

# DAKOTA CRUISERS



## PRESIDENTS MESSAGE

November 2016

“SHIFT’N GEARS FOR OVER 20 YEARS”



November, 2016! Can you believe it? It seems like it was just the Wild About Wheels Show at the Fairgrounds!!! That was February. Anyway we have a lot of things coming up between now and the end of the year. Starting with the monthly meeting---1st Wed in November at the Vegas! 7:30. What makes this interesting is that at that meeting we will be electing a few new officers and two new two year term Board members. Please come to this meeting if you are available. We have nominated at the Oct meeting and we will also nominate at the Nov. meeting but then vote for two new Board members.

The other thing we will be doing is Auctioning off the raffle motor since the Winner took the cash. Opening bid is \$1,200 and it will proceed in \$50 increments. Whoever is the high bidder that night has to pay for it that night and that engine will be picked up at Ryan Chevrolet on S. Broadway with-in two weeks.

At the October meeting, we signed up 14 members to participate in a seminar on upholstery. It was held on the 22nd of October at my shop on 20th Ave. We had 13 people in attendance and we re-built and recovered the seats for a 1955 Chevy 4 door sedan. Everyone attending seemed to enjoy the learning experience and had fun learning how to re-build these seats with new foam and covers. Next seminar---well do you have any ideas?

We are looking for someone to head up the next years Wednesday night cruises. Anyone or any member can jump in on this task. It is not hard. You just have to schedule them. One Wed. is at The Vegas, then there is a cruise with pot luck, then there is a cruise to a nursing home or assisted living place. And then some place out of town and one maybe open. So if you are up to handling this, please let me or Dave Alberts know about your interest.

My time is busy in the shop. Doing lots of things with the 67 Chevelle, 55 Chevy, the 54 Ford and finishing off the '78 Ford Pick-up!

Well, that's all for now. I still have room in the Club House for car storage, so if you want your car stored at 60-65 degrees all winter, let me know. Cost is only \$50 per month for 6 months. Nov 1 thru Apr 30th.

See you at the Nov meeting!

George



## SUPPORTERS OF DAKOTA CRUISERS

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*In Remembrances of Al Larson*

*God saw you getting tired and a cure was not to be. So He put His arms around you and whispered "Come to Me".*

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Whenever you feel sad, just remember somewhere in this world there's an idiot pulling a door that says "push".

## Winter Safety for your Vehicle

“It is important to check filters and fluids before winter”. “For oil changes, read your owner’s manual. It will tell you the recommended number of miles for you to change your oil. Your fuel filter should be changed twice a year.”

Regarding the importance of changing a car’s air filter, if you can’t see through it, it is time to change it.

“Your car runs on gasoline and air. If your car can’t breathe, it’ll use more gasoline than normal,” he added.

Per online sources, an engine block heater is a device that eases the start-up process and prevents future wear of engine parts. “Recommend in every vehicle should have a block heater installed. “If it’s old or brand new, the block heater helps keep the antifreeze warm and will make start up much better for your car.”

For wiper blades and windshield wiper fluid, winter grade is recommended.

“If your fluid has a plus on it, for warmer weather, it will freeze throughout the winter,” he said.

“You won’t be able to use it again until it thaws out, and you might have to replace the reservoir due to damage from the pipe busting.”

Winter Weather Survival kit should include:

- A mobile phone pre-programmed with emergency applications, important phone numbers and a car charger.
- Drinking water and snacks for humans and pet passengers
- Sand, salt or cat litter, which is great for additional weight, or traction mats
- A snow shovel to dig yourself out if you barely go into a ditch
- Extra warm clothing and blankets
- A flashlight with extra batteries
- Window washer solvent and an ice scraper with a brush
- Cloth or a roll of paper towels
- Jumper cables
- Warning devices, such as flares or triangles
- A few items you can include in a basic toolkit are a screwdriver, pliers and an adjustable wrench

As a trucker stops for a red light, a blonde catches up. She jumps out of her car, runs up to his truck, and knocks on the door.

The trucker lowers the window, and she says, "Hi, my name is Rita and you are losing some of your load."

The trucker ignores her and proceeds down the street. When the truck stops for another red light, the girl catches up again. She jumps out of her car, runs up and knocks on the window.

Again, the trucker lowers the window. As if they've never spoken, the blonde says brightly, "Hi my name is Rita, and you are losing some of your load!"

Shaking his head, the trucker ignores her again and continues down the street.

At the third red light, the same thing happens again. All out of breath, the blonde gets out of her car, runs up, and knocks on the truck window.

The trucker lowers the window. Again she says, "Hi, my name is Rita, and you are losing some of your load!"

When the light turns green the trucker revs up and races to the next light. When he stops this time, he hurriedly gets out of the truck, and runs back to the blonde. He knocks on her window, and as she lowers it, he says...

"Hi, my name is Spanky, it's winter in North Dakota and I'm driving the SALT TRUCK!"

# The Pontiac Tri-Power Story

Posted on April 5, 2016 by MCG

Nothing looks more awesome under the hood of a classic Pontiac muscle car than the factory triple-carburetor system known as Tri-Power. Here's the story behind the legendary setup.

Offered on select models from 1957 through 1966, Pontiac's Tri-Power induction system added a new dimension of performance to the General Motors brand—and a colorful new term to the hot rodder's vocabulary. Tri-Power has an interesting background. Let's jump right in.

The Pontiac Tri-Power story formally begins in December of 1956 with a General Motors press release announcing the setup's availability on the 1957 Pontiac line. But we could say the ball started rolling back in 1955 when the Rochester 2G series two-barrel carburetor was introduced, which made the Tri-Power concept possible.

