

## Carl Rychlik's 1970 Stage 1



## Jeff "Yardley" Holthenrichs 13.82 1969 Riviera GS 98.55 mph



## Larry Hymowitz's 1970 Stage 1



# The Buick Performance Group

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## Buick Performance Group Mission Statement

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The Buick Performance Group is a non-profit, member run organization. We value all input from our members, and would love to include your car, tech tips and any article that you would take the time to submit to us.

To submit an article or your car for a feature, fax, email or postal mail your information and pictures to this address:

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"The Build Sheet" is a bi-monthly production of The Buick Performance Group Inc. This Newsletter is mailed in the last week of the odd number month that precedes the publication date...i.e. June-July issue mailed in the last week of May. Please notify the club office of changes in your mailing address, at least 2 weeks before the mailing date, to insure prompt, correct postal delivery.

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# Carl Rychlik's Frame Off 1970 Stage 1

For years, I've always admired the classic lines of the 1970-72 Gran Sport models and was inspired by my good friend, Bob Christo, who I've known for a good many years when he owned a 1971 GS Stage 1. Many years had passed and I dreamt of someday owning a GS (or being real lucky to own a prized Stage 1). Well, fast forward to 1996 to our annual Buick Performance Weekend, and I'm driving my 1987 Grand National to Englishtown for the car show. I had Jack Ellsworth riding with me as we pulled into the McIntosh Inn parking lot. As I parked my car, I noticed everyone congregating in the parking lot, and noticed that Fred Weisse had brought a car on his trailer. I had asked Jack what he thought was on the back of Fred's trailer, and we both agreed that it looked like a Stage 1. As we walked over to the crowd, and said our hellos, I quickly made a beeline to the Stage 1 on Fred's trailer and began to inspect it. I remember asking Fred for a flashlight so I could look at important things (block numbers, trans. numbers, V.I.N. numbers-you know the story). As I checked the car out (which everything looked intact) and correct, I asked Fred if it started. Fred said, "Sure, it starts" as it quickly fired up as he turned the key. As soon as this happened, my heart quickly raced as thoughts were going through my mind (with Bob Christo telling me in one ear "Carl this is the car, now's your chance"). With this in mind, I quickly talked to Fred and asked him what he was selling the car for. After quick negotiating, we consummated a deal and the Stage 1 was mine! (I do remember only getting about an hour's worth of sleep that night!).



*Above is Carl for the first time laying eyes on his diamond in the rough.*

In the morning, I arrived at the track and quickly got my GN ready for the show (all the while thinking about driving and taking my Stage 1 down the track). A short time later, I met up with Fred who told me he took the car down the track, and now it's my turn. Oh boy, here we go! I proceeded my first run, which smoked the tires 3/4 of the track and resulted in a 16.06 time. I wasn't used to the instant torque these engines are so famous for. So now I quickly get back in line to race again. On my second pass resulted in a 14.4 time. As I got used to the car, my times started to drop steadily-14.34, 14.06, 13.94. Then Fred said, "Carl why don't we put some stickier tires on, and then see what she'll do?" Sure, why not? As soon as we did this, the times went even lower: 13.85, 13.79, and then to a best of 13.70 @102.79. I was elated and couldn't have been happier! The ironic thing was the fact that people thought this was just a parts car and didn't expect the performance



this car had delivered. After running these times, people were gathering around the car trying to figure out how a car in this condition (rust bucket) could run unbelievable times. The best thing was this car was untouched, and if I had more time to tune the car up and get it set up, the times would definitely have dropped much lower. I ran in eliminations, won the eliminations round and won a trophy after our event I made arrangements with Fred to trailer my Stage 1 to a storage garage I was renting. (Thanks Fred!) No sooner I get the car in the garage, I really wanted to start fixing it up.

*On the left is Carl's completed project. Carl believes that his GS is not to live its life in a garage, as Carl drives his GS to all the local cruises.*

As I disassembled certain portions of the car, it became apparent that a restoration was in order. Being that the car was originally from Rochester, New York, the car suffered severe body rot and had to be completely taken apart. I then had the long task of disassembling the car and getting all the components back into 'like new 'condition. I had acquired many parts that I had gotten years prior to buying this car, and knew sooner or later I was going to get one of these cars. Now was the time. The first thing I started rebuilding was the engine (I took the disassembled engine to a machine shop, had the work done that I wanted (including balancing), and then had the machine shop give me back the engine (still apart) for me to reassemble). This way, I could double check the work that was done and know how the engine was put together. I then gave the transmission to Mark DeConti for a complete rebuild (thanks Mark, the transmission shifts perfect!), and then rebuild the rear axle, frame, suspension system, front end, exhaust, brake system fuel system. After getting all the components done (after 2 years of work), I then (with the help of seven friends) lifted the body onto the newly restored chassis.

