

The Director's View

by Tom Jacot

Well folks, 2000 is almost over. This will be my last article as director. Our annual Speed and Feed was a wash out (rain) according to the powers that be in Rialto. Although no racing took place on the 1/8th mile there, our club spirit and dedication couldn't be dampened. We still had a good turn out of members and vehicles. Just about all that came stayed for eats and a brief meeting. Some members still had the need for speed and drove another 1½ to 2 hours to race at Palmdale.

Our club had a car show and elections occurring Saturday November 18th at Westminster Buick/GMC. Hope you were there for some good food, great cars and amazing club members!

Coming up for Saturday December 9th is our annual Christmas party at our very giving hosts, **Chris Lee** and **Allison**. It will probably begin around 4:00 p.m., so if Pomona really does have its last day of racing on the 9th, some can attend it too. It will be a pot luck, so be thinking of what goodies you'll be bringing.

Just a friendly reminder that dues are due by January 1st. If not in by then, you may be visited by Mongo and Butch (I mean Lance and Paul) for collection purposes.

Thanks go out to all our directors for making this past year a successful one. A special thank you to Sam Dority and Dan Gerber for their efforts and making me look like I was actually doing something. Under our new leadership for this coming year, I know our Club will continue to expand and thrive.

Tom

**dues are due
by January 1st!!!**

Please use renewal form on
last page of this issue

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Here's a shot of **Rod Anstett** at Boulevard Buick about to use a little "persuasion" (note hammer & steel bar) while performing an alignment on my '65 Skylark before she was lovingly shipped by Passport Transport to her new Connecticut home.
Bill Kirschner



Thanks to **Dave Benisek**, our new club logo decals are in stock, and they're lookin' real good. These five-color decals with their bright five-color layout and sharp detail are just begging to be displayed in a prominent place.

They're available in two sizes: **LARGE** (5½" x 10") for the price of \$11.00 and **SMALL** (2¼" x 4") for only \$2.00. The large decals are the right size for camper shell, motor home or race car windows, large tool boxes and so on. Take a look at the decal centered on the back window of Karen Gallant's '66 GS for an example of a perfect fit, for instance. The small ones will look real good just about anywhere: car windows, your desk at work, lunch box, small toolbox, etc.

The decals may be purchased at club events or, if you wish, by sending a personal check (payable to A.R.P.), to the club PO Box address. Don't forget to indicate exactly how many of each size you want to purchase.

Keep in mind that the club's only making a few cents on each decal we sell. Obviously not much of a money maker, but we thought you club members would enjoy showing your pride in your Buick club.

WELCOME TO OUR NEWEST MEMBERS!

Let's say a big "Hi folks! Welcome to the club." to **Bill and Pam Thomas** of Rancho Cucamonga. They braved the threatening weather to attend our Speed & Feed and join up. Judging from their enthusiasm, the Thomas family (and their sharp lookin' diplomat blue '70 GS455, Stage 1) will be a great addition to our club.

AND THE WINNERS ARE...

by Dan Gerber

Let me tell you... It was a real tough election for our 2001 club officer candidates. Every single one of them had to campaign hard to win their positions. Well..... maybe not, but we are lucky enough to have these ambitious club members volunteer to help us stay on track next year:

- Director **Chris Lee**
- Assistant Directors..... **Phil Erikson**
Tom Jacot
- Activities Director **Gary Ryan**
- Race Coordinator **Bruce Kent**
- Secretary..... **Gordon Hanson**
- Treasurer **Jim Cail**
- Newsletter Editor..... **Sam Dority**

So folks, now that we have this energetic crew at the helm, sort of, it's up to us to give them all the support we can. Some ways to do this is to write an article for the newsletter, help the activities director choose and organize an event or two, and attend as many of the events as you can. Chances are you'll enjoy it... a lot.

Thanks, **Chris, Phil** and the rest of you for stepping up to the plate.

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Well, I hope everyone is doing well. It seems hard to believe this year is almost over. I have not had a chance to write much this year. It's been somewhat hectic getting stuff ready for Bowling Green and getting engaged, changing jobs and getting ready to move.

