

PontiAction

BURMER'S METALLIC BLUE

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When I was 13 years old, my uncle showed up at our house in a **Metallic Blue 1967 Firebird**. It was the coolest ride I had ever seen. It had mag wheels, two scoops in the hood and pins that held the hood down. Yes, pins coming right through the hood to keep it from flying off. This thing had lines and curves on it like I had never seen. I came from a household who's only car was a 1974 VW bug that looked like a giant yellow bubble. This car was something different! I got to sit inside and start it up. OOOOooh Baby, this was cool. Holy Cow, look at the speedometer! It goes up to 160 MPH. "Let's go for a ride," my uncle says. Power, raw horsepower, I had never felt before. Ever since that day I had wanted a 67 Firebird.....PONTIAC, I was hooked!

My closest friend Todd Kelly, I say that because he lives next door, so technically he is my closest friend, sent me an e-mail. There was a guy selling one in South Lake. We drove up that day after work. There before me sat a **Blue Metallic 1967 Firebird** with a license plate frame from Chico, Ca. This was ironic because this is where my uncle had sold his car many years ago. Wait a minute! Oh my gosh! Could it be? Is this the same car that I had admired so many years ago????? No....but that would have been something, wouldn't?!

The car had been sitting in a carport for years uncovered and open to the elements. I had to take a gas can down to the station and take the battery out of my own car just to start the thing. It had not been washed in years. It looked horrible! It sounded horrible! After a lot of coaxing we got her to start. You could tell right away that the crank was banging off that 400 block; engine blown. I still wanted the car, however, I really couldn't see paying what he was asking. We could not agree on a price, so so needless to say, we came home without her. (Continued Pg. 3)

The Prez Sez:

STEVE O'BRIEN

The Prez is looking forward to the upcoming summer events as the time nears to wake up the herd and get the cars out of the garage. We have plenty of activities planned and some not planned as yet. First I'd like to announce that at our May meeting, we will be taking a club photograph for Nationals. Yes, I said Nationals! Also, at the May meeting, we will be awarding two lucky club members round trip air fare to the National Convention. Now don't go getting all excited just yet. It will be a working trip. All clubs are given a 6 foot table to display their newsletters and club info. I have a feeling that our table just might be a winner. The reason I am doing this is to get our name back to Nationals and promote our club. This trip is open to club members only. However, if you would like to go and your significant other does not, you can still put your name in and you will be matched with someone else in that same situation. As always.....



Happy Motoring..... The Prez

***ED AMMERMAN
WINS BIG!***



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EDITORS CORNER

PontiAction is the official newsletter of the Silver State Chapter of the POCl. I need members to submit articles, jokes and life experience stories. New members, we would like to hear your car stories. This is your newsletter, all articles are appreciated. Let me hear from you. **LET'S TALK PONTIAC.** Submissions are due on the **FIFTH** day of the month. Submissions received after that will be in the next newsletter.

Submit to: ldywriter@sbcglobal.net OR

MAIL TO: Ann Sweder, 225 Hercules Dr., Sparks, Nv. 89441



METALLIC BLUE (conti)

I thought about the car everyday. I talked to Todd about it constantly, driving him crazy. He said, "Call him back, see if he changed his mind on the price." A few days later I did and guess what, he saw things my way and we went up the next morning to bring her home!

First things first. I washed and waxed the car. I started to feel much better about the purchase. This thing cleaned up nice! I located another 400 runner out of a 72 Bonneville. Todd and I tore it down, took the best of both engines and put it in the car. I now had my car running, but I had bigger plans for the 400 I took out. Much bigger.

I ordered a stroker kit for the old engine. New crank, pistons, rods, cam, well let's just say everything is brand new out of the box, everything! I had the block cleaned within an inch of it's life and bored 60 over. After complete assembly with a Street Dominator intake and an 800 cfm Holly carb, I was ready to put in by brand new 400/468 cid monster.

So this now would be the second engine change. With Todd's help we got the new engine in and things were good, until....At three hundred miles on the new engine, the oil pump seized up. I checked the oil and sure enough it had bearing material in it. So, out came the engine.



Engine In



Engine Out



I took the engine down to Aims and had them clean it....again and reassembled it.....again and I put it back in the car.....again! Now everything is all good with the engine. Well, other than stomping the gas right after putting the engine back in the car and snapping the water pump into four pieces, sending the fan through the shroud and into the BeCool radiator.

