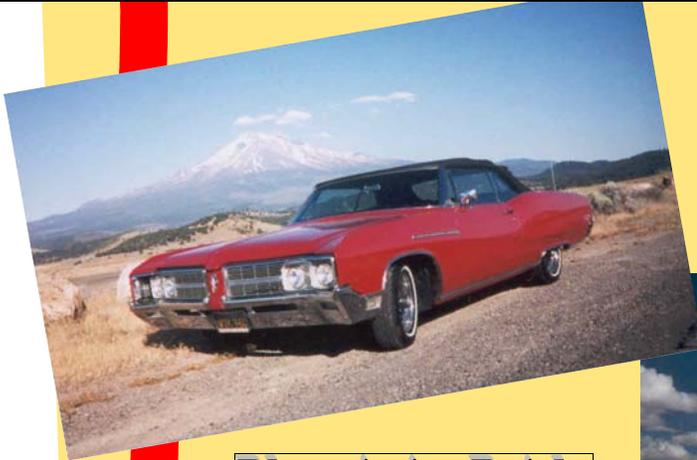




Wildcat Express

June/ July / August 2002
Volume 9 Number 9

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



*Gary Jacobson's
"Scarlett & Rhett"*

**Blueprinting Buicks
For Action!**



**Doug Frasure's
1970 GS 350**

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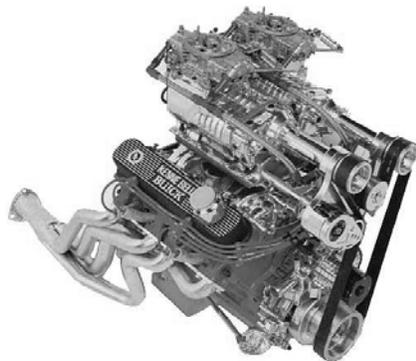
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Member's Rides

1970 BUICK GS

DOUG FRASURE

Memories will wonder around as i remember different facts and events.

I discovered the joy of riding in a performance automobile in the late 60's and early 70's as a young boy, My first memory of a performance machine was a 68 Dart GTS with a 440 cubic inch engine, the owner was a local 20's man who just got discharged from the U.S. Marines and had some cash, he drove the car hard and only had it for a short time, But it was fast and loud, rough riding, bad brakes and drank gas like a Sailor on his first liberty overseas. (Guess you would have to be a sailor or marine out to sea for 60-100 days to fully understand how good a cold beer regardless of the brand can taste)

My current Buick GS was bought by my best friend Steve Bolton in 1972 as a High school car, it was equipped with a 315 Horsepower Buick engine and power steering (so that is why I am changing / performing modifications to my tastes). His previous car was a 1963 Buick special wagon with the 215 all aluminum v-8, 2-barrel, auto and a very fun and peppy car to ride. He traded it for the GS and what a difference it made. I was really lost about why he bought the Buick when it looked so plain and innocence, simple steel rims with hub caps, white vinyl top, split bench seat, dead quiet and as I soon found out the next day it was very sedate until you stepped on the gas and it took off, it was fun cruising now, of course it did not stay stock for long.



Continued on Page 4

In This Issue

Member's Rides - Page 2

Doug Frasure's 1970 Buick GS 350

Blueprinting Buick's For Action - Page 6

1966 Hot Rod Magazine Article on the Nailhead

Laugh Out Loud! - Page 9

A little bit of humor to lighten your day!

Buick Factoid - Page 11

Some of the longest lasting nameplates belonged to Buick

Do It Yourself! - Page 12

License Plate Restoration

Assistant Director's Corner

Some words from "Number 2"

Calendar of Events - Page 13

Fill in your Calendar, we've got things to do!

Classifieds - Page 14

For Sale and Want Ads

"Scarlett & Rhett" - Page 15

Together At Last.. Gary Jacobson's cars

Meeting Minutes - Page 18

Minutes from our Meeting at Deerpark

Assitant Directors Column - Page 19

A few words from the Assistant Director

Believe it or not... - Page 20

New member article by Dan Gerber

From the Director

Well, we are a little over half way through this year with several club events already passed and several more to come. We look forward to a continued rise in both club participation at these events as well as club input for the newsletter.

Just a few things to comment on in passing. We have several new club members swelling the ranks, two of which bring un-restored 1970 Buick GSX four speeds to the table. More on these cars and their owners in the future.

The club meeting rotation is alive and well. The club meeting for the Northern part of our "club" territory will have already been in the can by the time this is printed. Remember, as discussed in the last Wildcat Express, meetings will rotate to various areas and may be held in conjunction with club events. The next meeting will be announced via email and flier.

It has been announced that there will be a Turbo Meet in Vegas in the early part of November, it will include, to a limited degree, the V8 cars. I believe that we have about six club members already planning to take their cars. This may be a good opportunity to put a face with the names we so often see on the Buick Performance web site. So if you see Vegas in your immediate future, you may wish to consider getting the room reservations in the works. The dates and more info on this event will be in this Newsletter.

I spoke with Jim Weise, a founding member of the of the BPG, and he has graciously given his permission for our club to use any article printed in The Build Sheet, (newsletter) for our own purposes. In particular, I'm very appreciative of this because the Build Sheet is chocked full of receipts on engine builds as well as numerous restore tips along with a gaggle of other Buick related information.

Don't forget to let Gary Ryan know if you will be attending the Art Carr tech session in August. Gary needs a head count as soon as possible.

Skip, owner of Ron's Restore in San Marcos, has graciously offered discounts on body and repair work, painting etc., for club members. Contact Skip directly for more information.

By Len Bentley

-From Page 2-

Early Modifications

We discovered that performance buick parts were not readily available back in 1972, unless you had a big block buick, and the factory was not having specials on small block parts, The first modification was a set of hooker headers, back then the selection was small, with a friend working at a gas station we were able to remove the old exhaust and install the new headers in a few hours. We drove the mile or so to the local Midas shop uncorked, what a rush for a 14 year old, the Midas shop installed the slotted cover side pipes he had wanted and it was no longer a quiet grandpa car. (Vans were the rage back then and side pipes were the cool item to have). They were removed a few months later when the ground meet the bottom of the side pipes too many times, back to straight pipes and glass packs.

We managed to score a used set of Cragars mags and some new BF Goodrich TA and the looks changed dramatically from the hub cap previous on her. We put on accel plug wires and played around with plug heat settings and generally cruised every night and went to school during the day, Glad gas was cheap back then, About this time the other 6 guys in our little group started buying cars and we all had different stories and cars to talk about, I was the youngest and tall and skinny so I rode shotgun in my present GS for a few years before I went into the U.S. Navy. My Chevy 2 just did not measure up to the others cars and not worth mentioning.

One night while cruising we were informed by a friend (Walter Jarvis) of a



cutlass that was being sent to the wrecking yard soon and parts were available, we went to this garage and the lady said we could have any parts we wanted as long as the car could be towed tomorrow to the wrecking yard, this cutlass was in fact a 1970-1971 olds 442, we pulled the rear end with a bunch of us swapping parts we were able to get it done that night, best of all everything bolted in, no more single wheel burn outs, 10 bolt posi traction and a lower gear ratio, which was great for stoplight racing but caused any kind of freeway driving to be noisy and buzzing the engine to high of a rpm to be practical.

Since Steve was in High School and i was freshman we were able to leave school and cruise the main drag after school like half the school did, but we were the only GS around back then, after cruising a few times we would head home , do homework and eat dinner, then up to the college to play tennis or hang out with the other guys and if anybody remembers drinking coffee at Sambo's Sambo's was a chain coffee restaurant that offered a 10 cent bottom less coffee cup, all that sugar keep us wired late into the night when we were out cruising.

We were always out on the weekends cruising, drag racing, hanging out with our small group and generally having fun. My GS was a car that you could drive and not have to worry about breakage, or even seeing another one, i do not remember seeing another one in my home town until i came back to visit in the early 90's.

Now days i still do not see that many Buick GS or other Buick performance cars on the road, and i keep getting asked what it is or compliments about what a nice Chevy, Pontiac, and believe it a even a new mustang.

Shortly after i came enlisted in the U.S. Navy, Steve told me the GS was involved in an accident, a pacer wagon of all things, so after the insurance company paid the claim, Steve went to the only source back in the 70's for buick 350 parts (KENNE-BELL), and spent a small fortune

on engine and transmission parts, below are the main parts used:

KB 61004 9.8 +.030 FORGED PISTONS

KB 13000 3.8 +.030 RINGS

KB161B CONVERTER

KB 81003 HEADERS

KB 32501 HAYS STINGER 4 IGN KIT

KB MKC 113 CAM KIT

KB 19802 WINDAGE TRAY

KB 19903 DEEP OIL PAN & PICK UP

KB 44004 CHROMED VALVE COVERS

KB 18301 ALTERNATOR PULLEY

KB 9901 CAM BUMPER

KB ???? ADJ. 3/8 PUSHRODS

Heads were sent to Montana for a mild port and polish and were decked.

