



WILDCAT EXPRESS

May/June 2000
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Affiliate Chapter of the Buick GS Club of America-625 Pine Point Circle, Valdosta, GA 31602 (912) 244-0577

Table of Contents

Director's View	1
Gary Ryan's '66 Gran Sport	2
Virtual Memory Lane	2
Welcome New Members	3
Calendar of Events	3
Brooklyn Pizza Car Show Recap	4
New Activities Director	4
May Meeting/June Event Info	4
Popular Hot Rodding TV	5
PHR TV Broadcast Dates	5
Classifieds	6
Meeting Minutes	6
Buick Performance & Reference Information	7
Complimentary Club T-shirts	7
Special Events	7
Pipe Dream	8
Pomona Raceway 2000 Calendar	8
Why It's Good to be a Man	8
For Immediate Release	9
Roster	10



The Director's View by Tom Jacot

Well, back from vacation in a foreign land, far, far away. I'll never take our highway systems or vehicles for granted ever again. Thank God and Flint for the small luxuries we do enjoy, big V8s and full-size kick ass cars being just two to mention.

Mark your calendar for the upcoming Deer Park get together with the BGNRA guys on June 4th. We'll have our SCGS club meeting there too. This has always been a fun event for all. On June 9-10, the annual Bakersfield Drags where the turbo cars are going to get spanked as always by the V8s. Either way, win or not, it's always a great time.

Everyone I have talked to is very upbeat on their projects and input regarding the club. Keep up the positive info and attitudes. I'll see everyone at our upcoming events or you can give me a call with your inquiries. Thanks again to all for your help and advice.

Tom



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Gary Ryan's '66 Gran Sport

by John Ashworth

Gary bought his car from a little old lady about four years ago (really!). It has the stock 401 nailhead engine (last year of the nailhead) and ST300 tranny. It has a highway happy 2.93 rear end, which was a special order for the daughter of a Buick dealer when bought new.



Gary's first run ever was 15.90. He then modified the intake manifold to swap out the original Carter AFB for a Thermoquad, adjusted the shift points on the transmission and got into the 15.30s. Remember this is a 30+ year old engine, open rear end and highway gears, and he fries the tire almost the whole 1320 feet! He eventually got down to almost 15 flat.

But now he has a 3.42 posi rear from a '70 Stage 1 ready to drop in; he bought it from fellow club member Phil Erickson. Between traction and gearing it should be good for maybe a half second or more? Also, the plan for later this year for the '66 is to drop in a 425 with headers (those nailheads need all the breathing they can get). He already has a big Isky cam for this buildup. With that and the new rear end and 15" wheels Gary might jump right past the 14s and into the 13s!

VIRTUAL MEMORY LANE Contributed by John Ashworth

If you're into the nostalgia drags, check out www.standard1320.com. It's filled with hundreds of photos and info from drag racing in the 50s and 60s. There's also a forum where old timers share their stories and lies. Lots of vintage stuff here. Tommy Ivo's twin nailhead dragster is the "cover photo" on the home page!



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WELCOME TO OUR NEWEST CLUB MEMBERS

Mark & Jan Hilbert
Lancaster ('70 GS455)



If all goes well, you'll have an opportunity to introduce yourself to our newest members at our next event.

They're **Mark and Jan Hilbert**

and they reside in the beautiful community of Newport Coast. While you're at it, take a close look at their 1972 GS455 Stage 1. According to my edition of "Buick Muscle Cars" (Motorbooks International) there were only 809 Stage 1's built that model year.



