away from the frame, so no problem.

As time went by cleanup of the engine compartment and all the mechanical parts of the front end of the car was worked on. Repairing the "swiss-cheesed" front floor pans offered the opportunity to once again enjoy that perfume that comes with fiberglass work – not to mention the slightly detached feeling. Stripping the car prior to painting consisted of media blasting it. The original primer (probably a lead primer) was so tough the blaster could not cut through it. Funny, he was able to cut into the window glass on two door windows so bad they had to be replaced (I found out later). We left that primer on and painted over it, starting with the correct primer for the system to be used.

Miracle was chosen to do the body work and paint because they were interested, and because they wanted to show they were capable of good work. It was done as they had time to work on it. They were good about controlling costs, contacting me if they found something that would require an additional charge. A base/clear system was used, and it looked pretty good. We then had a detailer color sand it and then it looked really good.

Almost all of the chrome pieces were brought to Reno to be straightened and rechromed. That easily exceeded the purchase price of the car, but was less expensive than having it done in California. I polished the stainless pieces – luckily they were in pretty good shape.

Upholstery-wise, the original padded dash and door panels were in very good shape, as was the headliner, except the stitching was very weak. The seats and carpet were not good, so I got some plain upholstery and carpeting and recovered the seats and laid the new carpet. It was obviously not professional, but it was an improvement and served well for about 10 years. Just within the last 4 months, the interior has been re-done, except for the dash. Keeping it original just seemed like the right thing to do.

This car was our first attempt to "restore" a car. It has been a great learning experience. It taught us that a restored car is never really "DONE". It taught us that the phrases "sticking to a budget" and "restoring a car" cannot fit into the same sentence . . . or encyclopedia. Our own budget for this has been bent so badly a crew of crack body men couldn't make it OK. In a way, we know how Humpty Dumpty felt. BUT, we also know how a lot of that goes away if someone walks up and says: "Nice Car!"

FROM CAROLYN'S CORNER



Meeting Minutes - November 17th, 2011

The 196th meeting of the Silver State Pontiac Car Club was called to order at 7:00 p.m. by our President, Michael Burmer. 28 members were present.

NEW BUSINESS

Jacque printed business cards for the Club. They were passed around to the members. Two things will be discussed tonight. Election of officers & who's bringing what to the Christmas party. A list will be passed around during the meeting. Dale Lowery brought up that a local sports newscaster, JK Metsker was killed in an accident recently. Donations can be made though Wells Fargo. The wife of JK Metsker has terminal cancer. Susan Greco made a motion to donate \$500 to the family. The second was made by Diane. It was decided to donate \$500 plus whatever was collected when the collection can was passed around. The total donation at end of evening was \$1031.00!

TREASURER'S REPORT

Mike Nowicki read our Treasurer's Report. Amounts read for the membership, raffle & fines. Total income and our ending balance was read.

Diane passed around flyers for our Christmas party at the Elk's Lodge. A list is being passed around for potluck items. She needs helpers to help decorate at 1:00 p.m. at the Elk's. It is December 17th @ 6 p.m. and there is a gift exchange, also. She also asked that we bring our wooden nickel coins. The dollar amount for the Christmas gifts is \$25.

NEWSLETTER

The current newsletter was handed out to everyone present.

NOMINATIONS

Nominations for next year's positions. A list of nominations will be made and then mailed out to everyone.

President: Curly Horning, Bill Rentsch & Todd Kelly.

Vice-President: Dale Lowery & Brian Cunningham

Secretary: Terri Schuff

Treasurer: Ed Ammerman & Jim Lebar

Newsletter: Jacque Lowery will continue to do it.

Membership: Cindy, Dwala & Elaine will continue.

Web: Hugo will continue doing it.

BIRTHDAYS & ANNIVERSARIES

November

Joel Trematore 2ⁿ

Rick Stefani 10th

Ken Burney 14th

Kelly Geyer 16th

Larry Davis 29th

Dale Lowery 29th

December

Elaine Humphreys 2nd

Steve O'Brien 6th

Bryan Cunningham 14th

Norm Okada 15th

Harold Irwin 16th

Todd Kelly 16th

Bart Daniels 22nd

Bill Rentsch 26th

Anniversaries

Dan Adams & Kathy Juarez 21 yrs.

Joel & Arlene Trematore 41 yrs.

Ray & Jan Hollingsworth 40 yrs.

Larry & Angela Davis 5 yrs.

RAFFLE

Norm Okada won the first number drawn and will bring the raffle prizes to the January 2012 meeting. Other winners include Mike Z., Dale, Elaine, Mike N., Ray H., Michael B. & Chuck.

The meeting was adjourned at 8:20p.m.

Respectfully submitted

Carolyn Irwin, Secretary

POCI President Dave Bennett passes

With heavy hearts we announce that POCI president Dave Bennett died on Thursday, December 29. He was outside walking his dog and fell, striking his head. MRI's revealed he had irreversible brain damage. Doctors kept him on life support until evening so all of his family could gather. He passed away about 9:00 PM. Age 65 of Burnsville, MN. Born June 25, 1946 in Syracuse, NY to David W. and Gertrude (Patnode) Bennett. Preceded in death by parents and daughter, Jennifer Lee. Survived by wife, Linda; children, David, Lucas, Sarah (Mark), Cinda, and Elizabeth; grandchildren, Ruby Rose, Lauren, and Tiffany. Member of Minnesota Chapter 13 Pontiac Club.

FUEL ADDITIVES

The following is reprinted by permission from the November 2011 newsletter of the Historic Vehicle Association.

Last month, an HVA e-news article entitled [A Comparative Evaluation of Prevention of Gasohol Phase Separation by Fuel Additives](#) generated a significant number of questions from readers interested in finding out more about how they can protect their engines from ethanol fuel damage. We put some of these questions to the author, Benjamin Kellogg, who offered his response.