TRANS was completely rebuilt with a Trans Go shift kit, clutches, bands, seals, pump, Deepened trans pan.

Electric fuel pump, Fram canister fuel filter, Bait box type fuel cooler and a new 3/8 inch fuel line ran along the passenger side of the car leading to a 1000 CFM Chrysler thermo quad carburetor. Remember than back then there was no TA PERFORMANCE, POSTONS, or any other other small block buick performance manifolds available, so the cast iron lived there until a week before the Fuddruckers 2002 event, What a difference it makes now, I can feel the torque curve, it is smoothers going thru the rpm;s, it has more power, and best of all it will not rust. I resisted all these years because of all the buick big block parts I have bought to convert over, (Sorry Scott, the offy dual quad was my second best find, can you guess what my best find for the GS was?)

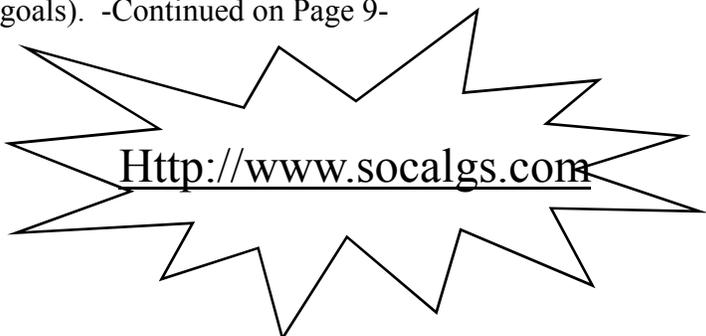
After all of these parts were installed back in 1977-1978 the GS was raced occasionally on the track in Idaho and was able to run mid 13's to Low 13's, since I was away in the NAVY I have to remember what I was told about this car from Steve and others when we used to talk about old times. Unfortunately Steve got married to a great girl and the car sit as other priorities were

required, My first wife set up the surprise and bought the GS for me at \$150.00, since then i too was busy raising a family and have just recently started to customize this car to my own tastes.

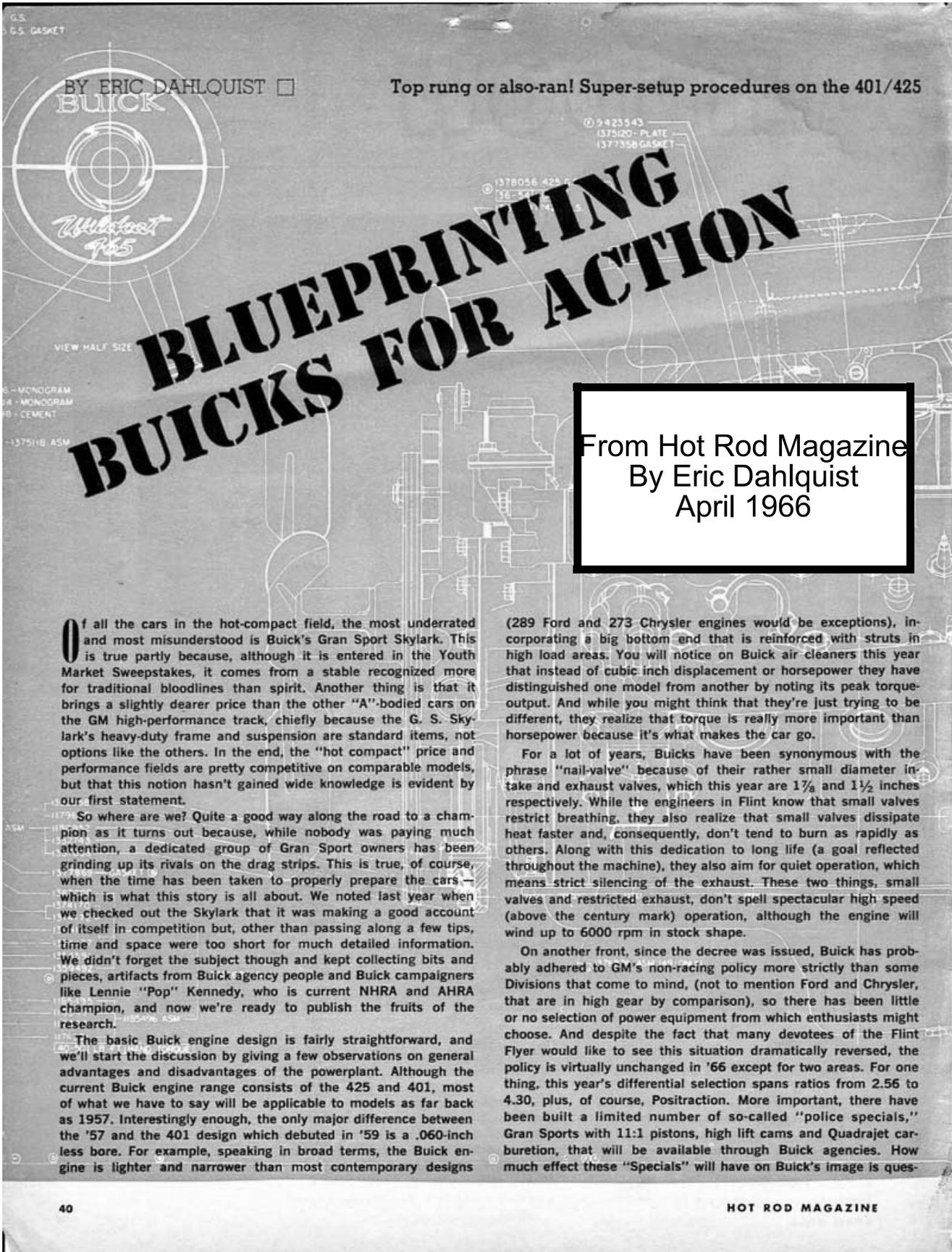


Future Modifications

Since i been with this GS since 1972 and owned since 1980 i have always realized that i would not get rid of her, she has been very reliable, provided many memories that cannot be replaced and has be able to allow me to dream about future modifications which the dual offy intake and other big block parts are being collected to make a consistent running custom fuel injected, 4 speed automatic trans equipped car with a 9 inch ford rear end with a custom 4 wheel disk braked equipped car. Of course A/C is a must along with power windows, and a much better gauge package to monitor everything, and possibly a few body modifications to improve things i want to change. (Too many ideas not enough money, so it will take a slow steady pace to achieve my goals). -Continued on Page 9-



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BY ERIC DAHLQUIST **BUICK**

Top rung or also-ran! Super-setup procedures on the 401/425

BLUEPRINTING BUICKS FOR ACTION

From Hot Rod Magazine
By Eric Dahlquist
April 1966

Of all the cars in the hot-compact field, the most underrated and most misunderstood is Buick's Gran Sport Skylark. This is true partly because, although it is entered in the Youth Market Sweepstakes, it comes from a stable recognized more for traditional bloodlines than spirit. Another thing is that it brings a slightly dearer price than the other "A"-bodied cars on the GM high-performance track, chiefly because the G. S. Skylark's heavy-duty frame and suspension are standard items, not options like the others. In the end, the "hot compact" price and performance fields are pretty competitive on comparable models, but that this notion hasn't gained wide knowledge is evident by our first statement.

So where are we? Quite a good way along the road to a champion as it turns out because, while nobody was paying much attention, a dedicated group of Gran Sport owners has been grinding up its rivals on the drag strips. This is true, of course, when the time has been taken to properly prepare the cars — which is what this story is all about. We noted last year when we checked out the Skylark that it was making a good account of itself in competition but, other than passing along a few tips, time and space were too short for much detailed information. We didn't forget the subject though and kept collecting bits and pieces, artifacts from Buick agency people and Buick campaigners like Lennie "Pop" Kennedy, who is current NHRA and AHRA champion, and now we're ready to publish the fruits of the research.

The basic Buick engine design is fairly straightforward, and we'll start the discussion by giving a few observations on general advantages and disadvantages of the powerplant. Although the current Buick engine range consists of the 425 and 401, most of what we have to say will be applicable to models as far back as 1957. Interestingly enough, the only major difference between the '57 and the 401 design which debuted in '59 is a .060-inch less bore. For example, speaking in broad terms, the Buick engine is lighter and narrower than most contemporary designs

(289 Ford and 273 Chrysler engines would be exceptions), incorporating a big bottom end that is reinforced with struts in high load areas. You will notice on Buick air cleaners this year that instead of cubic inch displacement or horsepower they have distinguished one model from another by noting its peak torque-output. And while you might think that they're just trying to be different, they realize that torque is really more important than horsepower because it's what makes the car go.