Events Calendar

MAY

- 6-Ontario**-Send a Kid to Camp Car Show and Shine. 8 a.m.—1 p.m. Ontario Cornerstone Community Church (909) 983-2709
- 7-Costa Mesa**-Cruisin' Back to the Future sponsored by the Orange County Cruisin' Assoc. 1972 and earlier cars. Slow drags, Food Vendors, 50s dress contest. (714) 826-1948
- 14-Long Beach**-Hot Rod Hi Performance Parts Exchange-Veterans Stadium-800 762-9785
- 20-Riverside**-9th Annual Benefit Car Show (Sponsored by Inland Roadsters) Benefits School for the Deaf, Riverside (909) 873-2872
- 20/21-Pomona**-Raceway, Street Legal Drags, \$10.00 to watch or \$15.00 to race. Pomona Raceway 24-hour hotline: (909) 392-4795 or www.nhrastreetlegal.com
- 20/21-Pomona**-Fairplex, Goodguys 11th Southern California Nationals, Muscle Cars, Rods and Customs thru '72. Giant outdoor show & shine. Indoor rod, custom & racecar show. General Info: (925) 838-9876 or www.goodguysgoodtimes.com
- 21-San Diego**-Car Show and Swap Meet-Qualcomm Stadium-858 484-9342

JUNE

- 4-Escondido**-8th Annual Buicks at Deer Park Car Show. Gates open at 9:00 a.m. BGNRA will be parked on grassy area to the right of main entrance. The general membership meeting for May and June will be held at this event.

4-Pomona-Swap Meet and Car Show-Fairplex-714 538-7091
9 & 10 (Fri & Sat) Bakersfield, -BGNRA Buick Days at Famosa Raceway. Test & tune for the GS Nationals. Racers Hotel: Clarion (formerly Days Inn) in Bakersfield @ \$58.00/night. For info call BGNRA at (714) 772-6201

11-Burbank-Burbank Road Kings Picnic Car Show. Johnny Carson Park (across from NBC) Hot Rods, Classics, and pre-'72 Muscle cars. Free car entry, free admission, free spectator parking. 8 a.m.—3 p.m. Rain or Shine. No judging. Vendors, collectibles, raffle, bake sale, food or bring your own picnic lunch. Proceeds to Road Kings charities (818) 953-9440 or (818) 845-9725. Dash plaques to the first 500 entries.

11-Long Beach-Hot Rod Hi Performance Parts Exchange-Veterans Stadium-800 762-9785

24-Lake Forest-Fuddrucker's Classic Car Show and Antique Swap Meet. D.J. playing 50s, 60s music, Award plaques, Giant BBQ, 50/50 (949) 498-8782

27-July 1-Bowling Green, KY-2000 GS Nationals. . The best, most exciting Buick event of the year. Info: Bennett Jones in Quitman, GA (912) 263-7935 or FAX (912) 263-8167

JULY

8/9-Pomona Raceway, Street Legal Drags, , \$10.00 to watch or \$15.00 to race. Pomona Raceway 24-hour hotline: (909) 392-4795 or www.nhrastreetlegal.com

9-Long Beach-Hot Rod Hi Performance Parts Exchange-Veterans Stadium-800 762-9785

16-Pomona-Swap Meet and Car Show-Fairplex-714 538-7091

29/30-Pomona-GoodGuys 5th West Coast Hot Rod Happenin', Pomona Raceway, Pomona, CA. Muscle Cars, Racecars, Rods Customs & Classics thru '72. Drags, show 'n shine & exhibits. General Info: (925) 838-9876 or www.goodguysgoodtimes.com

AUGUST

12/13-Pomona-Raceway, Street Legal Drags, , \$10.00 to watch or \$15.00 to race. Pomona Raceway 24-hour hotline: (909) 392-4795 or www.nhrastreetlegal.com

SEPTEMBER

14/17-San Bernardino-Route 66 Rendezvous. Day & night cruising plus open header and burnout contests, 50s & 60s live entertainment, poker runs. Info: (909) 889-3980 or www.route-66.org.

21/23-Bristol, Tennessee-Buicks at Bristol 2000, Bristol Dragway. Where Buick muscle meets the mountains. Call Jim Haas at (305) 593-5849 or look up <http://gnttype.org/bristol> or <http://briston.buick-parts.com>. SoCalGS will send out fliers in June.

OCTOBER

9-Pomona-5th Annual SoCalGS Feed & Speed (tentative). The last one we'll ever have at Pomona Raceway. Mark your calendars! More info to follow.