The car now was ready for a body or restoration shop, but who to do the work? I thought of several places in my area, but how was I to transport this car to a shop since the car wasn't running yet? The answer would be at one of our Buick meets. I was talking to Frank Urbinati who told me his car was ready to be picked up from Gran Sport Autobody. Frank had just had his 9 second 1970 GSX clone racecar done, and he was going up there with an empty trailer. I figured here's my chance to get the car up to a real restoration shop and after it's done, it will be perfect! (After seeing many examples that Gran Sport Autobody had done, it was an obvious choice). Frank came up to pick up my Stage 1, and then headed up to GS Autobody with my car in his trailer (thanks again, Frank!) This was one less thing to worry about and I knew it was in safe and capable hands. While at GS Autobody for 2 years, the car had extensive body and restorative work done to it (quarter panel repair, rocker panel repair, door repairs, paint body panels, align and assemble fenders, new NOS vinyl top installed, many hours of sanding and color matching/sanding) As you can see, it is not easy restoring a car and all details have to be taken care of. After the hard work for 2 years by the pros at Gran Sport Autobody (thanks to the Diabos for a perfect job-thank you!) the car was then ready to be picked up. Now I had a dilemma. How to pick up the car and who would trailer it back for me? After several months, Doug Hecker expressed concern and knew that I badly wanted and needed that car brought back. We talked about it and made arrangements, and went up to GS Autobody to pick up the car. Doug naturally wanted to see the car, and I couldn't wait to get the car back to my storage garage. As we arrived at GS Autobody and entered the shop where my Stage 1 was, we couldn't believe how nice the car had come out. It was absolutely gorgeous and a beautiful sight to see.

The following day, Doug trailered my car back home for me. Thanks again Doug! After Doug brought my car back to my storage garage, I then started the difficult task of putting the rest of my car back together, all the while thinking not to rush the process along too quickly. I had to put the gas tank, rear bumper, rocker panel moldings, headlights, headlight doors, grille, front bumper, window moldings, all door glass, power window motors, power door lock actuators, door, install new door panels, rear window, completely assemble dashboard, install new weather-stripping, completely wire the car from front to back using new harnesses, run and break in the engine that I had mothballed prior to sending it up to GS Autobody. Let me tell you folks, it's not easy, and it's a lot of work. It's very frustrating when certain things don't go right as planned.

While putting my interior together, the new seat covers that I had purchased would not fit, and after many phone calls and no satisfaction, I had to order from another manufacturer to get correct fitting seat covers. I finally got them and the seats were recovered. With that problem out of the way, I then had to hook up all the accessories the car came with from the factory. After installing the accessories, I then got the headliner done. After 6 years of work I finished the car one week prior to attending the 100th anniversary of Buick Motor Division, with the help from Doug Hecker who towed my car in his enclosed trailer. Thanks Doug! My Stage 1 went to Flint to share in the celebration. I am glad I finished the car to participate in Buick's anniversary and partake in the festivities. I am very proud to own such a unique and rare automobile that I will enjoy for years to come.



*Another one of Carl's gems is his 1987 Grand National, which has won numerous show awards.*

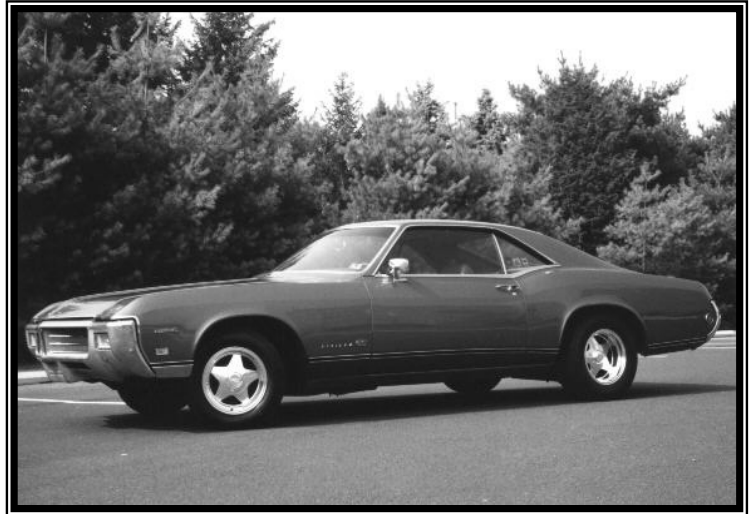
# Jeffrey "Yardley" Holthenrichs 1969 Riviera GS