So after a new water pump, shroud, fan and radiator added to the purchase of the car, the second running motor, the stroker kit, the chrome alternator, intake manifold, carburetor, high horsepower clutch with all the fixins, exhaust system, 6x heads, rebuilt tranny, tires and wheels, new glass hood, brake lines, fuel lines and a brand new rear end, I ended up with a nice little hot rod....

I got in trouble when I brought home the new shift ball.....Needless to say Jennifer won't let me play with Todd no more!

Happy Motoring.....Mike Burmer



FROM RHONDA'S NOTEBOOK

Meeting Minutes – February 19, 2009

Steve called the meeting to order at almost 7:01PM and welcomed everyone. We had a new visitor, Steve, who wanted to see what our club is about. He shared he has a '63 Catalina, '72 Grand Prix and just refurbished a Limo. The **January minutes** were published in our February newsletter. Steve motioned for their approval and they were practically unanimously carried by the club. Bryan was not present yet to give the **Treasurers report**. Steve reminded us and pointed out that long-standing club member, "The Chief" has been missing for years. There is speculation Jack Sutton is holding him hostage. Steve will look into this and will have a picture of "The Chief" posted in our next newsletter.

No Grievances.

Steve wanted to clarify any confusion over the front page article in February's newsletter and explained Todd was counting shots while doing the interview. Also, the newsletter would like to receive pictures of members with their first car. These are also welcomed for our website. Hugo gave the **website update** and reminded us there is a "for sale" section in it and he is still looking for pics of member rides. Our website address is: silverstatepontiac.com
Steve asked if we want to have a car show this year. After a momentary pause, it was noted this show has been the biggest money maker our club has ever had. Susan suggested we do a member partnership where a newer club member works with a more established member to learn the ropes to do these type of events. A car show committee was formed by volunteers Mike N., Vicki, Paul, Michael B., Jim, Jenn and myself. A show of hands of members supporting the show was nearly unanimous. Also, another show of hands indicated in favor of having the show again at A & W. We will need to discuss this with A & W because we may now be required to have a permit to play music.

Activities: Curly is organizing a cruise to Chilicoot sometime in April, but is not here to provide the details. A sign-up sheet is being passed to get a show of interest. Steve announced the Outlaw Car Show by the Butch Cassidy Car Club on Fathers Day weekend in Helper, Ut. Helper is a small town that goes all out for this show and is organizing a cruise to a nearby ghost town. Hugo will put this on our website. Steve shared an e-mail that was sent to him by someone who is selling a 1970 Lemans. One of our members left a club card with an illegible phone number on the windshield. See Steve if you left the card on the Lemans.

Mike from A & W brought his 2009 calendars and are available for \$8 each.

BREAK 7:22PM – 7:40PM

Bryan showed up and gave the **Treasurer's Report** which was motioned for and barely carried by the club. Cindy reminded everyone **Dues are Due!!**

Mike N. did birthdays and anniversaries. Bill and Jim did the raffle. Kevin pulled the first raffle ticket. Ed Ammerman won \$120 in the 50/50 raffle!!! Todd and Bill did fines.

Meeting adjourned at 8:09PM

BUTTONS
YOU CAN'T
WEAR TO
WORK!



FROM RHONDA'S NOTEBOOK

Meeting Minutes for March 19, 2009

Steve called meeting 164 to order at 7:00PM and welcomed everyone, including new member, Linda Okada. I read the **February Minutes** which was motioned for approval and carried by the club. Bryan wasn't on hand because he was at a comedy show, but Diane stepped in to cover the **Treasurer's Report**, which was motioned for and carried by the club. No complaints for "**Airing of the Grievances**" except for one from Denny's Restaurant. It complained that someone snuck in some booze at the February meeting and left the bottles behind. Please don't leave your bottles behind in the future.

Old Business:

Diane has not heard from Hot August Nights yet.