SoCalGS Brooklyn Pizza Car Show

(November, 1999)
By Dan Gerber

This event write-up is w-a-a-y-y-y overdue. So much so that I was tempted to just not do it and hope no one would notice. That wasn't an option, though, because that would be very unfair to a couple of valuable club members: a couple of volunteers!

Mark Green, with some help from Tom Jacot (AKA "Jacot Plumbing"), teamed up with Cruise Night Publications to put on our club's first cruise/car show. A darn good show it was, too. There was a good mix of street rods, pick-ups and muscle cars (mostly Buicks, for a change). What really made it good was that we had the opportunity to mix and mingle with some folks we haven't seen for a while. Folks like the John Litton family, all the way from Fresno ['69 Skylark (455)], Walter Leimert ('70 GS455 Stage 1 Convertible), Larry and Michele Minery (red '67 Wildcat 425), Gary and Linda Ryan ('66 GS 401), Elizabeth and Tom Thurston ('67 Special) and Mark Zimpelmann with his '71 GS350 convertible on steroids (newly installed 455). Of course our "regulars", like Rod Anstett ('86 T-Type), June Cecil and Sam Davis ('70 GS), Phil Erikson ('70 GS455 Stage 1), Chris and Allison ('86 T-Type), Sheldon ('67 Electra Convertible) and Bill Moore ('70 455 Stage 1) were on hand, too. Bruce and Jean Kent let the crowd see an example of double-barreled Buick muscle in the form of the twin-supercharged GSX.

Mark Green and Cathy ('70 GS455 Stage 1), along with Tom and Cathy Jacot were there to make sure everything was going according to plan. This event also gave Tom to begin his sentence, er... I mean his term, as director by holding his first meeting of our year 2000 club officers. Judy and I, Jim Cail, Sam Dority, Joey Heberle and Nate Wakefield had to leave our Buicks at home, but we were there to enjoy the sights and have a good time, anyway.

Unfortunately, family obligations resulted in Judy and I arriving too late for me to get good daylight pictures of one of our club's best ever line-ups of Buicks. To make matters worse, we also had to leave early, so I didn't get the run down on trophy presentations. I'm sorry about that, because we had the best looking cars there. (I should probably be fired from my position as unofficial event reporter and photographer.) I want to thank everyone involved for making this a successful event. This is not only directed at Mark and Tom for contributing their time, money and energy. It's also directed at all of those who attended. After all, that's what really made it a success.

NEW ACTIVITIES DIRECTOR

Due to hectic and unusual working hours, Terry Dunn feels it is in the best interest of the club to resign his position as Activities Director.

Dan Gerber has offered to take over the position for the remainder of the year, and Terry has agreed.

If anyone has any ideas for events, let Dan know at 714 220-1189.

MAY CLUB MEETING & JUNE CLUB EVENT

In keeping with the roving meeting plan, the general membership meeting for May will take place at Deer Park Winery, near Escondido, on Sunday, June 4th. It will be combined with our June event, the BGNRA/So Cal GS car show. We're scheduling it this way so the members (especially those of you in southern Southern California) will be able to experience the excitement and intrigue associated with attending a SoCalGS meeting. Check out the event flyer that's included with this newsletter.

POPULAR HOT RODDING T.V.

By Bruce Kent

Although I don't usually like to self-promote things, Popular Hot Rodding has been so good to me and Buicks this past year that this is the least I can do for them. They have done a follow up article on the twin supercharged engine that we put in Oliver Colteryahn's car. This will be in their current issue that should be hitting the news stands now. The magazine is sometimes hard to find, but it is my understanding that WalMart carries them and that they have agreed to put it in the front row for this next edition. PHR is also debuting their new T.V. show in May. It will be on TNN taking My Classic Cars spot. In this magazine it will have the air dates. It will air at least three times. They selected Oliver's car as one of the three cars they would feature in their first three episodes. As of today it will be on the premier episode. A great coup for Buicks. I had a blast taping the episode. We spent a day taping in a local park with some driving around on local streets. We wish we could have had some more time prepping the car. The front end alignment is still giving us fits and the steering wheel is off 90 degrees. Check out that radio delete. I barely got the iron Stage 2 heads on in time for the taping. We put on about 30 miles of driving and went through about 8 gallons of gas. Pretty conservative driving as we (I) didn't want to attract too much attention (bright yellow car with shiny thing sticking out the top, yeah right). Although hindsight says that hazing the tires from a 40 mph roll would have made good footage. We had a guy pull up next to us and tell us that our stop lights weren't working. I told my passenger that it compliments the turn signals that don't work.