## ***Now... where to begin? I suppose I should do this chronologically, so... In 1998***

I bought my Riviera in January 1998. And it was skuzzy! The sensation of bacteria and mold inside the car was unbelievably disgusting! So, I immediately gutted the interior. The carpet was trashed and all the vinyl was removed and scrubbed clean - including all door panels and seats. New carpet was installed and the interior was put back. And I had to use the replacement front seat it came with. The knucklehead I bought it off of had it just long enough to do damage. He literally threw away the front buckets because they were shredded, and replaced them with a velour split bench seat from an early 80's Riviera. I found that it not only needed a tune up, but the Quadrajets carb had a broken baseplate, and the stock electric fuel pump in the tank had gone bad and someone replaced it with a smaller Purolator in-line electric piece. Also, the replacement front seat was garbage, and the grille/headlight assemblies needed repair or replacement to work correctly someone had run this Riviera into a car or object and not only dented the hood and fender, but the energy absorbing steering column was broken as designed. So in 1998 I bought a carb and fuel gauge/sending unit/fuel pump. I also used JB Weld to repair the shattered headlight sockets. Fixed the rust around the windows for the 1st time. I had a valve job done at Pioneer Engines in Warrington, PA. Crappy job. I'll never use or recommend them (I believe they've since gone out of business. In 1999 I rebuilt the front suspension along with new front and rear springs, added a S-Divider intake and cleaned up and detailed the engine. I also added buckets and a console along with replacing the steering column, and front grille.

By the time Labor Day of 2000 rolled around, I had the bodywork and paint completed, and installed a new transmission along with a Holley 750 carb. In 2001 and 2002 I installed Kenne Bell Stage 3 heads, these heads are simply ported and polished Buick replacement castings converted to Stage 1 specifications. Also installed was a ported Edelbrock B4B and switched to an 850 Holley along with a set of TA Performance Shorty Headers and 3.42 rear gears.

In 2003 I decided to change the engine completely, swapping in a built 455 and adding a set of aluminum Eagle Alloy wheels. It seemed that the swap to these parts showed just how worn and mismatched the rest of the parts in the engine were and it wasn't as straightforward as you might think. It was obvious something was amiss because I only had 10 " of vacuum, no brakes (due to the low vacuum) and no power. I checked for vacuum leaks and everything else and came up empty. So, in May Jim Weise from [Tri-Shield Performance](#) drove from Norwalk, Ohio to my house just to setup my engine. Instead of just going home to Minneapolis after the Buick weekend at Norwalk, he took a 9 hour detour and drove clear across Pennsylvania. And it was a good thing, too. The Riviera was in need of a new cam, cam bearings and some little tricks. His visit was an unexpected opportunity for Buick racers in the Philadelphia area to meet him, so we turned it into a local Buick Performance Group outing! There were about a dozen members at my house on a sunny and warm Tuesday in May 2002 (It was just before my birthday. What a GREAT present!). Jim just offered to do it out of the dedication for free. And HE GOT IT RIGHT! And his prices were very fair. It ran scary-fast. And was even more outrageous in September when the Jet Performance-built Holley was added. Then one Sunday morning in early October I fired it up and ALL the lifters had bled down and it made a terrible racket! One just never stopped clacking. AND I had lost all power. New lifters didn't cure it, either. I ran the same 1/4 mile times 2 weeks later that I had a year ago before the Stage1 heads, headers, ported intake and new cam and carb were installed. Besides, I could just feel there was a lack of performance versus a month ago. So...I had squirreled away some money to redo the interior over the winter of '02/'03, but what good is an



interior if the thing runs like crap? So, the free 455 I was given in early 2002 was finally dusted off and hauled to the shop. In March 2003 it got the full treatment.

***Here is the buildup that I have since May 2003:***

- Completely balanced, align honed mains. Casting flash removed.
- TRW forged 10:1 pistons.
- Much needed valve guides, 16-valve seat with new Stage1 valves.
- Ported timing cover by Jim Weise at [Tri Shield Performance](#)
- Teflon-coated double-grooved cam bearings.
- Points to HEI conversion by [Dave's Small Body HEI's](#)
- New ARP rod bolts with resized rods.
- Bored .030" over to 462ci.
- Center 5/8" sump.
- New OEM balancer.
- TA Performance 1125 dual valve springs (had to have heads machined for them).
- Main ARP studs installed.
- TA 288-94H cam ( 230/240\* duration at .050" and .499/.499 lift at .050", installed on 108\* CL).
- 1969 430 rockers with 1.59 ratio.
- Chevy lifters with TA adjustable hybrid pushrods.
- Kenne-Bell Stage 3 heads (ported and polished Stage1 heads).
- Rollmaster double roller timing chain with TA crank gear.
- Gary Paine's old self-ported B4B (has the snot ported out of it!)
- Jet Performance-built Holley 855 - jetted 80/89.
- Transmission Specialties 3000 stall torque converter, PAE-built Turbo 400.
- 3.42 posi rear.
- Fabricated oil pan baffles