Benjamin Kellogg of South Texas became interested in historic vehicles through his family's collection of old cars, which include a 1943 WWII Jeep and 6x6, light armored 1943 M8 Greyhound. Regular maintenance and engine repair has long been a hobby for Kellogg and his father, who last year began wondering if fuel additives might help combat the inherent problems attributed to the ethanol fuel that had arrived at local gas stations. With an equal passion for chemistry and access to a lab at his school, Kellogg decided to find out. With the help of a local high school chemistry teacher, Kellogg designed a simple water titration study to objectively test the effect of the additives on phase separation.

Last month, HVA e-news republished the resulting article from those tests, which originally appeared in the Fall 2011 issue of [Army Motors](#). If you didn't catch the piece, [A Comparative Evaluation of Prevention of Gasohol Phase Separation by Fuel Additives](#), click on the story link and then take a moment to see Benjamin Kellogg's answers to some of the most frequently asked questions sent in from HVA members.

1. What is the baseline dehydration (life) for the gas we used five years ago?

Kellogg: How long pure gasoline can be stored varies from a few months to a few years depending on the type of gasoline—aviation gas, for instance, is supposed to last longer—and the storage conditions (cooler is better). Predicting how long it will “last” is difficult because it is hard to know how long the gasoline has been stored at the gas station. The biggest problems with storing pure gasoline are: evaporation of lighter hydrocarbons; hydrocarbon oxidation; and ultimately formation of “varnish-like” gum deposits. It is difficult to tell if evaporation has happened by simple inspection of a gasoline sample, but gasoline turns progressively darker as it oxidizes. When gum forms, small pieces can be seen in a sample. Gasohol is less stable than pure gasoline because ethanol will absorb water from the air, thus gasohol can be contaminated much more easily than pure gasoline. It is said that gasohol can be stored for up to six months, but I have not tested this. Water absorption by gasohol is the problem addressed by the Eastwood fuel additives that I tested.

2. What is the impact of other fuel stabilizers (i.e. Sea Foam, Sta-Bil, Sta-Bil Marine, etc.)?

Kellogg: While I have not tested these products, they are supposed to reduce the risk of phase separation in the same way as the Eastwood products in my study. Sta-Bil claims to have the same effects on phase separation that the Eastwood products have but, again, I have not tested Sta-Bil. Both Sta-Bil and Sea Foam are mixtures of different hydrocarbons than the Eastwood product I tested. Sta-Bil contains only one active hydrocarbon agent, while Sea Foam and the Eastwood products each contain three active hydrocarbon agents (although they are completely different agents). Since the three products are all chemically unique, knowing which is superior would require a new comparative study.

3. What do your results show if the amounts of fuel additive are exceeded?

Kellogg: If the recommended amounts of fuel additive are exceeded, it seems likely that the amount of water that could be retained in solution before phase separation happened would increase in direct proportion to the excess amount of fuel stabilizer used. I suspect that the recommended amount of stabilizer is based on the amount of water that would be expected to be absorbed in six months of storage.

4. If doubling the dose resulted in increased retention of water in E10, would increasing the dosage continue to increase the effect?

Kellogg: Based on principles of chemistry, there should be a direct relationship between the amount of additive used and the amount of water retained so that doubling, tripling, etc. the amount of additive should double, triple, etc. the amount of water retained.

UPCOMING EVENTS

CLUB EVENT	DATE	LOCATION
Regular Club Meeting	January 19th	Denny's
Regular Club Meeting	February 16th	Denny's

**CONGRATULATIONS TO OUR
2012 OFFICERS !!!**

PRESIDENT	TODD KELLY
VICE PRESIDENT	DALE LOWERY
SECRETARY	TERRI SCHUFF
TREASURER	JIM LEBAR

**THANKS TO THOSE WHO AGREED TO ANOTHER
TERM ON THEIR COMMITTEES—**

DWALA, CINDY & ELAINE—MEMBERSHIP
HUGO—WEB MASTER
JACQUE—NEWSLETTER

BIRTHDAYS

ANNIVERSARIES

JANUARY

Patricia Irwin	2nd
Ed Ammerman	8th
Jerry Nelms	12th
Jim Mandas	19th
Carolyn Irwin	31st

FEBRUARY

Chuck Maze	5th
Joann Carter	15th
Russ Horning	16th
Sharon Lynch	16th
Dan Adams	23rd
Nick Carter	26th
Peggy Nelms	27th



JANUARY

Nick & Joann Carter	50 yrs
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FEBRUARY

Ken & Lynn Burney	45 yrs
Bill & Cindy Rentsch	38 yrs



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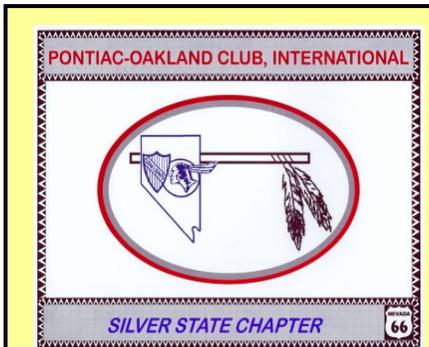
Advertising Rates:
Full Page: \$30 per issue
Half Page: \$15 per issue
Business Cards: \$5 per issue

You can send a photo, full description of item, price and contact information and we'll get it in the next issue of **PontiAction**.
Club members can advertise cars & parts free!
Club members advertising a business pay the rate.

PontiAction

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**CHECK US OUT ON THE WEB:
www.silverstatepontiac.com**

NEXT MEETING AT DENNY'S

January 19th @ 7:00 PM

ARRIVE ANYTIME AFTER 7 PM,

BE PREPARED FOR THE

FINE GUY