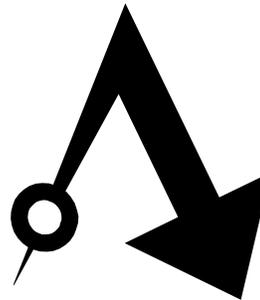
We took the car out to Pomona the next Saturday and were able to make 1 run. Unfortunately we hung an exhaust valve open which ended our day. The car picked up about 6 mph (138) and was 6 db quieter. We only ran a 10.30 due to a lazy launch but we have the power to get well into the 9's if we

can get it launched.

So if you members get a chance pick up a magazine, tell your friends and watch the program. Whether you like the car concept or not by all means give them feedback, good or bad. It is what they want to hear. Also, don't be afraid to air your comments on this list, good or bad, I have a thick skin. We plan on having a BBQ/Premier party to celebrate. You can email Scott Parkhurst at scottp@mcmullenargus.com with your comments. The success and feedback they get will determine if they get picked up for an additional 17 episodes. I can't say enough kind words about the people that operate this magazine. They are trying very hard to be the best they can and are devoting more time to alternate brands and quality technical articles. They have constantly thanked us for our support whereas I have been constantly thanking them and offering to polish their cars for the great exposure they have given Buicks. If you have ideas for articles or features, contact them. They are always looking for good topics.

Thanks for your support.

Bruce Kent



**CHECK
IT
OUT!**

PHR TV Broadcast Dates

By Dan Gerber

Those of you who did not pick up the June issue of Popular Hot Rodding missed out on a great article about the Ollie's twin-supercharged GSX. You also missed out on the dates that PHR TV will air on TNN, so here they are: May 14, 21 & 28 at 2:30PM (Episodes 1, 2 & 3) and July 15, 22 & 29 at 3:30PM (Episodes 1, 2 & 3). The series will air a third time, but you'll have to check the magazine for those dates.

**FOR SALE:**

Garage Sale: 1969 GS400 with lots of spare parts. The GS is gold w/black vinyl top and interior, bucket seats, console, 400 cu in, Sw. Pitch TH400, K-B valve train, TA 3" exhaust, new tires, very good cond. Extras included - two 455 En-gines (1 complete and 1 in boxes), two TH400's, GS hood, etc. Everything goes for \$5,500.00 or best offer. Call **Troy Love** at (909) 460-1337

1970 Buick GSX Stage 1

Probably the #1 GSX in the country. QQ paint code- (Satin Yellow) factory 4-speed. Total frame-off (Dave Kleiner) restoration. Featured in many magazines. Best of show or 1st place in class in every show entered.



Well over 50K invested. Will sell for \$42,500. Includes 5 original G-60 polyglass tires and Delco Tar Top battery.

Call **Sam Davis** at 714 539-1718 or email at bballsam@webtv.net

1970 Buick GS455 Stage 1

Multiple show winner including GS Nationals 3 times. Featured in "Collectible Automobile" Buick Gran Sport Edition. All new clutch pressure plate, throwout bearings, transmission completely rebuilt by 4-Speed Expert. Special features: Very rare factory two-tone paint, factory 4-speed, bench seat, air conditioning 3:42 Posi. \$17,500



Call **Sam Davis** at 714 539-1718 or email at bballsam@webtv.net

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

Auburn posi unit for a 12-bolt in excellent shape 4 series 30 spline. \$200

Call **Chris Lee** at (909) 946-5595

400-430-455 New Timing Covers \$335.00 plus shipping. Get 'em while the supply lasts!