New Business:

Steve brought up that we need to decide whether we want to be considered a non-profit organization in which we'd be required to file a tax return or not. This issue came up because of the car show and City of Reno's requirement that if an organization is not a recognized Non-Profit Organization, it would be required to have a permit for amplified music. It was voted to not apply to be a 501C organization and that we'll pay the \$100 permit for amplified music for our car show. There were attempts to contact Jack Sutton during the meeting in our efforts to locate "The Chief." Bill tried to reach Jack and put on the speaker phone with no success. I shared the Hot August Nights Kick-Off Party research that I had done and we put it to a vote whether or not to move our annual celebration to a new location, Bartley Ranch or go back to Galena Forest Park. A show of hands was in favor to have our 2009 HAN Kick-Off at Barkley Ranch. More details for this to follow at the next meeting. Mike N. gave the car show report. Hugo reported that there has been no new car pictures placed on the web-site. The newsletter reps were not present. Dwala gave the **Membership Committee** report and shared there are only five current members who have not renewed their dues. Bill is calling Grant to ask where his dues were and got a wrong number. Curly gave the report on the Curly (Spring) Cruise which will be to Chilicoot. We need to pick a day. This seemed to prove difficult to select a date, but we are leaning toward Saturday, April 18th, and will be provided the details of a set date and a route at April's meeting. There was a motion to move the cruise to May or see if we have good weather for April 18th, and if not, we'll move it to May. Let it be noted (by Steve), Grant was given a hard time when Bill finally reached him. Diane proposed a summer cruise to a quaint location (sorry, I did not catch the name), off of Highway 49 and looking for a show of interest, which there was. She will try to arrange something for this during the summer. Steve shared we will also be giving the drive-in another shot this summer.

Break 7:37-7:50PM

Mike N. and Jan did birthdays and anniversaries. There was discussion whether Galen received his birthday cookie or not. Joel won the first raffle prize, so he will be bringing April's raffle. Todd did fines.

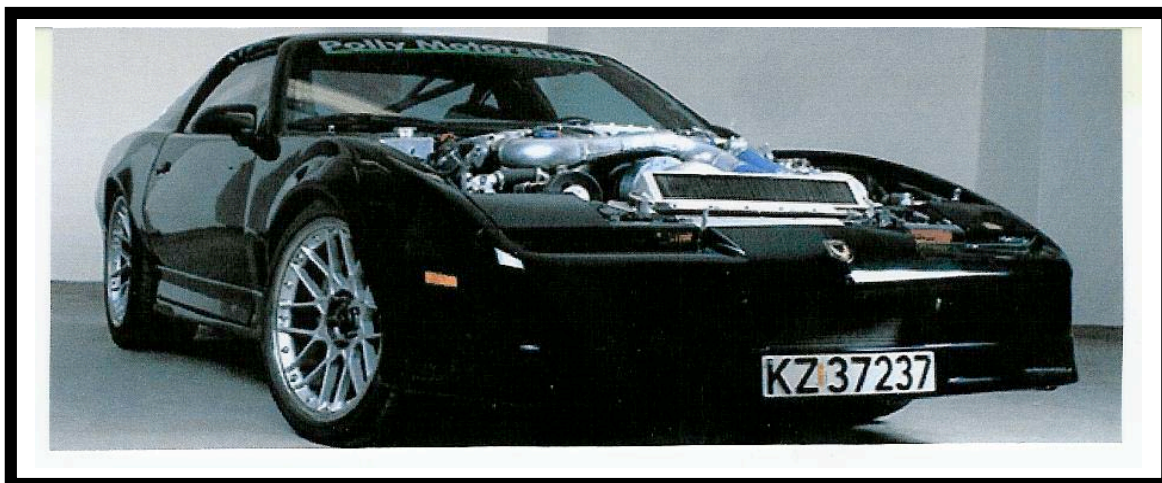
Meeting adjourned at 8:14PM

MORE BUTTONS
YOU CAN'T WEAR
TO WORK!



ARTICLE
BY:
DAN
ROTH

PHOTOS
BY:
CAMILLA
SMISTAD
TOFTERA



EUROPE'S FASTEST STREET LEGAL CAR

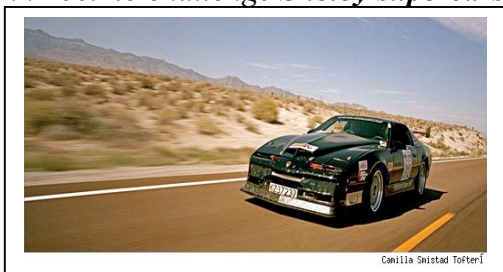
"Have fun with KITT," sniffed some AMG engineers when a group of Norwegians showed up at Germany's **Papenburg test track** with a 1987 Trans Am. The smug smiles were quickly wiped off the faces of the Mercedes tuner crew when the ancient Pontiac's practice laps were as fast as the AMG cars, and the F-Body wasn't even working hard. Once warmed up, the 8.9-liter V8 unleashed all of its 1400 horsepower on the circuit, delivering a starting 407 kph (252 mph) also known as Bugatti Veyron fast. Better still, unlike the Bug, the Pontiac's lap is official!