For a lot of years, Buicks have been synonymous with the phrase "nail-valve" because of their rather small diameter intake and exhaust valves, which this year are 1 7/8 and 1 1/2 inches respectively. While the engineers in Flint know that small valves restrict breathing, they also realize that small valves dissipate heat faster and, consequently, don't tend to burn as rapidly as others. Along with this dedication to long life (a goal reflected throughout the machine), they also aim for quiet operation, which means strict silencing of the exhaust. These two things, small valves and restricted exhaust, don't spell spectacular high speed (above the century mark) operation, although the engine will wind up to 6000 rpm in stock shape.

On another front, since the decree was issued, Buick has probably adhered to GM's non-racing policy more strictly than some Divisions that come to mind, (not to mention Ford and Chrysler, that are in high gear by comparison), so there has been little or no selection of power equipment from which enthusiasts might choose. And despite the fact that many devotees of the Flint Flyer would like to see this situation dramatically reversed, the policy is virtually unchanged in '66 except for two areas. For one thing, this year's differential selection spans ratios from 2.56 to 4.30, plus, of course, Positraction. More important, there have been built a limited number of so-called "police specials," Gran Sports with 11:1 pistons, high lift cams and Quadrajet carburetion, that will be available through Buick agencies. How much effect these "Specials" will have on Buick's image is ques-

Buicks can make the difference



tionable because, if the dealer loads the cars down with accessories as some are prone to do, the youngsters they're trying to attract will shun them like the plague. The idea is on the right track, so let's hope it doesn't get switched onto a siding to rot.

But suppose a fellow has an ordinary G. S. Skylark, as most will, and wants to make it a legal D/Stocker or what have you, depending on the car's weight and horsepower. What modifications will make the mill turn on? Where should the initial steps be taken and will it cost a bundle? And what's this blueprinting business all about, anyway? OK, let's look at the questions in terms of a rising scale by starting at the easy side and then considering more complex things. And when we're done, it will be obvious that you don't merely blueprint the engine: it's a much broader problem than that.

The one thing the cars in the G. S. Skylark category suffer from most in drag strip competition is lack of traction. Since the Positraction is available, the logical thing is to include it in the package. If you've already got a machine without it, better latch onto a limited slip before doing much else. There is a question, of course, as to which ratio is "ideal" but the answer depends on where your tolerance point is for everyday street use, if the vehicle is to be used for transportation at all. Most of the dragging Buicks have 4.30 gears, but this might be too severe for some. Next on the list is a good set of cheater slicks; a 14-inch tire, 27 inches in diameter, 7 inches wide, mounted on 6-inch rims. This is the hot setup for the 4.30 gear. In conjunction with the tires, it is also desirable that the chassis have the capability of being loaded to put more weight to the right rear as the car accelerates. Fortunately, Buick offers a set of Superlift air shocks which were designed for quite a different purpose but work admirably well when inflated to 35 psi on the right and 7 psi on the left. Now the car no longer sits level, so two rubber spacers are inserted between the coils in each front spring, and caster, camber and toe-in are reset. The last thing, as far as the chassis is concerned, is that you drive four 1/8-to-1/16-inch

diameter pins into the rubber bushings on the rear-axle control arms. This will help stiffen the suspension. 1376817

Unlikely as it may seem, the standard Buick exhaust manifolds can be used for headers if they are ground to match the exhaust port perimeter and extensions added. Also, the heat valve should be removed and the shaft holes plugged. A better solution to the problem of exiting gases efficiently, though more costly, is a well-designed collector system using 4-foot-long, 1 5/8-inch-diameter tubing that meets in a 2 1/2-to-3-inch diameter, 10-to-12-inch long collector. Many of the Buicks in Southern California use the Hooker Header Company offerings because they originally researched out the design with week-by-week competition testing, but other brands of comparable dimensions will work.

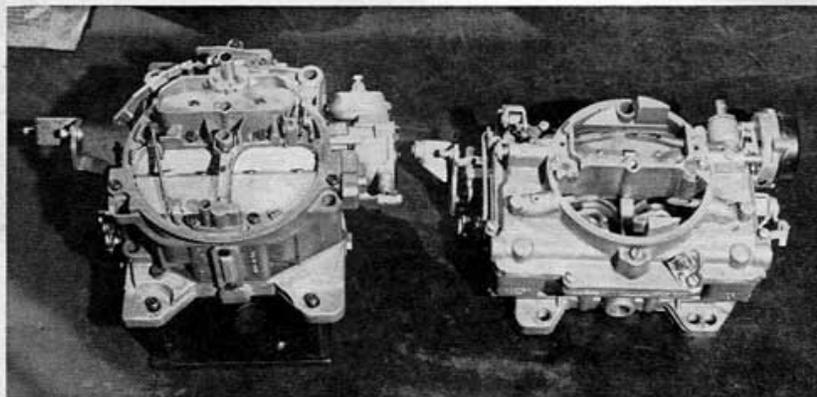
In the ignition field, the Buick distributor should be set up along these lines: The breaker points must have a spring tension of 24 ounces so no point bounce will occur over 6000 rpm. Additionally, the cam lobe should be lubed with silicone 4X type compound to ensure the breaker block doesn't wear rapidly, changing the dwell angle of 28 degrees. The ignition curve depends mostly on the size of the tires to be used. With less than 7-inch tires, it should begin at 400 rpm and reach maximum at 2000. With 7-inch skins, since the car can use more low speed torque, the curve begins once more at 400 rpm but peaks earlier at 1400 rpm (distributor rpm).

Total maximum centrifugal advance is 15 degrees on the "lab" (testing machine) or 30 degrees on the crank (because lab speeds are 1/2 actual engine speeds). Initial advance is set at 2 1/2 crank degrees and should never exceed 5. A total advance of 35 degrees is too much for the engine, so if the initial, centrifugal and vacuum advance are added, their sum should not exceed 55 degrees. We have not mentioned vacuum directly here because under hard acceleration it doesn't play an important role in performance but on highway applications it should be 20 degrees maximum (10 distributor degrees).

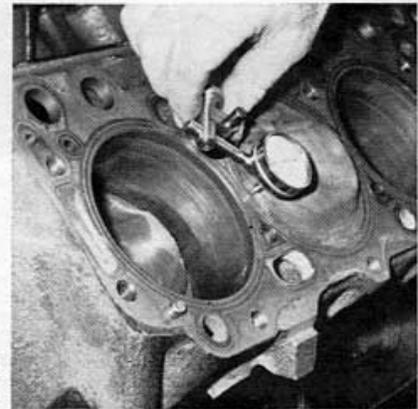
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**BLUEPRINTING
BUICKS
FOR ACTION**

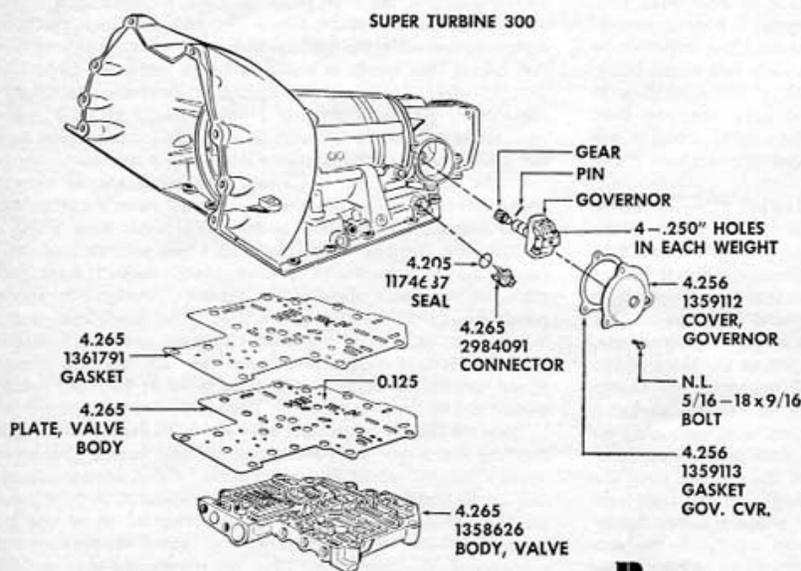
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photography: Eric Rickman



A



D

A. Quadrajets carburetor on left needs virtually no work for use on "stock" Buick prepared for drags. AFB Carter can use .086-inch jets on power step of primary metering rods, Rochester needle seat. **B.** 6-penny nails driven into control arm bushing will stiffen up suspension action. Other tricks utilize pumped-up air shocks and wedged front coils. **C.** Piston deck height is checked on center cylinders over piston pin in parallel plane with crank. Figure should be .010-inch. **D.** Exploded view of Super Turbine 300 shows where governor and valve body plate modifications should be made for quicker, more positive shifts. Four .250-in. holes on governor flyweights, removal of 1 spring, enlargement of shift plate hole from .090 to .125-inch are hot tips. **E.** Allan Brimhall, mechanic at Terryll Buick in Flagstaff, Ariz., shows correct method of cc check. **F.** Measuring distance from valves to piston top is easily done by subtracting difference between valve in seat position and valve touching piston. **G.** Good valve job uses 70-degree relief stone, 15-degree approach angle and 46-degree seat. **H.** Head heat-passages can be blocked with tinfoil. Valve guides are lubricated with a graphite mixture.