*Performance to date*, my 1969 Riviera (GS Clone) at race ready weight of 4,550 pounds recently ran a best of a **13.82 at 98.55 mph** at Raceway Park, Englishtown, NJ. My goal now is to try to better that time and of course enjoy my classy and fast Riviera!

***Now, here are some glitches to watch out for when having your Buick engine built***

- Unless the builder is a known Buick builder (like Tri-Shield Performance, PAE Enterprises, AM&P or Pee Gee Performance) you will need to walk them through every step. My first engine builder thought he knew it all. It turns out he didn't know anything!
- Behind the cam timing gear there are 2 plugs. They block the end of the lifter galley. Be sure they are pressed in NO MORE THAN FLUSH with the face of the block. The main oil feed runs right up to the front cam bearing behind the passenger-side plug. Every millimeter beyond flush that plug is pressed in will be limiting oiling to the entire motor.
- Be sure your engine is hot tanked and cleaned with brushes.
- Be sure the cam bearings are pressed in with the oil holes at the 3 O'clock and 7 O'clock positions.
- Be sure valve tip height is a maximum 2.100".
- Rod and main clearances should not exceed .002", and .015" is ideal.
- Check the main bore for alignment. If it is off have it align honed.

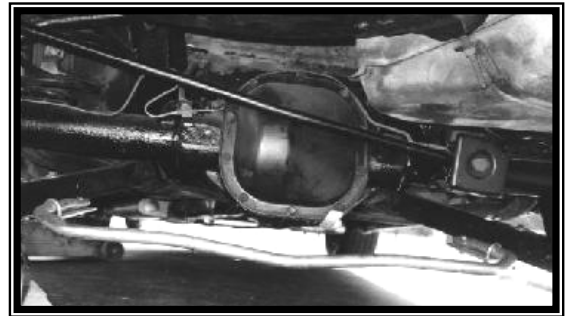
I fought for years against the prodding from friends to mount my stereo speakers in the rear shelf. The rear shelf in these cars is unique, to say the least, and they are not available aftermarket. So cutting up a good one is hard to swallow for someone like myself who realizes the rarity of parts for these cars. However... I hated the 6 X 9's laying on the floor in the back in boxes, and I hated the Pioneer boxed front speakers lying at the foot of each kick panel. So I broke down and finally cut my nice door panels and rear shelf. And I think the results are nothing short of fabulous! It sounds super with the 200 watt Jensen amp under the passenger seat driving the rear speakers and the head unit driving the door speakers. In hindsight however, although the

Boston Acoustic speakers are awesome, a pair of 6" speakers up front with tweeters that swivel would make the sound from those speakers more noticeable. I also mounted the front speakers high because I don't think I would have heard them if I put them low in the doors.

Here you see how I had to cut the holes in the rear shelf. I could only go so far out-board with each one due to the mounting tabs (or brackets) for the plastic shelf, so I took the side that would allow me the least off-center location and mounted it first. That way I knew I wouldn't have to cut into the mounting tabs on either side of the shelf. I think the tiny tack welds that hold those brackets on would break if I tried jig sawing through the brackets. Also, in order to get the speakers to sit fully flat on the bottom "tier" of the rear shelf, I had to put the holes as far forward in the deck as possible. In my case, it was all the way up to the front edge of the metal shelf. You can see the tabs and how far forward the holes are in the following pic. The arrows point to the mounting tabs and the front edge of the shelf. I used a jigsaw to cut the rear shelf

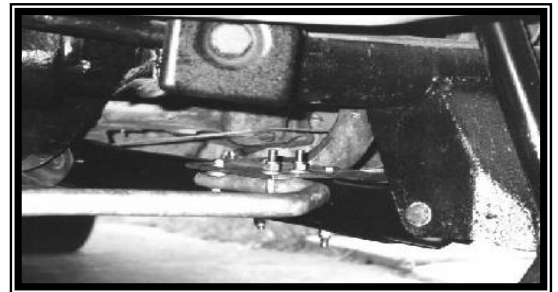


and had to rent a Right Angle drill to drill the holes. It was a lot of measuring to be certain the holes I cut in the plastic shelf would line up directly over the holes I cut in the metal shelf underneath it. The doors were a different story. Right where those speakers are contains 2 layers of metal overlapping and a part of the window track brace. I cut the metal with a whiz wheel because I kept breaking jigsaw blades. For the window brace, I cut horizontal slits part way through on the top and bottom of the speaker holes, then "rolled" that half of the brace onto itself. I don't see any structural failures with this technique. Here are two close ups of how I mounted the head unit. This is a new piece and the Sony unit with trunk mounted CD Changer is gone.