Call **Tom Jacot** at (714) 539-7599.

MEETING MINUTES MARCH 2000

Meeting held at Sal's Bit of Italy Restaurant, Anaheim. Meeting was called to order by Tom Jacot at 7:20 p.m.
Attendees: Bruce and Karen Gallant, Dan Gerber, Judy Kincaid, Sam Dority, Tom Jacot, Gordon Hanson, Rod Anstett, Chris Lee, Bill Kirschner, Dan Peper and friend.

Minutes from January Meeting: Gordon had no written report but relayed highlights and main issues from January Meeting.

Treasurer's Report: Jim Cail reported the club had a balance of \$1,753.41,

T-Shirt Report: Dan Gerber reported the T-shirt order had been submitted in mid-January but had not yet arrived as of meeting time. It is expected shortly.

Events: April 14-16 is Buick Shootout and Team Challenge at Los Angeles County Raceway in Palmdale. I Any of us who can make the event are urged to participate or attend.

June 3-4 is the annual Deer Park Car Show just north of San Diego—one of our biggest yearly events. Sam to send out flyers.

August: Gordon is working on gathering information as soon as it becomes available for the car show in Wrightwood. Traditionally held the third Saturday in August. This is a fun event in a nice mountain community. A car show at Boulevard Buick in Long Beach is also a probability.

Old Business:

a. Business Cards—Tom handed some of the new cards out before meeting times. The design is sharp.

b. Membership—Some members still have not re-registered and paid dues for this club year. Dan and Gordon will contact them.

New Business: None, other than upcoming events.

Raffle: Not held.

Meeting Adjourned: 8:25 p.m.

Respectfully submitted, Gordon Hanson, Secretary



BUICK PERFORMANCE & REFERENCE INFORMATION

by Gordon Hanson

NEW BUICK 455 PISTONS TO BECOME AVAILABLE

Some of you who are into the engine building and technical aspects of our Buicks have no doubt heard of Keith Black Hypereutectic pistons in Carson City, Nevada. They produce a line of high-quality, lightweight performance pistons for a variety of applications.

Last month I contacted the company to inquire about a certain bow tie application (shame on me!) and ended up talking to an engineer named John. In our conversation, I mentioned that in their last catalog, there were listings for big block Pontiacs and Oldsmobiles, but nothing for Buicks. John informed me that they had been working on a piston for the 455 Buick, which should be out by mid to late summer.

Details of the piston, such as deck height, compression, dish, etc., were sketchy at the time. Based on what the company has introduced in the past, however, this Buick piston will probably have sensible street compression and good quench characteristics. More information to follow as it becomes available.

COMPLIMENTARY CLUB T-SHIRTS FOR NEW MEMBERS

by Dan Gerber

If everything went according to (the revised) plan, our newest members have finally received their complimentary T-shirts. (Please, tell me it's true.) We're awfully sorry for the delay, but in the big business of logo T-shirts our few hundred dollar order is small potatoes. You know what that means when it comes time for these guys to assign priorities to their incoming orders. This time it seemed worse than usual, though. About all we can say is, thanks for your patience.

Special Events:

Goodguys West Coast Hot Rod Happenin' - July 29-30

Import Nationals - October 28-29

36th Annual NHRA Finals - November 9-12

For more info call Pomona Raceway 24-hour hotline at (909) 392-4795 or <http://www.nhrastreetlegal.com>.

GOODGUYS LAST DRAG RACE AT POMONA

That's right folks, the weekend of July 29th & 30th will be your last opportunity to take part in a professionally organized nostalgia drag race at the Pomona Fairplex. That's when the folks at Goodguys present the 5th Goodguys West Coast Hot Rod Happenin'. Since it's the last one we'll see in the southern California area, it's extra important you nostalgia race fans show up in force... racers and spectators, alike.

As usual, you'll not only have an opportunity to see fuel burning front-engine dragsters and altered, but also some of the west coast's most competitive muscle cars and street rods in action. There'll also be plenty of exhibition runs (wheelie-cars, etc.) taking off and during the weekend. In case you get a little tired of the racing (?), there'll be lots to see in the manufacturers midway, swap meet and the show 'n shine areas.