It feels like we were just at Pomona for our Speed and Feed '99. This year's speed and feed was kind of a washout. We planned to have it at Rialto Raceway/airport, but it was drizzling very heavy, so Rialto Raceway officials canceled racing for the day. But I do want to commend every one that showed up, we made the best of it, had a great lunch and conversation. I think that some of the people that were driving by us thought we were crazy and even some joined in for lunch, some guys on motorcycles and even 2 guys in an Acura nsx stopped by to see what was going on. After lunch, **Dave Benisek** herded us up to Palmdale where the weather was nice and the grand national club was racing. **Bruce Kent** and I entered the grand national bracket. I know myself, I was over-confident, big mistake. Bruce lost first round and I lost in the 2nd round, both of us very close red lights. **Scott McIntyre** entered his car in bracket 3...this after driving all the way to Rialto and then up to Palmdale. Now that's a true street car! He won bracket 3 which is one of the toughest brackets at Palmdale. Lots of heavy hitters and Palmdale team members. He weeded through the field, no problem to take home the big trophy!! All this with a brand new baby at home. **Rod Anstett** also won his bracket in his very nice GMC cyclone which I believe is also for sale, it's extremely clean. After the brackets were over, I was lucky enough to make some passes in Bruce's car. He wanted to see the suspension work. I can see how this is a GS eliminator winning car, it drives very well, I just had to get used to the upper rpm power band. I am not used to that, from 4500 to 6600 it pulls like a rocket, wow!

Our annual Christmas party is coming up on December 9th, around 4 o'clock, but stay tuned, there

will be a flier mailed out soon.

Bowling green this year was great!! It was a bit of a whirlwind trip. The time went by so fast, if I didn't have lots of pictures, I wouldn't remember half of what went on.

I was lucky enough to transport 3 very cool cars there on a transport truck. You should have heard the comments on the CB radio but only 1 or 2 comments got the make of car right. I heard everything, one guy said "look at those cars, the first one was a GTO, (Oliver's) the 2nd car (mine) was a 65 Chevelle and 3rd car (Bruce's) was a 69 Dodge Charger! Remember, these were 3 1970 Gransports—just different colors!! But it was great. One thing I did learn is no matter how much preparation you perform on your car for a trip like this, you always forget something. Mine was distributor timing. I had changed the advance weights and forgot to recheck the timing, I ended up with about 50 degrees total which torched my headgaskets on the first pass. That still says a lot about the reliability of the 455. I still ran all week just off it about 2 tenths and 5 mph slower than I run at Pomona. **Bruce Kent** won gs street eliminator but if you all could see the amount of work he performed on his car, my car, Oliver's car it's a miracle he won. I would have given up and been sitting in the grandstands! Overall, the trip was great and unforgettable but I think I'll be leaving my car home the next couple of years!

I hope that everyone gets involved with the upcoming club elections or volunteers for club officers. Without your participation, there would be no club. Well that's enough of my rambling for now, sorry about my jumping around on subjects, but there was so much to write about.



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10 SECONDS THE EASY (?) WAY

By Dan Gerber
and Gary Giessen

Y2K was a pretty good year for **Gary Giessen**, the Buick racer. Without a lot of fanfare (or expense), he became a member of the unofficial So Cal GS 10-second club. I'm going to let him use his own words to describe the event, but first I want to give you a little background information.

Gary purchased his '65 Skylark convertible from the manager of an old folks home, who had previously bought it from one of the "little old lady" residents. It didn't take long for the original nail-head to be replaced by a series of three different 455 engines. Why three? Gary admits that the first two died horrible deaths due to oil system problems, in addition to a balancer failure on the second one. He seems to have learned from his experiences (and, maybe, from "GSXtra" and "Wildcat Express" tech articles) and put together a solid, reliable race motor. His combination includes a TA SP-1 intake manifold, solid lifter cam, roller rockers, MSD ignition and homemade deep-sump oil pan. The power these parts produce is transferred to the ground through a Mopar 8¾ inch rear end. Gary also built and installed his own roll cage.

Now for his "secret" to building a 10-second Buick:



Gary Giessen on his way to another mid-10 second e.t.

"My 1965 Skylark convertible had been running the

same 11:1 compression 462 ci engine for about 4 years when I gave in to the "Nitrous Bug". I've always been a firm believer that nitrous oxide is the "simple way" to make anything go fast. I considered rebuilding the engine and screwing in some serious compression, but us "dare to be different" Buick racers know how expensive parts are... so nitrous looked even better. In fact, I did the complete nitrous system for less than it would cost for a good set of racing pistons, and have more horsepower available at the push of a button!

Instead of going with the "mainstream crowd" and running a NOS System, I chose one from Nitrous Express. Research into their products led me to their Gemini Twin Plate System. The plate incorporates twin fuel and nitrous spray bars, which have a unique spray pattern, that is ideal for the tall SP-1 single plane intake that I run. The system is easily adjustable from 50 to 300 hp. I had been told by several Buick "gurus" not to "hit" the 455 with more than the 100 hp shot, or "you'll drive over your crank!". I followed that rule and had some good performance, but I was pretty sure that the 455 could take more!