- From Page 5-

I have been a member of the GSCA since Sept 1982, and a past member of the Pacific North West chapter of the GSCA.,(no longer active, and under the direction of Mr. Dave Knudsen), The San Francisco GS club called GS West (no longer active) and now a member of the So-Cal GS club. I am slowly starting to get more involved in the club and would like to help out and see things grow to a good participation of all members, My buick GS is not going to be the fastest, the prettiest, the most reliable GS on the road, but she has been a part of my life for 30 years and i do not see any reason to part with her, she has been a source of joy and sorrow on numerous occasions, but she is unique in today's car shows, cruise in, car magazine coverage and generally what people think about buick performance cars, yes it is no big block, or a grand national, but then if she wasn't a Buick GS she would be just another Camaro, Mustang, GTO, all those other common cars you see out there, she will always have memories that cannot be replaced, only with new ones created, so when you see me at a event , remember she is mine and I am proud of her, just like you are of yours and feel free to walk up and say hello, because I will walk up to you and sat hello and welcome you to our club event.

And I still do not know what color I will paint her in the future, she still has modifications I want to do before I tear her apart and paint her, so I do know for the future she will stay in primer and I will continue to make modifications that I desire and she will not be a stock gs, and she will always be a driver, because why own a gs if you do not drive her, where is the fun in not driving your gs or other performance Buick ?

So for all of the club members, I drive my car and after 30 years I enjoy her and do not care what others think about her, just know that she is mine and I will be there having fun and I will come up to you and say hello, and even say good

bye to you when the club event is over, so this is the start of my stories of my gs, I ask all of the club members get involved a little, or this club will slowly pass like the two previous ones I have been involved in.

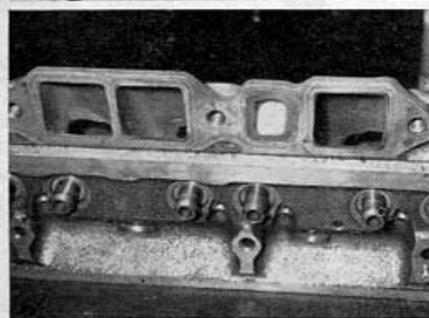
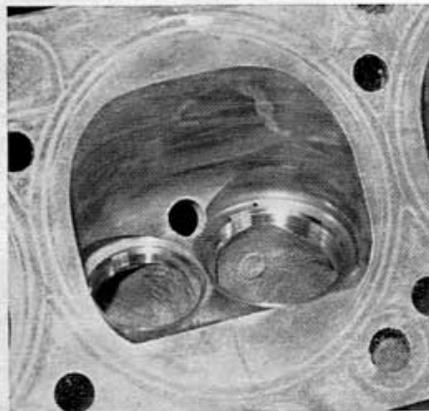
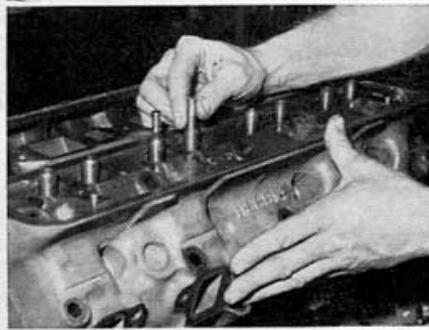
Thanks Doug for submitting this wonderful article. (July 2002)



Laugh Out Loud

While driving to my office this morning on I-5 near Laguna Niguel, I looked over my shoulder to the left and there was a woman in a brand new Mustang, with her face up next to the rear view mirror putting on her eye makeup. I looked away for a few seconds, and when I looked back, there she was halfway over in my lane, still working on her eye liner. It scared me so bad I dropped my electric shaver, which knocked the Krispy Creme out of my other hand. In all the confusion of trying to straighten out the car with my knees against the steering wheel, I knocked my cell phone away from my ear which fell into my Starbucks coffee between my legs, splashed and burned BIG JOHN and the TWINS, ruined the phone and disconnected an important call. DAMN WOMEN DRIVERS!!

-Posted to the Buickperformance Yahooogroup by Len Bentley, July 2002



E

F

G

H

A great deal has been written concerning the subject of ignition cable, most of it generally supporting wire-center cable at the expense of the carbon-center, resistor-type. Now, despite the almost overwhelming majority against the performance capability of carbon-center cable, it turns out that the black stuff wins out over the wire. Here's why, and actually it's very simple. As the field in the coil collapses and pulses its voltage through the ignition cable to the plugs, there is an intermediate time section that follows the plug firing section, recorded on the oscilloscope as gradually diminishing oscillations, that disappears at the beginning of the dwell section when the points are closed. The wire-center-type cable tends to stretch the intermediate section and overlap into the dwell section when the points contact. At best, this means that there is unwanted voltage when the points are closing, creating a split-second arc with a temperature in the neighborhood of 6000 degrees F. This is what causes that Crater Lake landscape on the contacts. Also, since the field is not completely collapsed between each sequence, it does not belt out its maximum voltage when the points open next time. This situation doesn't mean much in normal operational scales but at 6 grand, grabbing for every 10th-second, sub par voltage causes plug misfire.

With the carbon-center cable and its built-in resistance, the intermediate section shortens up and the field collapses properly, even at high rpm. The only drawback of carbon cable is that with heat and age it hardens and becomes somewhat stiff, and doesn't stand up well to handling. As a consequence, it is recommended to use a wire-center cable from the coil to the distributor because of the increased use it usually sees.

Now that we have spent all this time on the ignition and its peculiarities, we'll balance it with only a few words on the carburetor. If you've had the luck to get a Quadrajets 4-barrel (7026242), then no modifications to the unit are necessary; it works that well — even in competition. If you have the AFB Carter, for a sea level elevation, 80-degree temperature, install .052-inch tips on the power step of the primary metering rods (.056- or .058-inch tips can be used during warmer weather and higher elevations). Also, the needle seats can be changed to .125-inch Rochester if two gaskets are used on each seat and the floats recalibrated to Buick factory Carter recommendation.

One of the reasons the Buick G.S. is such good drag strip bait is that keen little automatic transmission with variable pitch stator that allows almost a three-car-length jump right out of the gate. It requires no great amount of insight to forecast that the Buick driver has an almost insurmountable advan-

tage if his machine is in a good state of tune and he leaves at the same time as the opposition. To increase this advantage, making the overall potential of the car even more potent, two modifications to the automatic are desirable. First, it will be necessary to remove one governor spring (there are two in the governor assembly) and drill four 1/4-inch holes in the two large governor flyweights, in order to have a shift point out of low at 5500 rpm. Secondly, in order to improve the quality of the shifts, their rapid and positive character, the high-clutch feed passage in the valve body plate must be drilled out to .125-inch from .090-inch stock. Finally, there is one little tip that every Buick owner should know in order to check the operation of the electric switches in his automatic. The engineers have thoughtfully put the transmission kickdown on the same circuit as the windshield wipers, so all you have to do is switch on the wipers. If they work, then the fuse is okay. And if the stator and kickdown switches are adjusted, they should function.

On many of today's good automatics, the driver has the option of shifting for himself to attain a better maximum rpm in each gear. Although the Buick has this select-it-yourself feature, the transmission will actually shift quicker by itself because the oil pressure remains more within the functional limits of the design. For example, if the box does its own work, required pressure for each shift is 135 psi — manually held in gear it builds to 225 psi. This pressure differential is reflected by the fact that the transmission doesn't shift as precisely due to the greater force it has to overcome between gears, not to mention excess oil discharge.