This is a last time you racers and restorers will be able to show off your bad boy Buicks in front of a large crowd of muscle car fans at Pomona again. So tune up, shine up and sign up for this one. To make it easy for you, I'll be sending out event announcements and sign-up sheets in June.





PIPE DREAM (OR NOT)

CHAPTER ONE

by Rod Anstett

Without going into detail, anyone who has met me knows my feelings about BUICKS, so now about this pipe dream. It all started back with my '65 G. S., which I thought was pretty cool. When I married my most excellent wife Cory, the best one yet, I sold the '65 to buy a ring. Since I couldn't drive a ring, the search for my next Buick started. The power department had to be of the 455 variety so to make it look at home it had to be a '67 to '73ish body. After a long thought process, about five minutes, it hit me, '67 now I have direction. I picked up a '67 GS400 hardtop, in fact it was in that three shades of black GS that I beat up Sam Davis in the final round of a B,G,N,R.A. event. He was kinda grouchy about that day but I met a lot of people that felt the same way I did about BUICKS. I was hooked. Now comes the part to make old three shades look good, but did I really want a hard top? I've always liked pillar cars and then I found out Buick made a '67 GS400 pillar coupe. Could it be true, a big block pillar car from Buick, Pop Kennedy drove one. I've got to have one of these, easier said than done. Every BUICK person I talked to hadn't seen one recently, and at just over 1000 made I didn't doubt that. Even at the '98 nationals all I heard was "nope never even seen one of those, good luck". Good luck. Well, I'm not taking that lying down, I placed ad's in the GSX-TRA and Hemmings, six months went by. I received a few calls most of them were wrong cars, and two were already restored with too many options, and way too much money. I like low options, and need low cost. The next best thing is a California GS, that's a small black pillar car, just put a big block in it and I'm done. So I bought one and began gathering parts. All is going good until I get a phone call three months after my last ad ran, a man named Roger Davis (No relation to Sam Davis) from Zanesville Ohio, who noticed my ad three months earlier and asked if I found one, I replied "no". "I have one of those in my yard" he said "and might want to sell it". First I wanted to make sure we were talking about the right car. The numbers checked out, now comes the price, Roger said it's been sitting twelve years and needed work, he knew it was

rare so he would have to get five hundred dollars. I bought it sight unseen and sent a deposit. I arranged shipping to haul it home. It just so happened that Roger lived about thirty miles east of Columbus, Ohio and the '99 nationals were coining up so I arranged to see it before it was picked up. One day at the '99 nat's Tom Jacot and his son Thomas went with me on a road trip. When we arrived I saw her in all her glory, tires half sunk into the ground. Then I touched her and opened the hood. As I was talking to Roger and Tom I caught movement out of the corner of my eye, a snake had made its home in the starwars air cleaner. We evicted the snake and moved on to get her ready for the trip home, then I paid Roger with a big thank you and went back with one thing different, I owned a '67 GS400 PILLAR COUPE. PIPE DREAM MY ASS!

In chapter two I'll talk more about the car.

POMONA RACEWAY FAIRPLEX 2000 CALENDAR

Street Legal Drag Race Schedule:

May 20-21,

July 8-9,

August 12-13,

September 9-10,

October 7-8 (Buicks are the feature cars for this date), (\$15.00 to race or \$10.00 to watch, age under 16 free with adult, mufflers required, gates open at 7:00 AM both days, racing starts 9:00 AM on Saturdays and 10:00 AM on Sundays)

WHY IT'S GOOD TO BE A MAN

- ◆ Phone conversations are over in 30 seconds flat.
- ◆ You know stuff about tanks.
- ◆ A five-day vacation requires only one suitcase.
- ◆ You can open all your own jars.
- ◆ You can go to the bathroom without a support group.
- ◆ Car mechanics tell you the truth.
- ◆ You can quietly watch a game with your buddy for hours without ever thinking: "He must be mad at me."
- ◆ You can drop by to see a friend without bringing a gift.
- ◆ If another guy shows up at the party in the same outfit, you might just become lifelong friends.
- ◆ Your pals can be trusted to never trap you with, "So, notice anything different?"
- ◆ You are unable to see wrinkles in your clothes.
- ◆ You can "do" your nails with a pocket knife.
- ◆ You are not expected to know the names of more than five colors.
- ◆ You don't have to stop and think about which way to turn a nut or bolt.