With some "arm twisting" from my buddy **Rich**, we put in the 150 hp jets, backed the timing down 2 more degrees and went for it! The car pulled very hard: I was amazed! Then I crossed the finish line ahead of the strong running Chevy in the other lane, and he didn't even have to dodge my crankshaft on the track. Now, for the time slip... I couldn't wait to see it. The car ran it's best pass ever: 10.49 @127! Awesome performance for a 3650 lb. car! I was shaking with excitement. From a best ever "on the motor" run of 11.20 @ 119 to a 10.49 @127; you can't deny the performance gains from nitrous oxide.

I hope to have continued success with the "Squeeze". Good machine work, forged pistons, ARP rod bolts, 76 brand race gas, proper fuel pressure adjustment, retarding the timing, and the fact that Buick's make great power at lower RPM seems to be the "secret to my success".

Now if I could only keep the convertible top from ballooning", I'd have it made!
Gary Giessen

NAILHEAD BUILDUP

by John Ashworth

It was difficult being without Buick powered transportation for several months, but I finally got my new 401 nailhead installed into my 65 Gran Sport convertible. Since my car will be almost exclusively a cruiser, I went with a fairly mild buildup. I had already installed a new mandrel bent 2.5" exhaust system to replace the factory 2.25" system (not to mention the 20 year old glass packs!). I stuck with the factory exhaust manifolds for originality, and they're the later 65-66 manifolds, which have a split-flow header type look to them. Also, I got them Jet-coated for looks and durability, and to reduce the underhood temps a little. Mufflers are Dynomax long case turbos, which help it all sound low and throaty but not too loud.

For the cam, I chose a grind from **Carmen Faso**. He's been a nailhead guru for 30 years, and has developed about a dozen different grinds. I chose his third mildest above stock, which has a lift of .465 intake and .479 exhaust. A little more power than the stock .441 without really sacrificing that bottom end punch that's so much fun to have under foot. Having a little more breathing on the exhaust side is especially good for nailheads. I got many of my other engine parts from Carmen, including his high pressure oil pump (adds about 10-12 psi across the board...good insurance without being too hard on the distributor and cam gears) and an improved oil pickup he's fabricated. Also, since I'd always had a problem keeping the old nailhead cool, I went with a Flowkooler water pump and a Griffin aluminum radiator. The radiator was an easy drop in, and really does the job. I got it from Summit racing for about half the price Griffin charges directly.

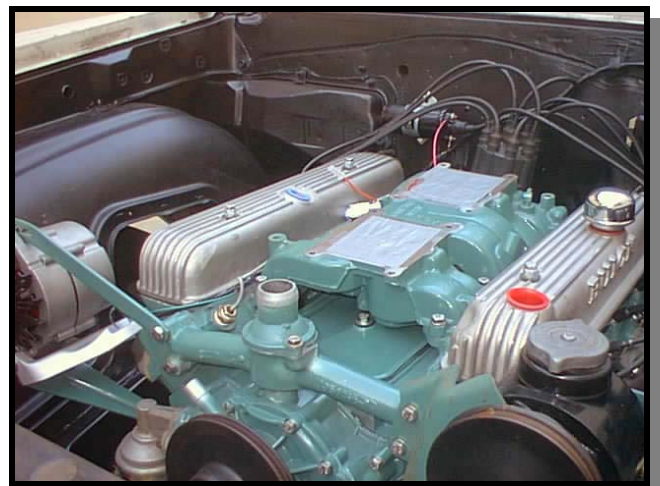
On the intake side, and for fun and nostalgia more than performance, I went with the factory dual quad setup. This was one of the most expensive parts of the buildup, and gave me the most problems when trying to get everything finished up. But it's worth it now! I used Carter AFBs but they weren't the original ones, so I had to make custom linkage and fuel lines. Club member **Gary Ryan** rebuilt the carbs for me, and they work together perfectly. I'm running them tandem, not progressive like the factory did, and they just open up instantly with no hesitation or bog. What a great sound with 8 barrels and the new dual exhaust...while

cruising with the top down!