One of the consequences of having a good transmission to match the rest of a properly set-up car is that as the vehicle accelerates, it creates quite a good deal of inertia on the fuel that has to be overcome before being pumped from the tank. Considering that the ordinary mechanical fuel pump creates 14 inches of vacuum or 7 pounds pressure to draw the gasoline through a 3/8-inch diameter line, it is apparent that there is the distinct possibility that the pump may not be able to cope with the situation. So the obvious answer is to augment the mechanical pump with an electric one, an accessory, we might add, that you see under the rear of every successful competition Buick.

The product of a G. S. Skylark that has had these modifications performed would generally fall into a range of 102 mph with an accompanying e.t. of 13.80 seconds. Not bad, all things considered. But to get the most out of the car, we have to plunge into the block itself, dismantle it to its essentials, and then fit

(Continued on page 123)

BLUEPRINT FOR BUICKS

continued from page 43

it together as one would a fine watch. The process is not one which should throw pains into the heart of the tuner for, armed with basic information, even a novice can turn out a first-rate job provided he follows the plan carefully and uses an undeterminable amount of horse sense.

First off, the block has to be machined somewhere in the neighborhood of .020-.030-inch to bring the deck height (distance piston is below the surface of the block) to .010. The normal piston is usually found .030-.055-inch below the surface. It is important when establishing deck heights that the reading be taken (with a dial indicator surface gauge) on the center two cylinders above the piston pin, in line with the crank. Additionally, if the block has been milled, it is a good idea to check the deck height on all four corner pistons, too, because there is always the chance that the block surface has not been machined properly in relation to the crank.

A Buick block may be bored to a maximum of .030-inch and remain legal but this really doesn't accomplish much. In any case, the cylinders are to be honed .002-inch to allow a total skirt clearance of .004-inch for the cam-ground aluminum pistons. It goes without saying that no aluminum piston should be slipped into a cylinder bore that has not been properly cleansed of Carborundum grit. Stock rings are appropriate for drag strip competition, set with an end gap of .018-inch, plus or minus .001-inch. Piston side clearance is .0018-inch and piston pins are installed to a "slip-fit"; that is, so they have little or no drag. Reconditioning of the crankshaft demands that the throws be micro-finished .0005, undersized. Connecting rod bearing and main bearing inserts are Moraine 400 powdered aluminum, low-friction surface type that are clearanced at .002 and .0025-inch respectively. Side clearance on the connecting rods is maintained at .005-inch to prevent the collection of any excessive oil and in a measure discount "windage." Thus far, none of the Buicks have utilized a dropped oil sump with matching pickup, but it may be a thought for the future to yield 15 horsepower more.

Lubrication specs for this engine are not exotic so any good grade heavy-duty 20W HD may be used. Under no circumstances should you use more than 30W oil because its viscosity is such that it will take up the tolerances in the hydraulic lifters, causing them to pump

(Continued on following page)

APRIL 1966

up. Heavy oil for stocker-type drag racing is rather a moot point in any case, for the lubricant doesn't get hot enough in the quarter to worry about. One thing that is a problem, a big one at that, is getting the oil down the push rods due to air pressure buildup within the engine. One solution that works is the fitting of breathers, the type used on rocker arm covers, on the tappet galley cover.

For the best possible top end in a stock Buick, the 1368091 camshaft with a 2 1/2-degree offset key (available from Reynolds Buick in Covina, California) is suggested. This cam allows a .461-inch lift at the valve instead of the normal .441-inch. On the lifter situation, Buick is standing pat because their hydraulics will go 6000. We had already uncovered some pretty interesting footnotes to this story when we got the scoop on camshafts; not so much the "right" part number, but rather their care and feeding. For instance, no camshaft should be installed without first checking to see that it's straight. The method of doing this is to simply rotate the cam on a steady fixture and use a dial indicator to check variation on the center journal. Run-out must not exceed .002-inch or the camshaft will tend to "screw" itself in and out of the cam bearings, creating knock, wear and, more disastrous, erratic timing.

But how do cams get unstraight? It turns out that most often a cam that is exposed to sun for long periods will heat up unequally and distort. You might think this farfetched, but consider a camshaft left on a garage bench for a couple of days where the room temperature may be 40 degrees, but the hot sun streaming through the panes heats the top half of the billet cast iron unit while the bottom half stays cold. It's a point well worth remembering. Another one is not to lean a camshaft in a corner somewhere because this too will distort it. These items may seem trivial but it's all the overlooked trivial things that put you with the also-rans.

Now we've arrived at the stage of the

Buick Factoid!

Buick Factoid
March 12, 2002

Over the years, the Buick Motor Division has had a lot of long-lasting nameplates for its automobiles such as Roadmaster (1936-58 and 1991-96), Electra (1959-90), Regal (1973-present), Skylark (1953-54, 1961-72 and 1975-97) among others. The longest running nameplates in Buick history (ta-da) include Riviera (1949-99), LeSabre (1959-present) and Century (1936-58 and 1973-present). That's 43 years for LeSabre and 51 for Century. On the other end, some of the shortest running nameplates slapped on cars coming out of Flint include Invicta (1959-63), Limited (1938-42, is that correct? and 1958), Centurion (1971-73), Somerset (1985-87) and Reatta (1988-91).

Mark Potter
Mar 3, 2002 "Buicks" Yahoogroup.
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David Duchene's 1972 SportWagon 350 at Deepark Winery Car Show

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game that can make or break an otherwise well set-up engine: The correct cylinder-head preparation. Each combustion chamber displaces a volume from 123 to 130cc and will require .004-inch of material off the head to reduce the volume 1cc. An average head will take about .017-inch of milling to bring the volume to 123cc minimum spec. One little pointer that may get you out of trouble someday is that Buick makes two types of identical-sized valves, flat and tuliped head. Often by juggling the two designs, flat for less volume and tuliped for more, you gain or lose just enough for the specified cc number.

The fine art of a super Buick valve job seems to lie in a kind of port blending that we have run into previously. In sequence, the methods run something like this: A 70-degree relief stone is used to raise the valve seat as well as improve flow characteristics. The seat approach angle is 15 degrees with a 46-degree seat 1/16-inch wide. (.060), plus or minus 1/64-inch. Valve facing seats are trimmed at a 44-degree angle. The 2 degrees difference between the valve and seat is to permit instant sealing, even in competition. Although no porting or polishing is permitted, it is an excellent idea to check for burrs or sharp corners and remove them. Do not remove those little dime-sized nodules you see in the ports for they are turbulence controls. Knock these out and you knock your performance.

To ensure that the valve stems do not gall in the guide, it is prudent to graphite the guides. This is easily accomplished by mixing up a compound of graphite and alcohol to be worked into the pores of the guide with the valve stem. The mixture functions a lot like heat-trap lubricant, where the alcohol acts as an agent to deposit the graphite and then evaporates, leaving the lubricant. Oils will not work because they burn away rapidly, creating gums that will stick the valve. One final touch for good intake valve stem sealing is a set of those fine P.C. Teflon valve seals ('66 Buicks have them).

Any time an engine block is blueprinted, it is imperative, due to variances in manufacturing tolerances, to check very carefully the installation of the heads, for there is always the possibility that a piston may contact the cylinder head or the carbon on the cylinder head or a valve, perish the thought. When a head is installed for checking, it is suggested that the valves have a minimum of 3/16-inch clearance without the head gasket. And try it on all eight pistons prior to installing head or valve springs permanently. And never have a piston at TDC when installing a head on a hydraulic lifter engine as the lifter could force the rocker to open a valve, striking the piston top.

(Continued on following page)

BLUEPRINT FOR BUICKS

continued

Should there be a conflict between the valves and pistons in any particular cylinder, tools are available to cut "eyelids" in the piston top. If this is a bucks-down operation, the builder can fabricate his own tool by using an old valve with some coarse emery cloth glued backside to the valve head. It may take a little while longer the homemade way, but the job is comparable. Buick uses a standard inner and outer valve spring setup and these are plenty good for use with the stock cam. The recommended installed height is 1.60-inch outer, and 1.690-inch inner, and there is one thing to keep in mind. Since the valve springs tend to set at 6-8 pounds less than the desired pressures of 46 to 51 pounds outer and 26 to 31 pounds inner, it will be necessary to install .060 shims under the springs. It would be an excellent idea after the engine is broken in to remove the springs and shims and check their actual pressures at the proper installed height in a valve spring tester to see if everything's in the ballpark.