Needless to say, there's not much stock underneath the skin on the particular Trans Am. The car is the work of **Polly Motorsport** of Norway, and there's a wealth of top tuner expertise beneath the mostly stock exterior. We're sure even in its heightened state of tune, the Polly Trans Am is infinitely less expensive than the \$1.6 million you'd have to cough up for a Veyron and its creators say it's still street legal.

Paul brought his Pontiac to the Papenburg car testing track, one of the newest and most advanced test tracks in the world. Mercedes were testing their new AMG sports models the same day as Paul was going for his personal speed record. Some engineers from AMG team criticized the optimistic Norwegian team for bringing an 80's trimmed American car to this super test track for the advanced European supercars. But what they didn't quite comprehend is that Paul Arvil Blytt and his Polly Motorsport team from Norway works at a motor tuner garage in Godvik, Norway and most important of all, nothing more than the shell of this car resembles the stock Pontiac. With a brisk 8.9L V8 producing a whopping 1407HP, Paul was soon doing AMG top speeds of 300 km/h in his warming laps. After driving a couple of rounds around the track, Paul felt ready to see what his road machine would do! After pressing the pedal to the metal the ARP technician Christoph Tharrey came over with his laptop computer with a big grin. Here we have the official numbers: 407.134 km/h.

You may say, well the 9FF team drove 409 km/h in an extremely rebuilt Porsche 911 at the same track; this speed was recorded with their own equipment and therefore can be fixed and therefore is not recorded as an official speed record. Bugatti Veyron 407 km/h is also recorded with their own equipment.

As the Papenburg track is too small for the Pontiac to reach its potential top speed of 435 km/h and Volkswagen's test track costs 25,000 Euro an hour to rent, Paul is bringing his road legal car to the US in 2009 to challenge **Shelby supercars** official record of 412 km/h.



*This car
can sure
lay down
the rubber!*

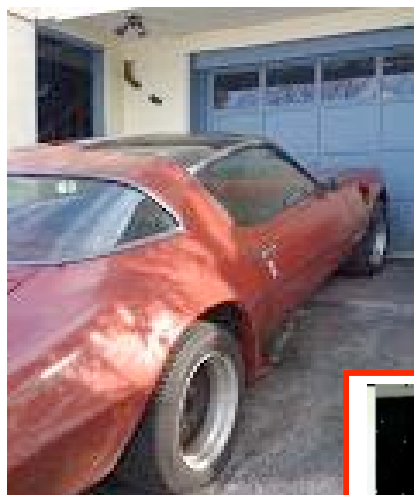


"STELLA"

This is Stella. She's a 1980 Trans Am, a real WS6 T-top car with stock 15" GTA wheels, with a 400 motor out of a 69 GTO. The plan is to make her a full-blown drag car..... with license plates. We plan to keep the 400 that's in it, but put some race heads, a much more aggressive cam, Holley 4-barrel carb. and several other modifications. Right now it has the stock gears, which will soon be changed to 4:11's. So far we have taken the full interior out of it and plan on changing color from red to black. There will be a 6-point cage in it with race seats. We want to paint the body Satin (flat) black and have the eagle emblem on the Shaker Hood Liquid (shinny) black.

We'll keep you updated on our progress.

Lacey Barnett & Andrew Rose



My daughter Lacey, moved to Connecticut in Sept. 2008. Her boyfriend, Andrew, acquired this car through a trade. Andrew is a mechanic, races Formula cars & teaches the "driving experience."

Andrew just acquired a sponsor for the car he is racing. Lacey took her goose, Phoebe with her to Connecticut. It was her and the goose, driving across country. I'm proud of her. Bonus, they have a PONTIAC!

They are on the "wide" track.

Ann Sweder

THE THREE CARS FEATURED IN THIS NEWSLETTER WILL PASS EVERYTHING BUT ONE OF THESE!





Bradshaw Crandell
with his favorite model—
The Pontiac Streamliner "Torpedo"



Bradshaw Crandell enjoys one of the greatest followings of any modern artist. His illustrations of beautiful girls for magazine covers and stories . . . national advertisements and outdoor posters are known and admired the world over.

A GENERAL MOTORS MASTERPIECE

YOU NATURALLY would expect Bradshaw Crandell to own a 1941 Pontiac Streamliner "Torpedo." This is the one car that so aptly exemplifies the modern youthfulness and beauty that distinguish Mr. Crandell's famous illustrations.