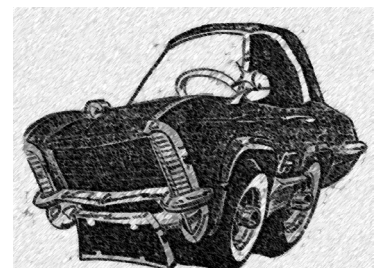


I added a rear sway bar from ADDCO. It is available at Year One and is part number 933. The difference in handling is dramatic! The rear of the car used to sway, but now it digs in and follows the nose nicely. However, the only way to mount it on the stock control arms is on the bottom of the arms. And in doing so it hangs down way too far and is really in danger of catching on something and tearing your rear right out.

You should relocate it to the top of the control arms. But you'll need a thick metal plate to use on the bottom of the "open" control arms to allow the mounting bolts to secure to. I chose to box my control arms in, basically doing the same thing as adding a plate on the bottom of the arms, but also providing a lot better handling. It was indeed noticeable compared to the stock "open" control arms. Here are some before and after pics. Notice how low it hung before I relocated it to the top of the arms.



Here is a close-up of the control arm mounting. You can see how the bolts drop down through the arm and must go through a plate on the bottom, which is either their plate (which is the standard mounting procedure and it mounts the bar too low) or one of your own (or a boxed control arm). A piece of plate steel should be easy to find.



*Larry  
Hymowitz's  
1970 GS*



I bought my 1970 GS 455 Stage1 in October of 1999. I saw it advertised for sale in the North East GS/GN Club publication, "The Gran Sport Legend". I went to look at the car, and was very impressed with the cars condition. The owner had bought the car in 1983 in Cobble Skill, N.Y. and had driven it until 1987, when he began a ten year, body-off-the-frame restoration. A mechanic, by trade, he took the entire car apart at his repair shop in Tuckahoe, N.Y. The frame, underbody, and suspension components were all sandblasted, and painted with POR-15. The car was reassembled with new body and suspension bushings, brake calipers and wheel cylinders. New brake and fuel lines were installed and clear coated. The GS received new NOS fenders and the entire car was painted its original color of Burnished Saddle, in laquer. The engine was rebuilt with forged pistons, a Kenne Bell 118 cam, and Mickey Thompson Headers. A Stinger S-4 distributor and box handled ignition chores. A BT coded switch pitch ST-400 was rebuilt with all heavy-duty parts and a B&M shift kit. The original 8.2" 10 bolt 3.42 posi was reused. The interior was largely original except for a recovered drivers bucket seat and new carpet. When I took the car for a test drive, it drove smooth and tight with no squeaks or rattles, and it pulled like only a big block Buick can. The owner put the car on the lift for me so I could really see all the work he had done. I was able to negotiate a little off the asking price, and shortly thereafter, the car was mine. I knew the car was not numbers matching, but the owner had found the body production order final above the gas tank. With the help of Duane Heckman, I was able to verify that this car was originally built as a Stage1. I also sent my VIN information to Wayne Roberts, and his Buick records on Microfiche also authenticated the car as a Stage1. I have owned the car for 4 years now and have made quite a few improvements, some of them with performance in mind, others so that the car appeared correct for a 70 model.