Terry Dunn built the motor for me, and did a great job. As you can see in the photo, they don't come out looking much better than this. The block and heads had to be milled just a little, so true compression ratio now worked out to just under 11:1. Everything went smoothly during the startup and cam break-in. I re-torqued the head bolts, and now have about 250 miles on it. The rings seem to be seated ok, so now I'm beginning to have some more fun with all that torque. With the dual quads, the over bore, the new cam, and the 2.5" mandrel exhaust, I estimate it's close to 400 HP, based on the factory 325 rating. And the torque rating is probably close to 500 (factory 445). Not bad for a convertible cruiser!

The engine has an interesting history too. I got it from **Gary Ryan**, who had bought it from someone who had used it in a boat. It was a high horsepower setup for high rpm running, as many marine applications are. The cam was an old Isky with about .525 lift (barely streetable according to descriptions of current nailhead cams with similar profiles), TRW .030 over forged pistons (which I re-used), and 10.75:1 compression ratio. It also had a modified oil pan, with a windage tray, that looked to hold at least 10 quarts.

A couple of other goodies for looks and function were a stainless bolt kit and a new wiring harness. I also got the air cleaner rechromed, and detailed the engine compartment and chassis components while the engine was out. You just can't beat the looks of that gigantic Super Wildcat factory chrome air cleaner and vertical factory BUICK aluminum valve covers. You 455 guys may have a little more power potential but you just won't find a better looking engine than a nailhead anywhere!





Calendar of Events

DECEMBER

9th - Upland - CLUB EVENT: So Cal GS Christmas Party at Chris & Allison's house, 1645 N. Vallejo Way, (909) 946-5695, 4:00 PM 'till the last man standing.

9 & 10th - Pomona - The last (for real, this time) Street Legal Drags @ Pomona Raceway, \$10.00 to watch or \$15.00 to race. Pomona Raceway 24-hour hotline: (909) 392-4795 or www.nhrastreetlegal.com.

10th - Long Beach - Hi-Performance Swap Meet & Car Show @ Veterans Stadium. Sellers spaces \$30, Show & Sell parking \$15, general admission \$7, sellers gates open @ 6:00 AM, general admission @ 6:30 AM. Info & space reservations: (800) 762-9785

17th - San Diego - Car Show, Sale & Swap at Qualcomm Stadium. 6:00 AM to 2:00 PM. Trophies, cash prizes, free refreshments for vendors. General admission \$5, kids free. Info & space reservations: (858) 484-9342 or www.carsnet.com

JANUARY

1st - DEADLINE - To submit material for November/December "Wildcat Express". Send articles/photos to club address or e-mail to socialgs@aol.com. For additional info call Dan Gerber (714-220-1189).

11th - So Cal GS club meeting. Location TBD.

14th - Pomona - Antique Auto, Corvette, etc. Swap Meet & Car Show @ L.A. County Fairgrounds-Fairplex. 5:00 AM - 2:00 PM, Swap spaces \$30 pre-reserved or \$40 at gate, Adult entry \$7.00. Call (714) 538-7091 or visit www.pomonaswapmeet.com for info

21st - San Diego - Car Show, Sale & Swap at Qualcomm Stadium. 6:00 AM to 2:00 PM. Trophies, cash prizes, free refreshments for vendors. General admission \$5, kids free. Info & space reservations: (858) 484-9342 or www.carsnet.com

FEBRUARY

1-4th - Pomona - NHRA Winternationals at Pomona Raceway.

Date TBD - San Diego - CLUB EVENT: Big Three Swap Meet and Membership Drive at Qualcomm Stadium. Bring your Buick, money and parts to swap or sell. Watch for an event

flier with the directions, map and other details.

MARCH

1st - DEADLINE - To submit material for November/December "Wildcat Express". Send articles/photos to club address or e-mail to socialgs@aol.com. For additional info call Dan Gerber (714-220-1189).

8th - So Cal GS club meeting. Location TBD.

9, 10 & 11th - Bakersfield - Goodguys 42nd March Meet at Famoso Raceway. Muscle Cars, Racecars, Rods, Customs & Classics thru 1972. Drags, Show 'n shine & Exhibits. Call (925) 838-9876 or visit www.goodguysgoodtimes.com for info.



FOR SALE:

'77 Buick Skyhawk V-6, 4-speed, Ex Kenne-Bell record holder, very consistent bracket car. Runs 13.80 in 1/4. \$2500 obo

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'71 Buick Sportwagon on custom rotisserie-vehicle completely disassembled-rolling chassis only-body work 90% complete-rotisserie costs \$1,800.00. Sell all \$2,400.00 OBO.