But a car must have more than good looks to recommend it—and Pontiac has more than good looks . . . in fact, Pontiac has everything you could ever want in any car. For example—no car you have ever driven has more dash . . . more life . . . more thrilling performance. Pontiac's exclusive "Triple-Cushioned Ride" makes even rough roads seem smooth. And the rich, spacious interiors of Pontiac Fisher Bodies provide

plenty of leg and head room even for taller people.

Doesn't this match the pattern of what your next car should be? Your Pontiac dealer will be glad to give you the details on these 1941 "Torpedoes." And don't forget—you can get any model either as a six . . . or as an eight for only \$25 more!

 **Pontiac**

THE FINE CAR WITH THE LOW PRICE

Todd Kelly submitted this informative article.....Thanx Todd!

For street 'n' strip applications, this easy A-body engine mount modification will provide solid, long-lasting and safe service.

BY JOE HAND

Engine mounts have two purposes: to support the engine in the proper location, and to absorb/prevent the engine vibrations from reaching the passengers within the body.

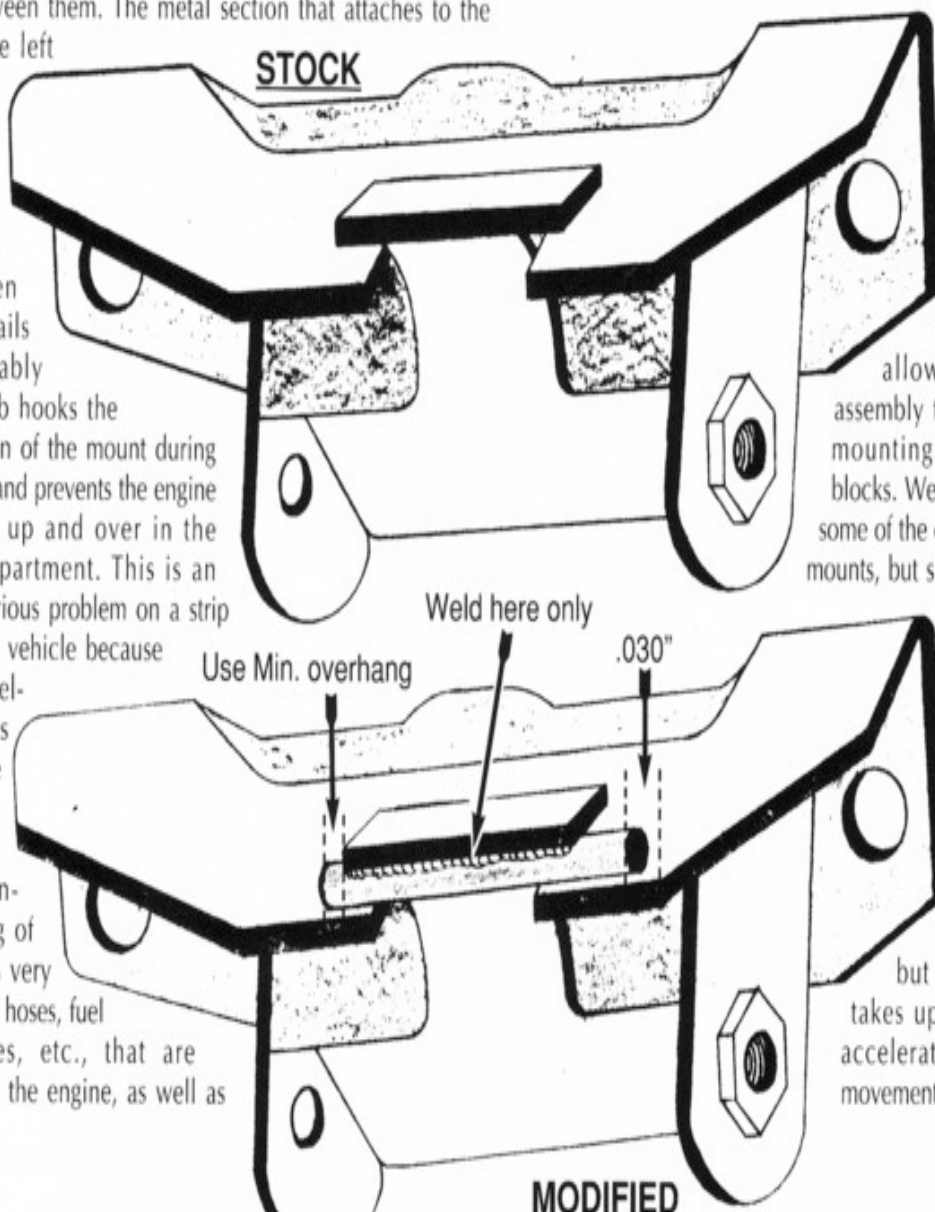
The mounts are constructed of two metal sections with rubber molded between them. The metal section that attaches to the frame on the left mount has a safety tab that curls over the lower metal piece. When the rubber fails (as it invariably will), this tab hooks the engine section of the mount during acceleration and prevents the engine from lifting up and over in the engine compartment. This is an especially serious problem on a strip or street/strip vehicle because constant acceleration efforts will cause the mount to fail quickly.