## Specifications on my 1970 GS Stage 1

- 1) I replaced the HV-HP oil pump with a reproduction TA Performance timing cover and blueprinted oil pump assembly. While I was at it, I used a 9-keyway rollmaster double roller timing chain.
- 2) I replaced the incorrect 1971 350 Q-jet that was on the car with a 1972 800 CFM Q-jet, that was redone and jetted by John Osborne Performance. I also replaced the standard 455 fuel pump with the correct deep bowl Stage 1 pump.
- 3) I installed an MSD Digital6+ ignition box and had a spare distributor rebuilt, recurved, and converted to a MSD magnetic pick-up design.
- 4) I replaced the factory 3 core radiator with a Griffin Aluminum unit that had 2 rows of 1 ¼" tubes.
- 5) I replaced the 2 ¼" exhaust system with a 2 ½" GSCA system with long case Walker Dynomax mufflers. I later had a Dr. Gas 3"X 2 ½" X-pipe installed by Rob Chilenski at Stage1 Performance.
- 6) I repainted the brake power booster using Eastwood's kit, and replaced the incorrect rectangular master cylinder with the correct oval one. (Rebuilt and sleeved by Tri-Shield performance) I also added a line lock.
- 7) I replaced the incorrect 72 power steering pump and brackets with the correct 70 unit and brackets.
- 8) I replaced my 13" switch pitch converter (2300/1100) with a 12" unit (3200/1800) recommended by Jim Weise at Tri-shield Performance. I also replaced my 1967 BT valvebody with a later 1971 BC valvebody and modified the governor until my WOT shift points were 5500 and 5400. I used the Poston timer box (hidden in the console) to control the switch pitch.
- 9) I had a new 3" driveshaft built using the HD solid Spicer U-joints
- 10) I upgraded my front sway bar to 1 3/8"(Malibu Performance), and rear bar to 1 ½" (Herb Adams Suspension)
- 11) I installed 4 new reproduction 15 X7" Buick factory chrome wheels (Wheel Vintiques), and upgraded to P255/60R-15 B.F. Goodrich Radial TA's. I also replaced the 71 and up center caps with the correct 70 and down ribbed design.
- 12) Inside, I added a Sony AM/FM/CD receiver mounted out of sight under the drivers seat, and used a wired remote hidden in the center console to control it. It supplies 23 watts X 4 RMS to the dual 3 ½" Blaupunkt speakers in front, and 6 X9" rear speakers.
- 13) I added mechanical Autometer oil and temperature gauges, and voltmeter to monitor the engine.
- 14) I replaced the cream-colored vinyl roof with a new correct (according to the cowl tag and microfiche info) dark brown vinyl roof.
- 15) I replaced the incorrect sport mirrors with the correct chrome tri-shield mirrors.
- 16) I found a set of excellent headlight bezels to replace my pitted and painted originals. I also had the hood nose molding rechromed, and replaced the inner and outer window fuzzies. The dash wood grain was replaced with repros from Year One.
- 17) I added a remote trunk release that I bought in Flint at the Centennial swap meet.

As of this time my Stage 1 has gone a best of 13.63 at 101.01 MPH on street tires with a 60-foot time of a 2.1. One of these days I plan to put some sticky tires on and launch her right to see what she can really run. As for mileage, not that it really matters, I recently averaged just over 13 miles to the gallon, while cruising at 70-75 mph back from the recent BPG Picnic in PA.



### A Blast From The Past

John Gudaitis is always known for finding some real rare and odd ball Buicks and Buick parts. He recently sent in this photo of a 1968 Funny Car Buick! At the time of this printing we are still digging for details. We will keep you up to date on this and hopefully find out what happened to this car, and hopefully is it still around somewhere in a garage.

*It's funny. I've always heard people tell horror stories about getting ripped off; be it carpeting, plumbing, audio purchases and repairs. I never had a story like that to tell.*

*By Jeffrey "Yardley" Holthenrichs*

## **Until now...**

Choosing the right shop should be simple. Ask other people in the area who they use. However, since my fiasco I have come upon 2 local dragracer Bulletin Boards, and on both of them I received many responses regarding the shop that did my work. And they were all bad. So if you can, see if there are local-area Bulletin Boards to post on. Or visit some car shows/cruise nights and ask around. I seriously suggest you get several recommendations for the shop you choose. Oh, and they MUST be Buick knowledgeable. If they start cracking Buick jokes at your expense, walk away immediately! I dropped my heads and shortblock off at my chosen shop on December 18, 2002. This was to be the 3<sup>rd</sup> rebuild this shop has done for me. Looking back on it, the first 2 builds weren't all that reliable, nor did they run well. The ONLY reason I used him this time was because he is close to where I work, and stopping in was convenient. The shop I SHOULD'VE used, and ended up using in the end, is Martyn Motors, and is over an hour in the other direction from my work and getting it there and stopping in for the "check in" visit during the day is near impossible – logistically.

The original shop was to set the rod and main clearances to .0015" to .002" (and cut the crank if need be), bore the block .030" over and install new forged pistons, install new TA double grooved bearings while following the instructions on the box, add oil pan baffles and balance the assembly.

On the heads, he was just supposed to install new Stage1 valves in my Stage1 heads and cut the spring seats to accept new TA 1125 dual valve springs. Al Fiandaca, a fellow BPG member who goes by the name GSThunder, and I were to degree the cam, install the timing chain, timing cover and intake. Then drop the motor and trans into my 1969 Riviera.