FOR IMMEDIATE RELEASE

El Segundo
Thursday, April 26, 2000
10:34 PDST

Less than six hours following Bill Kirschner's final departure as an employee from the Raytheon Campus, Buick vin 444675H13XXXX "**Henrietta**" was successfully started on the first attempt after over three years of dor-mancy. The engine "started like a Honda," noted **Neighbor Frank**, who, along with **Oscar the Terrier** and Bill's roommate **Vance Tilley**, witnessed the event.

The evening's activities began with the final assembly of the exhaust manifolds to the heads and exhaust pipes. A visit by **Bill Moore** ('65 Gran Sport hardtop, '65 Skylark 300 hardtop, '70 GS455, '70 Skylark et. al) before sunset was cut short by Mr. Moore's departure to LAX, where he is employed by Delta Air Lines maintenance operations. Before leaving, Mr. Moore left a "real torque wrench" for final torquing of intake and exhaust manifold bolts, as the inexpensive lever arm types can "read anything you want," maintained Mr. Moore. (All bolts tested with he new equipment were determined to be torqued at least to minimums by previous efforts.) Other items completed were attachment of the Delcotron (™-General Motors) alternator to the brackets and harness with tensioning of the belt, fabrication of a grounding wire for the alternator, readjustment of the right tail pipe to better fit the manifold and attachment of spark plug wires.

Final preparations ensure safety. A one gallon gas can below the fuel pump was used in lieu of a fuel tank supply. A cut ignition switch wire had to be temporarily clamped to allow starting. The parking brake and brake line locks were set, and a rear wheel was chocked even though the Borg-Warner 4-speed T-10 was placed in neutral. Two fire extinguisher were on hand and the exhaust area was covered with cardboard at the suggestion of Mr.

Moore. Operation was not without complications.

The first attempt was aided with a three second burst of Valvoline™ starting fluid and lasted only seconds, likely limited by the failure of the temporary ignition switch connection, but the sound of ignition was confirmed by Mr. Tilley. Later trials lasted up to approximately two minutes with throttle settings increased above idle. No attempt was made to measure timing which should be 2.5 degrees BTDC at normal idle. due to complications encountered.

The first problem detected was a fuel leak at the carburetor which was determined to be the result of an under tightened fitting at the GC-11 filter. The ignition was cut, the problem remedied and small amount of spilled fuel cleaned up. At no time was the use of the fire extinguishers necessary. A second leak, this time water from the cooling system, was the result of an under tightened worm clamp on the heater pressure hose at the intake manifold thermostat. A leaking intake manifold gasket was ruled out. (Pure distilled water was selected as the cooling fluid for the first few miles of operation.) A small carburetor leak and exhaust leaks may still be problems at the time of writing. The exhaust area was sooty after the day's runs, with more accumulations from the right tailpipe than the left.

Late efforts to start the 300-2V Buick were hampered by what was first believed to be a starter problem. It was determined that, following a total of under three minutes of operation the 0.85 gallon supply of fuel was exhausted. Jokes were made about the richness of the mixture following the accumulation of exhaust fumes in the rear of open garage and the uneconomical operation this would suggest, but it is believed that most of the fuel was transferred to the tank via the pump relief line, standard equipment on air conditioned 1965 Skylarks. Thursday's efforts will include using fuel supplied by the vehicle tank, eliminating exhaust leaks, and a 30-minute run at rpm to properly seat valves and lifters. It is hoped that a visit to Sunday's All-Buick Show at Pasadena City Hall can be achieved prior to a coast-to-coast tour ending in New England early this summer.
Bill Kirschner