**2000 Ford Excursion-V-10, 4k miles, fully loaded. \$33,000.00 OBO.
Call Tom Jacot at (714) 531-0313**

WANTED

1972 GS grill, or plastic Skylark look-alike grill. Also, '70-72 Skylark 2-door hardtop or convertible doors, trunk lid. Must be in very good to excellent condition. Contact Dan Gerber at (562) 982-8026, weekdays or (714) 220-1189, evenings & weekends.



Our Speed and Feed might have been a washout, but this event certainly wasn't. The weather was sunny and warm, and we had classic Buicks, club members and food everywhere! I'm sure this was the best turnout we've had at any of our events. They drove in from as far south as Chula Vista (the **Clarks** with their bright red '67 GS400) and as far north as Thousand Oaks (**Scott McIntyre** and his orange '72 Skylark 455). The Inland Empire area was also well represented by **Jim Cail** ('67 GS) and **Mike Curran** ('72 GSX), among others. Of course, our "regulars", like **Phil Erikson** ('70 GS455, Stage 1), **Chris Lee** (turbo-V6 equipped '65 GS), **Gary** and **Linda Ryan** ('66 GS) and **Sam Dority** (in Mark Zimpelmann's 455-equipped '71 GS350, no less) were also on hand. We were able to break up the GS trend a little with **Larry Minery's** beautiful, black '67 Wildcat, **Tom Thurston's** super-clean '67 Special Deluxe 4-door and a couple of **Neil Stewart's** friends in their well detailed turbo-Regals. All together, our club members and their guests had 20 Buicks on display, with an additional three "unfinished" cars (like mine, for instance) in the parking lot.

Included in those 20 Buicks was the twin-supercharged GSX (Thanks, **Ollie** and **Bruce!**), the most recent inductee in our club's unofficial 10-second club (**Gary Giessen's** nitrous-equipped Skylark) and this year's GSCA Nationals GS Street Eliminator (**Bruce Kent's** '70 GS455). Let's see, whom did I miss? Oh yes, **Tom Cook** ('70 GS455, Stage 1), **Karen** and **Bruce Gallant** ('66 GS), and Lohn Storms in his **Tom Jacot/Mark Green**-built '70 GS455, Stage 1. Hopefully, that's a complete list of display cars. If I missed someone, I'm truly sorry. After all, everyone who supports these events with their attendance deserves some recognition.

OK, so what did we do once we got all those Buicks in place? Well, there was the usual reminiscing (i.e., swapping lies), checking out the Buicks and eating. Let

me tell you... we overwhelmed our conference table with so much food we couldn't eat it all. Plus, our host, **Bob Palocsay** bar-b-que'd burgers for each of us. I have my own idea of proper pot-luck etiquette. It has something to do with eating a little bit of everything, just to make sure we don't offend any of the providers. Sounds like a good excuse, doesn't it? Anyway, I did my part. So well, in fact, that it was well into the next day before I regained my appetite. I love these pot-lucks!

From there, we rolled right through our general membership meeting and on to the election. It may seem a little underhanded for us to hit you folks with club business right after we lure you in with food, but that's not the reason we schedule it that way. (Yeah... sure.) The results of the election are posted elsewhere in this newsletter, so I won't repeat them here. Just suffice to say that we all appreciate the efforts of our Y2K officials and are looking forward to finding out what our newest "team" has in store for us next year.

While all of these activities were going on, **Joey Heberle** was honing his skills as a raffle ticket salesman. And "hone" he did, for the club earned \$360.00... after we awarded a 50-50 prize of \$95.00 and a ton of merchandise to the lucky winners. Thanks, **Joey**. That merchandise, by the way, was donated by club members like **Jim Cail**, **Sam Dority**, myself, **Sheldon MacPherson** and (especially) **Tom Jacot**. (Thanks, everyone.) I got the impression that the raffle was very good to **Chris Lee**. I saw him walk up to the prize table a couple of times for merchandise, plus one more time to pick up the 50-50 winnings. No problem, though. I'm sure we'll be getting our money's worth out of him during his Director's term next year. While I'm at it, "Thanks!" to all of you who purchased raffle tickets. Those donations do a lot to keep the club alive and well.

Last, but definitely not least, I want to thank **Bob Palocsay** of **Westminster Buick/Pontiac/GMC** for being such a gracious host. He was kind enough to invite us back for another one of these events next year, so I guess we were pretty good guests, too. Of course, a big "Thank You!" goes to **Tom Jacot** for organizing this event and donating so many great raffle prizes. In fact, all of you folks that put your car on display deserve recognition for making this event the success it was. So, I thank you all.