All of these operations are pretty straightforward for a qualified shop. Well, I now know that my chosen shop was far from qualified. It took 6 (that's right SIX!) months to get my work done. I called him almost weekly for a status and was constantly told "next week", "next week". Near the final day I called him in the morning and he told me he couldn't find my flex plate to send out to the balance shop with the assembly to do the balancing. What!? Yes, he lost my flex plate and had to purchase another one. The next day I called him and he told me that the balance shop claimed I would need "heavy metal" added to the rotating assembly because it wouldn't balance correctly. I was stumped and told him to "Just get it balanced!" When I finally went to pick it up the next day, he told me "he" had gone to the balance shop to investigate because he couldn't believe I needed heavy metal added. He then told me the balance shop was able to get the front of the crank in balance, but not the rear. Then he told me the shop was using big, clunky bolts to hold the flex plate on. And when "he" replaced them with standard flexplate bolts the rear of the assembly came "right in". Whatever! I don't see how using all of one kind of bolt would make a balance difference, regardless of how "clunky" they are.

When the "assembly day" came at my house for Al and me, the first thing I noticed was that the front lifter galley plugs were installed too deep – against my direct instructions to install them no deeper than flush with the block. Installing them too deep can (and does) restrict oil flow because the main oil galley runs right behind the passenger plug. When we knocked them out to replace them we discovered that the lifter galleys were covered in sludge. We can only surmise that he hot-tanked it with the plugs in place (or didn't tank it at all), which alone shouldn't be a sin because a good shop should then run brushes through all the galleys, which would have cleaned up the sludge. But it is obvious this shop takes no pride in its work. So I had to clean the lifter galleys with shotgun brushes.

Next, we noticed that the entire cam bearings were installed upside-down. Instead of the oil holes being oriented at 3 O'clock and 7 O'clock, they were at 9:00 and 1:00. I called the shop on these two gaffs and was met with denial. He argued that he couldn't "see how there was sludge in the lifter galleys". I flatly told him he failed to brush out the block like a good shop is supposed to do. With the cam bearings he kept arguing that the oil holes can go any way you want because the bearings are back-grooved. I attempted to explain that TA has researched and designed these bearings and found they work best when installed as per their instructions, but again was met with arguing. Then I simply told him he just "failed to follow the directions, regardless of his opinion". Nothing else was said. I was very dejected.

So I ordered a new set of TA Teflon-coated bearings. When the next "assembly day" rolled around we installed the new cam bearings. At this point I was seriously doubting this shop's work. So Al and I pulled the oil pan to check the rod and main clearances. And it's a good thing too! The rods were at .0015" which is very good. The mains were at .005", which is more than double the acceptable spec! Now I was really doubting anything got done right, so I checked the valve tip height. My crude measurements showed nearly all of them to be 1/8" too high, which means the valves were all sunk too deep in the head and the shop never bothered to check the tip height. My ported and polished Stage1 heads were in need of serious machine work in order to use them at all.

Well, at this point it became obvious that the money I spent at that first shop was wasted. I packed up the engine and all the parts (plus my humility) and took them to Martyn Motors in Morrisville, PA. It was tough getting there 3 days a week for a month before work in the morning, but I managed. Why 3 days a week? Because Barry (owner) had a lot of questions and needed a lot of information before doing any work. THAT is how a shop is supposed to work with customers. Communication. Not empty excuses.

The balance job was waaay off. The pistons had 6 grams difference among them. The big ends of the rods had 9 grams difference among them and the small ends had 7. They should all be the same among parts. It appears that the first shop's idea of balancing an engine is to just weigh each rod and remove weight so they all weigh the same, instead of weighing the ends individually. If indeed that is what was done, it still doesn't explain how the pistons can be weighed so far off. The line bore wasn't checked at all and needed to be corrected. The bore and hone on the cylinders was too tight for the forged pistons, which was the only screw-up that was done in my favor. A new hone made sure of the correct clearances.

As for the heads...I basically was a victim of fraud here. I paid to have the heads machined to accept TA's 1125 dual springs. I paid for it, and it was even checked off as having been done. BUT IT WASN'T! I was given the heads back with just the outer springs installed, as I requested, so I could break-in the engine with just the outer spring. What did that shop think I was going to do after I broke the engine in, and pulled the first valve spring retainer and discovered my inner spring didn't fit? I assume he figured I'd just say, "Oh well." Also, the valves had been sunk so deep by this shop's previous valve job that I needed 16 valve seats to bring the tips within spec. Martyn's did a perfect job installing them, as it can be difficult to do without drilling into water passages and having leaks.