The last thing to go on the engine is the intake manifold, and since this is a racing engine, and since the volumetric efficiency of a unit is higher with a cooler charge, the heat riser in the manifold should be plugged. If you want, there is a blank Buick manifold gasket (1173705) that will get this very job done. Another method is to pack the heat passages in the heads with wads of tinfoil that are jammed up inside. For some reason, blocking the heat source in this fashion doesn't create as much turbulence in the exhaust ports.

Well, that's about the whole ball of wax as it looks from here. That's how Lennie Kennedy, Ralph Bergeron, Russ Mathews and Willard Bennett, classed from C, D and H/Stock, get the job done on their competitors. Kennedy's tudor, running out of Reynolds Buick in Covina, California, has popped 108.27 in 12.90 seconds in C/SA and has been beaten few times for the gold. Whether the rest of the "Hot Compact" youth market field knows it or not, Buick has added a new dimension to its famous slogan: "When better...er faster...cars are built, Buick will build them." ■ ■

Do it Yourself License Plate Resto!

Do it yourself. A few years ago, Classic Auto Restorer did a piece on how to do it... Basically, you soak the plate in a hot water bath with crystal draino added...hot is the key. It will remove all paint. Don't do this with an aluminum, but don't think any plates were made of aluminum. Anyway, after removing all paint (you could use a stripper I suppose), you paint the color using a LACQUER paint. In your case you would paint the ENTIRE plate using a white lacquer. Give it a couple days to dry (I only waited a day and had no trouble). Then, you spray the entire plate with ENAMEL (in your case black). You can then take an enamel thinner and carefully remove the black from the letters. I removed the major areas with a rag, then for fine finishing, used cuetips. Lacquer will lift enamel, but not the other way (which is why you do the lacquer first). I have done several states plates, and IMHO, you can not tell they are not original. The biggest disadvantage is in finding a correct paint match in a spray can for some states. Took me forever to find the correct blue and yellow for Pennsylvania. This of course wouldn't work for a plate where ONLY the letter are painted. PLUS, on top of all this, you have the pleasure of knowing you did it yourself. If concerned, practice first on a test plate to get the technique down, but once you do it the first time, you'll find it really easy to do. If you try this, let me know how you did.

Rob
rjmsj@earthlink.net



Buick's at Deerpark
Bill Moore's 1965 Buick Skylark



Calendar of Events

August 24th, 2002 - TECH SESSION at Art Carr's in Huntington Beach. See article to the right —>
FREE LUNCH

Art Carr Transmission Company
5502 Engineer Drive, Huntington Beach, CA 92649
Contact Len Bentley, Dan Peper, or Gary Ryan for info. Please CALL Gary Ryan before August 18th
(714) 841-2231

September 21st - Orange County Speed, TECH SESSION. All about ignition systems and distributors. Location: Orange County Speed Center, Fullerton, CA (91 & Raymond)

October 5th - DYNO DAY!; This will be a fun filled day to share our H.P. and Torque ratings. Limited opportunity for this event, (must be pre-paid, \$40.00 each) maximum 25 people. Contact Gary Ryan (714) 841-2231 to prepay or for info. Location: Superior Automotive Engineering. Anaheim, CA (All cars will get a printout of horsepower and torque graphs)

November 2 - Westminster Buick Car Show. Westminster Buick Car Show: This event has been very popular for several years. The dealership moves out their cars and allows us to park up front in view of Beach Blvd. They provide a Bar-b-Que for us and the public. This event starts around 10:00 and ends around 3:00. Contact Gary Ryan for info.

November 8,9,10 2002 - Las Vegas Buick Drag Racing! We have been invited to attend a Buick only drag racing event at Las Vegas Motor Speedway. Many big name Buick vendors/Racers expected to attend. Please visit their website and pre-register. <http://users.lvcm.com/super6/>
Contact Dan Peper for more information.

The Ultimate 4 Speed Autotrans.
The 200r4 Trans can be built to handle in excess of 800 hp and shift into Overdrive at Full Throttle, That is if built by the REAL ART CARR.

THE REAL Art Carr has offered a clinic to our Gran Sport Club to show how its done. To demonstrate how his super torque converters are the best in the world, built here at his Huntington Beach shop and to show how every trans is programmed, live tested on his trans dyno, and setup to your individual needs.

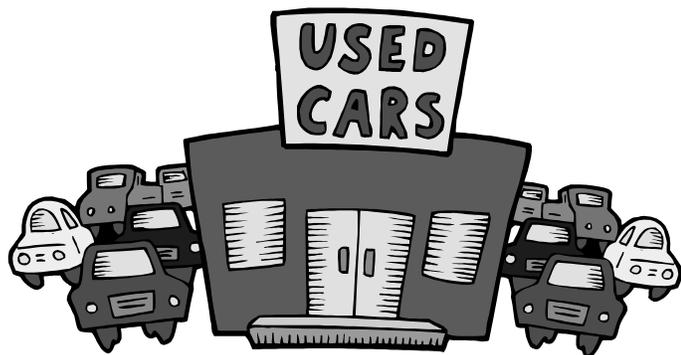
The 200r4 has the same length of a Powerglide and Turbo 350, the same driveshaft yoke too, which means you don't have to change driveshafts. A true Bolt in for our Buicks. Ask **Sam Davis**, he's had one for the past few months!

By **Gary Ryan**

AUGUST 24th 2002 10am
Art Carr Transmission Company
5502 Engineer Drive
Huntington Beach, CA 92649

December - Christmas Party. Will include a general meeting AND Elections for next years officers. We are looking for a location, please call Dan Peper if you have a place. 562-697-8018

PLEASE Pre Register with Gary Ryan if you plan to attend the Art Carr Tech Session And/Or the Dyno Day
(714) 841-2231



FOR SALE

For Sale: 1973 full size Buick 2-door hardtop (#4V37U3H538615) up for adoption. I purchased it for the 455 engine, trans and misc. under-hood parts. Lots of good sheet metal, interior and chassis parts. Take it away before the crusher does. Located in Burbank. **Fred Thompson** 818-841-8428 or fredric.thompson@uboc.com

FOR SALE: 65 Skylark/'GS left quarterpanel, nice, \$150, rear bumper, \$50. John Ashworth, 805-640-1960

For Sale: '71 Buick SportWagon on custom rotisserie, vehicle completely disassembled, rolling chassis only. Body work 90% complete. Rotisserie costs \$1800.00. Sell all \$2400.00 OBO. Call **Tom Jacot** at 714-531-0313

For Sale: '67 GS400, red with black leather interior. Family owned since it came off the showroom floor. A real show stopper. 8500.00 call **Mick Clarke** at 619-656-8548

For Sale: 65 skylark grill. Good condition (not great). \$80. Call (714) 317-2203

For Sale: 1967 Skylark Calif GS Restoration started, rblt 340-4 motor and trans., new suspension and brakes, body ready for paint, needs int and chroming. Has chrome Buick Air Cleaner. Owner's manual. Have original Owner Protection Plan and New Vehicle Warranty book-

let. \$5,000 US or obo (416)464-7513 e-mail **pjstroebel@aol.com** Georgetown, Ontario, Canada. Need to sell, just had a baby girl! Will arrange transport. (7/17/02)

This seller is NOT a club member

For Sale: 1966 Skylark GS, auto, full power, A/C, Tilt, remote mirror, buckets, console, red stripe radials, chrome sport wheels, white w/black vinyl top & interior. 68k miles. Looks and runs great! asking 10,500.00. Contact **Jim Cail** at 909-947-5821 or buick4evr@aol.com

WANTED

Wanted for 65 Skylark/GS: Steering wheel in very good condition, wheel well moldings, black seat belts (early style). **John Ashworth**, 805-640-1960

WANTED: One-piece dipstick tube and matching dipstick for 350 engine.

WANTED: For 70-72 Skylark/GS - Headlight Switch Bezel & AM Radio "nose-piece" (or entire radio, if required). In both cases, light surface rust in chrome-plated plastic OK, but NO PITS. Also, the plastic Driver's Side A/C Duct (attached to dash under steering column). Marker Light, L/H Rear Quarter. Light surface rust in chrome-plated plastic OK, but NO PITS. One-piece dipstick tube and matching dipstick for 350 engine. Call **Dan Gerber** at (714) 220-1189 (w/e & eves) or (562) 982-8026 weekdays)

Wanted: the chrome plated box-shaped part of the 1969 console-mounted shift handle that the top trim attaches to (identified as a "lever" in the illustrated parts book). Contact **Gary Jacobson** at 323-255-3484 or route66la@earthlink.net for more information (i.e., a description that makes more sense)

Wanted '69 GS (preferred) or Skylark grill. Must be in very good to excellent condition. Contact **Larry Brenan** at 714-632-8430 (weekdays)

A Tale of Two Buicks

“Scarlett” & “Rhett”---Together at last

“RHETT”

I was attending a car show at the Pasadena Rose bowl in October 1993 when “Rhett”, a (‘rare’—only 5,916 built without wood grain), 1968 Buick 2-seat, 6 psgr. SportWagon, “found” me. The original owner’s son-in-law, Lowell Harris, came by to admire my recently restored 1963 Chevy Nova SS Convertible. He kept insisting that I look at his mother-in-law’s station wagon. I asked him if it were a Nova and he said no, that it was a Buick. I told him I wasn’t interested & walked away to shop at the swap meet.