The constant rocking of the engine is very destructive to hoses, fuel lines, cables, etc., that are connected to the engine, as well as

being detrimental to the transmission mount and driveline. A torque strap from the engine to the frame or solid engine mounts will keep the engine from twisting, but both pass an unacceptable amount of engine vibration into the body. Home fabricated cables and chain, although much quieter, will stretch and quickly lose their effectiveness.

An easy fix for 1964-74 A-body vehicles left motor mount failures is to add a hardened rod to the safety tab with about .030 inch clearance. The clearance allows the rubber to absorb normal vibrations, but, during any acceleration, the rod moves directly to the adjacent metal portion of the mount and effectively makes it a solid mount. See sketch for modification details.

The mount we use is a TRW No. 82256 two-bolt unit. It is



totally adequate as a replacement for the three-bolt units for the 455s. The note on the sketch to keep the front portion of the hardened rod as short as possible is to allow the modified assembly to clear the top bolt mounting boss on the 455 blocks. We are not familiar with some of the other Pontiac left-side mounts, but suspect the same concept could be used on most. This modified unit allows absolutely normal forward driving (some vibration is noticed in reverse), but the .030 clearance takes up so quickly during acceleration that no engine movement is detected. ⚡

UPCOMING EVENTS

CLUB EVENT	DATE	LOCATION
Regular Club Meeting	April 16 th	Denny's
Regular Club Meeting	May 21 st	Denny's
Regular Club Meeting	June 18 th	Denny's



BIRTHDAYS

APRIL

Darwin Ludi – 5th
 Debbie Bartgis – 8th
 Walt Woodworth – 11th
 Symantha Miller – 14th
 Ed DeMichele – 18th
 Leanna Freeman – 26th
 Mike Nowicki – 29th

MAY

Jan Hollingsworth – 4th
 David Kasper – 5th
 Ray Hollingsworth – 9th
 Liz Gilmore – 12th
 Mart Jaama – 14th
 Karl Sweder – 18th
 Rhonda Kelly – 28th



ANNIVERSARIES

APRIL

Peggy & Jerry Nelms-----49 yrs.
 Jim & Dwala Mandas -----19 yrs.
 Michael & Jennifer Burner----11 yrs.

MAY

David & Sharon Lynch -----41 yrs.
 Ed & Peggy DeMichele-----36 yrs.
 Curly Horning & Donna Oliver----26 yrs.
 Todd & Rhonda Kelly-----19 yrs.
 Alan & Monica A'Neals-----18 yrs.
 Steve & Julia O'Brien -----15 yrs.
 Karl & Ann Sweder ----- 5 yrs.



NEWSLETTER AWARDS OF MERIT
 1995 – 3RD PLACE, 1996 – 1ST PLACE, 1997 – 2ND PLACE
 1996 JUNIOR CHAPTER OF THE YEAR

ADVERTISEMENTS

For Sale: 1976 Pontiac Formula – 59,000 miles!
Beautiful, fast, smooth running Pontiac Formula 400, with the “numbers matching” L-78 engine. (Pontiac 400 ci, not the anemic 403 Olds). Muncie M-21 four speed trans. and Posi-traction rear end. The car is “bone” original, except for the great Silver/clear coat paint, new Classic Industries front Seats covers and new carpet. PHS docs. \$12,500
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You can send a photo, full description of item, price and contact information and we'll get it in the next issue of **PONTIAC ACTION**
Club members can advertise cars & parts free!

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**SILVER STATE
PONTIACS**



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

NEXT MEETINGS AT Denny's

APR 16TH & MAY 21ST @ 7:00 PM

ANYTIME AFTER 7PM, BE

PREPARED FOR THE

FINE GUY