Founded in Rochester, New York in 1908 and acquired by General Motors in 1929, Rochester Products was originally a supplier of electrical components, from cigar lighters to starter motors. In 1950 the division diversified into carburetors, and the 2G series (2GC, 2GV, 2GE, etc.) first produced in 1955 was one of its most popular models, installed on tens of millions of GM cars through 1978. A simple, inexpensive, and virtually bullet-proof design, the Rochester two-barrel was—when used in multiples—inadvertently ideal for high-performance applications.

For the 1957 model year, Pontiac's brand new general manager, Semon E. "Bunkie" Knudsen, had gone to work overhauling the division's dated image and building more excitement into the product. "You can sell a young man's car to an old man, but you can't sell an old man's car to a young man," Bunkie famously said.

To that end, more horsepower was part of Knudsen's program, and for two years starting in 1957, Pontiac offered Rochester mechanical fuel injection with a system very like that used by Chevrolet. The fuel setup was advanced and effective, but not without its problems, including reliability, serviceability, and cost—a whopping \$500 per vehicle.

For a low-cost alternative to the expensive fuel-injection system, Pontiac took a page from racers and hot rodders, who for years used standard, off-the shelf carburetors, simply adding more of them to provide more fuel volume and greater breathing. In American hot rodding, two and three-carburetor setups were the norm, so Pontiac engineers took the obvious step. A basic design with few components, the Rochester two-barrel had a dirt-cheap unit cost, perhaps \$5 to \$10 each. This allowed Pontiac to offer the three-carb Tri-Power system for only \$90 to \$100 per car (see brochure above). This was a fraction of the cost of the fuel-injection system, or alternately, a pair of fussy and expensive four-barrel carburetors from Carter or Holley, and still allowed for a healthy markup. The other GM divisions were quick to offer their own 3X2 Rochester induction systems, as Oldsmobile, Chevrolet, and Cadillac all offered their own variations on the theme. In January of 1957, Oldsmobile introduced the J-2 package (above) for the 371 CID V8, offering the option for two years. And in 1966, Olds returned with a similar 3X2 system for the 442.

While the Tri-Power name was a Pontiac exclusive, the term quickly gained what is known as the Kleenex effect, becoming a generic trademark. Car enthusiasts began to call all three-carburetor setups "Tri-Power," regardless of origin. A new term entered the gearhead's vocabulary, much like the Chevrolet trade name Positraction, which you will hear applied to a limited-slip differential from any manufacturer. You can't buy that kind of word-of-mouth publicity.

Cadillac offered Rochester 3X2 induction from 1958 through 1960, replacing the expensive 2X4 Carter system used to that point. Chevrolet used the three-carb setup to good effect on high-performance versions of its 348 CID V8 from 1958 to 1961. Note the choke thermostat on the center carburetor only, the bowl-type fuel filter, and the mechanical linkage connecting the front and rear carbs offered Tri-Power on select models and engines (347, 370, 389, and 421 CID) from 1957 through 1966, when it was finally superseded in 1967 by the Rochester Quadrajets four-barrel, a more modern air valve-type carburetor. On the Pontiac GTO equipped with manual transmission, the vacuum-operated throttle was replaced with a mechanical progressive linkage.

In 1965, Pontiac began to offer a fresh-air induction system, initially as an over-the-counter dealer package that sold for \$30 and included a carburetor pan, a foam seal, and instructions for making the external hood scoop functional. While in truth, the scoop was too small and shallow to provide any significant increase in air pressure, Pontiac named the package “Ram Air,” and another familiar hot rodding term was born.

**A HIGH Performance Package at an Amazingly LOW Price!**

*Triple two-barrel carburetors are available only as a factory-installed option, prices ranging from \$90.00 plus \$6.75 E.O.H. on Super Chief and Star Chief models to \$100.00 plus \$7.50 E.O.H. on Chieftain models. (Not available on the Bonneville Custom Convertible).*

**"TRI-POWER" Carburetion Package Includes:**

- 1 A special intake manifold for mounting the three carburetors.
- 2 Both oil filler cap assemblies and a stainless venturi outlet of a heavy-duty type.
- 3 Different radiator inlet and outlet hoses due to the changed manifold and to give clearance for the new positioning of the carburetors.
- 4 Fuel and vacuum pipes specially designed to accommodate the vacuum control. The fuel lines also have been modified.
- 5 Relocated generator and ignition coil, necessitating a larger fan belt and a new ignition coil bracket.
- 6 Lengthened spark plug wires... and many other changes.

**Pontiac Keeps the New Ideas Coming . . . It's the Surprise Car of the Year!**

*A new performance sensation available on any Pontiac*



Yesterday, I had a flat tire on the hwy. 83. So I eased my car over to the shoulder of the road, carefully got out of the car and opened the trunk. I took out two cardboard men, unfolded them and stood them at the rear of my car facing on-coming traffic. They looked so life like you wouldn't believe it! They're dressed in open trench coats that exposed their nude bodies and private parts to the approaching drivers. But to my surprise, cars started slowing down to look at my lifelike men. And, of course, traffic began backing up. Everybody tooted their horns and waved like crazy. It wasn't long before a state trooper pulled up behind me. He got out of his car and walked towards me. I could tell he was not a happy camper! "What's going on here?" "My car has a flat tire," I said calmly. "Well, what the hell are those obscene cardboard men doing here by the road?" I couldn't believe that he didn't know. So I told him, "Helloooooo, those are my emergency flashers!"

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SERVICES



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Next General Meetings at  
the Vegas:  
Nov 2 & Dec 7, 2016