However, Mr. Harris was not to be dissuaded. Each time I returned from my shopping trips he was there telling me that I really should go look at the car—after all it WAS nearly the same COLOR (Azure Aqua) as my Chevy! (The wagon is Aqua Mist Metallic (“K” color on the cowtag), with a Medium Buckskin interior)—a combination, by the way, which IS NOT found in the dealer’s display book. (Mr. & Mrs. Sellers, it turned out, had paid an extra \$49.00 to have this particular exterior/interior combination). “Rhett” may well be the ONLY 1968, 6-psgr, 2-seat wagon with this exterior/interior trim combination(!)

Finally, to get rid of Mr. Harris, I asked of him the location of the car and he indicated it was with his wife at the upper end of the Rose Bowl parking lot.

I walked up to the car & discovered it was a SportWagon(!) To say the least, I was impressed! I asked Mrs. Harris if I could drive it around the parking lot. I did so and was immediately hooked and wanted to buy the car on the spot! Only one problem: I had no money!! Asked how much would be required to hold the car until the next day, Monday, Lowell told me that \$50.00 would do! I called my roommate & asked him to go to his ATM to get the required amount and he duly arrived with some cash. After giving Mr. Harris the money, I realized that I couldn’t pick the car up on Monday evening as that was my weekly tap-dance class! That was ok with him and I could pick it up on Tuesday.



Mr. & Mrs. Sellers ordered the wagon from Flint with just about every possible option, including: P/S, P/B, P/W, A/C, 4-way power seat, Cruise Control, trailer towing package with Level Ride, ST400 Transmission, the GS 400 engine and Positrac rear end. A factory installed class 3 trailer hitch was also included as they trailered their horses to shows. When they ordered the car, they were living in North Hollywood, Calif. In the early 70’s, the Sellers moved to Visalia, Calif., where the car remained until Mr. Sellers passed away and she moved back to Southern California in the mid 80’s.

After I obtained the wagon, I added front disc brakes, rallye wheels, factory dual exhaust, HEI ignition, tilt column with Rivera 3-spoke wheel, AM/FM radio, 8-track tape player, Guide-Matic headlight dimmer, passenger side rear view mirror, map-light mirror, Buick compass, deluxe, 6-psgr. Seat belts in buckskin color, 4-note horns, heavy-duty 4-row desert radiator, rear air deflector and side widow rain shields.

Many months after I purchased the car, Mr. Harris contacted me to tell me that he had found the original trailer hitch along with the original dealer’s order form. Amazingly, the Sellers had originally ordered disc brakes, AM/FM radio and 8-track, but had crossed out these items before placing their final order! By pure coincidence, I had already added these items before I ever saw the form! —Continued on Page 16

"SCARLETT"

The following June, seven months after purchasing the wagon, I was attending a convention in Washington, D.C. One day, one of my roommates caught me in the hall and asked me if I could help a lady friend of his back in L.A. "She has an old car", he said. "I haven't any idea what type of car it is, but I know she needs to do something with it and I know you know about older cars. "Could I give her your phone number when we return?" I told him that was fine--- and promptly forgot all about the matter.

"Scarlett" 'found' me in the middle of October when I came home to find a message on my answering machine: "Hi! My name is Laura. I'm Val's friend—the lady with the old car. Please call me." I called and I made an appointment to view her car with a friend of mine on October 30th, the day before Halloween. "Howard", I said, "You owe me one—after all I helped you get your 69 SportWagon and 65 Skylark convertible this past summer, so now you need to come with me to see this car." He agreed and we went, armed with flashlight, dressed in old clothes as Laura had asked us to do—this was just 9 months after the disastrous San Fernando Valley Earthquake—and she was having repair work done to the house as well as the garage.

The house is a late 20's Spanish style nestled in a canyon in the Echo Park area of East Hollywood, just off Sunset Blvd. It has the old-style 2-car garage with the sliding doors—so only one car can be driven in at a time. The door then is slid over and the 'other car' is driven in. Only problem was that THIS CAR—a 'Scarlet Red', 1968 Buick LeSabre Convertible--was so long that the right side door could not open—EVER! In fact, the car had been sitting there for 5 years!!

It was quite apparent from the outset that Laura was anxious to sell the car and the only thing left open for debate was the price. While we talked, her contractor, the stonemason, the carpenter, the roofer and at least two others called to ask about buying the car. I asked Laura if Howard and I might run down to a nearby restaurant & discuss the matter over dinner and she agreed, but only if I gave her an answer no later than 9 o'clock (It was now just 7:30p.m.) We went to the restaurant, discussed the matter and the deal was sealed before 9 o'clock.

Laura was kind enough to allow me to keep the car in her garage until mid-December when my mechanic was available to work on it. She found all the original paperwork on the car, including the "contract of sale", "bill of sale" and most of the repair and work orders since the car was new!

It seems that Laura and her Aunt Esther, had bought the car together, but Aunt Esther had bought the car while Laura was out of town. The Buick dealer that sold the car had ordered it from the South Gate, Calif., plant and was built the 3rd week of March as a "dealer inventory lot car" (Read: "Plain Jane".)

"Scarlett" arrived at Speight Buick in Hollywood, Calif. (Now West Hollywood) on March 28, 1968. 'She' was equipped with the Super Turbine 300 (2-speed) transmission, 2-bbl carb. P/S, P/B, AM radio, non-tinted glass, front manual radio antenna and full wheel covers, as well as G78X15 bias belted whitewall tires!

In the years since I've acquired "Scarlett", she's received numerous upgrades: Starting with a rear-mounted electric antenna, Delco AM/FM Stereo radio w/ rear seat speaker & 8-track stereo player, Deluxe thin, 3-spoke Riviera steering wheel with tilt column, tinted glass, ST400 transmission, 4-bbl Rochester carb. & intake manifold, aluminum finned front brake drums, map-light mirror, front courtesy lights, 6-way power seat, factory air-conditioning (June, 2000) Riviera Rallye wheels, vacuum remote trunk release, cornering lights, 4-note horns, cruise control (to be installed), deluxe locking front seat belts, '68 Wildcat tail lights & upper molding trim, Wildcat fender skirts w/ the proper chrome moldings, not to mention a new 350 engine to replace the one that threw a rod while driving 70 mph on I-15 in '96 and almost killed us.....! "Scarlett", like her namesake, Scarlett O'Hara in "Gone With The Wind", has indeed led a 'charmed' life. —Continued on Page 17



Now, “why”, you may ask, “why all this brou-hah-hah with the names, ‘Scarlett’ & ‘Rhett’”? Well, I had never named a car before I acquired ‘Scarlett’. When ‘she’ was being flat-bedded away from Laura’s house that December afternoon, Laura watched, sadly, and with a tear in her eye, said to me, “Well, I’m going to miss that old car, but I know it’s going to a good place and to a person who will take care of it.” Then Laura said the kicker of all times! “...And--I’m **sure damn glad that back seat can’t talk**”.....(!) Wow! Had I just discovered something---or what????

Later, the next year, 1995, while writing the 4th draft of this story ostensibly for the *Buick Bugle* (this is the 12th draft), and while researching some technical info, I discovered that 1968 was the ONLY year Buick named this Ditzler paint color, “Scarlet Red”, even though the same code for the red paint applies in ’67 & ’69, but with different names.

Thinking of “back seats” (maybe even **drive-in movies!**), perhaps the car had somewhat of a ‘checkered (if you will, “A ‘Scarlet’ past”)? “Scarlett” seemed an appropriate moniker!

Of course, “Scarlett” was named first.

Then, I began feeling guilty about the ’68 SportWagon. Needed to name itSOMETHING! Well, it was a hauler of horses, it has a posi & GS400 engine—it IS, in fact, a MACHO MUSCLE-WAGON!

Well then, why NOT.....Rhett????? After all **they** were together—again—in MY driveway & in MY garage.....

“Oh”, you may ask, “how do these two autos tie-in together”? I guess I left out a couple of “little details”.

You see, even though “Scarlett” was built right here in South Gate, Calif., in March of ’68, & “Rhett” was custom ordered in April, ’68 & built in Flint, MI, in May of that year, “Rhett” arrived at Speight Buick in Hollywood on May 19th, 1968, just in time for salesman, Mack Freed, to call Mr. & Mrs. **Sellers** to tell them their custom-ordered SportWagon was in and that they could pick the car up on May 21st when it had been fully detailed.

This was, of course, **the very same day---May 21st, 1968, when Laura’s Aunt Esther Sayers**, came into Speight Buick to trade-in HER 1955 Pontiac convertible for a brand-new, 1968 LeSabre convertible...

Mack Freed just happened to be the SAME SALESMAN for both the **Sellers & Mrs. Sayers!** Coincidence? I Don’t Think so!!

You see, gentle readers, the original 1968 Black/yellow California license plates issued to each of the 1968 Buicks—SportWagon & Convertible were as follows: Mr. & Mrs. SELLERS’ SportWagon was issued as plate # WVK 965; The plate issued to Aunt Esther SAYERS, Le Sabre Convertible, was plate # WVK 964!!!!!!!!!!!!!!

Now, in 1968, Calif. had just over 16 million automobiles registered. Do the math & figure the odds of --after 25+ years of two cars coming together in the same garage!! --With sequential plate numbers... Go Figure!!!!

Hence: “Scarlett” & “Rhett”---Together at last’.....”A great working title, if I do say so myself (!)

- Gary Jacobson
- 62Special215 Conv.
- 68SprtWgn400
- 68LeSabre350 Conv.
- 69GS400
- 70Skylark350
- 69OldsCutlassConv.(OOPS!)
- 76Skylark231
- 86Regal307(Olds)





Meeting Minutes

June 23rd @ Deerpark

SoCal Gran Sports
Deer Park Winery
June 23, 2002

Members Present: Skip Ylhainen, Mike Clarke, Doug Frasure, Gary Ryan, Len Bentley, Dan and Sahra Peper, Lon and Kathy Storms, John Chapman, Eric Nystrom, Chuck Sharp, Sam Davis, Dave and Mara Duchene, Bill and Pam Thomas, Bill Moore, Gordon Hanson
Call to Order: 12:45 P.M. by Len Bentley

Minutes/Recap of Club Meeting at Skip's Shop: Dan Peper reported that six people signed up for membership at meeting. Items discussed included cruisin' Escondido, and members are encouraged to attend cruises and car shows in own immediate areas.

Treasurer' Report: None - Jim Cail not in attendance

Attendees introduced themselves -- Len spoke on the newly formed Buick Performance Group.

This club is national and is formed into seven geographical areas similar to the NHRA, with each having it's own director and co-director. Some of the goals include providing for the needs of the membership as far as events, needed restoration parts, shows, etc. and to offer an alternative to existing Buick clubs.

Events: Buick - Olds - Pontiac musclecar show to be held at Fuddrucker's Restaurant in Pasadena on Sat. July 6.

Dan Peper is working on a tech seminar on ignition systems to be held at Orange County Speed, and Gary Ryan is arranging a transmission seminar at Art Carr Transmissions in Huntington Beach.

Newsletter: We discussed whether to have the newsletter published bimonthly or quarterly. Much depends on the content and number of articles submitted by the membership. If we get enough content, we will publish bimonthly; if not, then quarterly.

John Chapman suggested the possibility of sending out the newsletter online as e-mail to save on postage costs. After discussion, majority agreed to the idea.

We discussed the legality issue of submitting articles from other publications as newsletter items. It was agreed that getting written permission from the publisher, author, agency, etc. was the safest way to go to prevent legal problems.

Questions and comments: Skip thanked the club for the coverage on his shop, and mentioned he may be able to get discounts on parts and certain restoration items for club members through His shop.

Lon Storms spoke on the good quality and performance he had gotten from items from TA Performance - fit and function had been generally excellent.

Raffle: Lon Storms won the 50-50 raffle, the total amount of which was \$125.

Car Show: Lon Storms won best Gran Sport, and wife Kathy won second place in Turbo Buick. Congratulations!

GS Nationals: Bruce Kent and Dave Benisek won GS Eliminator with the little Apollo GSX, breaking into the 9 second bracket for the first time ever in the history of this category. Wow!

The club congratulates you guys on your performance and your win - three years consecutive.

Respectfully submitted,
Gordon Hanson
Secretary

Assistant Director's Corner

I hope you all enjoy this newsletter, it is my first try at doing 100% of it. However, this newsletter would be absolutely nothing if not for those of you who submit material to me to be included. Thank you very much those of you who contributed to this newsletter.

It was nice to see so many of you attend the Deerpark and Fuddruckers car shows. Those events were a lot of fun and many wonderful Buick's were there. I'm also very glad to see so many from the San Diego area get more involved.

This year is a little more than half over and we have several exciting events coming up. August 24th we are having a Tech Session hosted by Art Carr himself on building a 200r4 (4 speed automatic transmission, like the GN's have). Art Carr's transmissions are built to handle real power, no need to worry about your 455's torque breaking it apart, and the best part, it's a BOLT IN! Also coming up is a drag race in Las Vegas. I'd really like to see many of our club members attend this. It is currently an "All Buick" event and is being put on by a gentleman who doesn't associate with any major clubs. This event was a great success last year but was almost 100% turbo Buicks. This year he would like to get as many v8 Buicks there as he can. Some of you who have heard of this event are worried that there won't be any good bracket racing for us, well, if enough people show up to race they will modify the classes accordingly, and no, the v8 cars will not bracket against the turbo cars, the organizer feels that it is unfair. (of course if you wanted to, I think they will let you). This event could lead to future NATIONAL events being held on the west coast. Many of the big organizers who set up events like the GS Nationals, Buick's at Bristol, and other events like that feel that there isn't enough people out here to hold an event of that type. Lets show 'em that we are here and want more big events near our homes.

(See the Calendar of Events for information on the LVMS West Coast Nationals races in November)

I'd like to thank Doug Frasure for being an active volunteering member of our club. Doug has helped me keep the San Diego members informed of upcoming events and he has contributed a wonderful write up for this newsletter.

Elections for club officers will be coming up very soon. Thinking about volunteering? Have someone in mind who you think would help the club out as an officer?? Aside from Len and myself, almost all the other officers have held the same position for many years, give them a break! Lets get some fresh brain power in charge of this club and take it to the next levels. (No offense to my fellow officers, I KNOW some of you would LOVE to have someone run against you for your positions!) If you are interested in being a club officer or just want to be more involved, give Len or myself a call/email/letter/smoke signal and let us know. Elections will be held at our Christmas party in December.

Thank you all for taking the time to read what I have to say. Feel free to contact me with questions, comments, criticisms.. I love to talk with you guys.

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Special Thanks to Joel Rothman and Gary Ryan for also submitting articles for this newsletter. Their articles are being saved for the next newsletter. Thanks Guys!

Believe it or Not...

A few words from our membership coordinator Dan Gerber

I decided to avoid the usual "Welcome New Members..." title for my column because, well, what I have to tell you really is kind of hard to believe. "What can our Membership Coordinator possibly come up with that's so hard to believe?" you ask. Well, in the period of about a month two fairly rare Buick owners joined our club. Actually, it isn't the owners that are so rare, it's their cars. Both of our newest club members are proud owners of Saturn Yellow, 4-speed 1970 Buick GSX's.

Charles Sharp, the proud owner of two Buick classics, signed up at the Deer Park Winery car show this past June. The first is an unrestored, but very clean '70 GSX 4-speed car that's taken a few low-14 second trips down the drag strip. The San Diego resident is also the proud owner of a very low mileage (about 10,000) 455-equipped '72 Riviera. Looks like he's pretty well set up with one big bad Buick for cruisin' in comfort and another one for hot roddin' around. Not a bad combination, I'd say.

If that wasn't enough, just about a month later Newbury Park resident Paul Dryman brought his low-mileage (54K), 4-speed '70 GSX into the fold. While some of you may not think that 54,000 miles is all that low, just consider that it's still equipped with the original tires. It sounds to me that this particular GSX led a pampered life for the past 30+ Years. Pretty neat, huh?

Welcome to the club guys. Oh yeah, if you get a chance, how about writing a couple short articles about your Buicks. I'm sure quite a few of us would like to hear, er... read all a b o u t t h e m .

Next time you regular club members see these guys and their GSX's at one of our events be sure to introduce yourselves and check out their cars.

By Dan Gerber

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Dennis

SPECIAL THANKS!

Many Thanks to Dave Benisek for bringing back a pair of heads, an engine cradle, and misc buick parts for me.

Bill Moore