One mistake I made was not taking the intake manifold to the shop with everything else to be fit with the mock-up. The shop didn't remove enough metal from the intake side of the heads, and I had to have the intake machined in order to fit. What I did do, however, was have the header flanges trued up as well as the exhaust side of the heads too. I used to have terrible header leaks, but not any more. All in all, it was a costly learning experience. But my engine is built so perfectly now that I'm giddy. Please use a shop other club members recommend. Unless the shop has built Buick engines for people within our fine club, you'll be playing Russian Roulette with your engine.

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## *Cindy (aka MANKILLER) Garrison*

The 1984 GS National's was the first year Michael and I went. We went to find a car for me. While there, I saw this Aqua Mist white hard top for sale, and told Michael that was the one. Unfortunately John Chamberlain had already sold it to Basketball Sam. Even though that wasn't THE one, we still were able to find an Aqua Mist 1970 Stage 1 a few years later. See there was this guy on leave from the Air Force visiting family in Topeka and he decided that he would rather not take his Aqua Mist 1970 GS Stage 1 car back to California with him. He'd rather have a mini truck. Hey we had a mini truck and Michael worked out a trade.

I started racing one day because Michael bullied/nagged me into taking my Aqua Mist, Stage 1 car down the track at KCIR (Kansas City International Raceway). It was all part of his secret agenda. Yes even then he had an agenda. To see if I was interested in racing too, then I would not care how much money he spent on race parts, etc. Whatever his reason, it backfired because now he maintains two racecars: his and mine. My first time down the track the car ran in the low 14's. I was hooked! My need for speed was born! An engine rebuild improved my time into the 13.60's. This was actually fast enough for me for several years. In 1991, I took home the first place trophy in the Powder Puff division at the GS Nationals in Bowling Green, KY.

A few years later at the Nationals our friend Darwin Larson let me take his 12-second car down the track. Boy was that exciting. I remember telling Michael he could do whatever he wanted to make it go faster. I wanted to go faster. Another engine rebuild and now I'm in the 13.20's. Not as fast as I would like but it is getting there.

In 2002, we went to Kearney, NE. I was there to get my feet wet, not to do any serious racing. I just wanted to have fun. The club did not have enough cars to make the Quick 16, so Michael bullied/nagged me to enter into that category. I wanted to hold out for the Gambler's race, but if you know Michael ... oh well. Needless to say I was in the staging lanes for the Quick 16 running against Michael. Yes we drew each other for the first round. Here was the moment I thought would never happen, being we always raced in different brackets. So I am in the lane thinking, "Let him win. He has the faster car and a better chance in winning money?" But when the lights went down the tree, I thought, "No way! He wants to win then he'll have to beat me just like anyone else". I was not just going to give him the win. Let me tell you it is really KOOL to beat your husband! Yes he lost. Double breakout. Oh well a win is a win. I went on to take second place and earned the nickname "Man Killer".

We went back to Kearney this year but I did not do as well. While I was not a first round duck, I did go out in the second round. The weekend was not a total loss, I did manage to take home 26 time slips and that was just Saturday.



While I got into racing because of Michael's nagging, I truly enjoy it. I love the way Buick racers are more like family than competitors. I love the way we help each other out when parts break or just tune up issues. Buick racers are competitive but they still have a sportsman heart.

*Cindy, shown on the left seems to be hiding some go-fast secrets before matching up against her husband, Mike. I wonder if they had any side bets, like the winner goes racing and the loser stays home and cleans ☺*

### 3<sup>rd</sup> Annual BPG Norwalk Test & Tune

By Tony Rose

On July 31st, 2003, the engines roared to life and the 3rd Annual BPG Norwalk Test/Tune was underway. Though it was hot, it was definitely not like the previous year where it was 110 degrees trackside at 11am. This year we had our best ever car count, though I had some no shows but all in all we still had 35 cars come and race that day and track hooked very well even in the heat of the day. Had a great array of not only big blocks but also turbo cars as well. As far as some of our "own" goes, here it is. Sonny Seal was there helping out and was nice to see him back in action after his crash. Randy Kolasinski (Outrageous) ran three 10.87s in a row, Randy's car is definitely hooking well that is for sure. Paul Pirnat was there as well running some strong 9.60s and also put on a hell of a wheel stand spectacular.

John Zerucha also came out and ran some 9.50s if my memory serves me correctly. John Schmidt was there with both the GN and Opel and ran an 8.01 with the Opel. His friend with the dragster cracked a few mid to high 8s as well, and it seems it has a lot more potential as well. Denny Moore was there with Renee and they ran some very nice low 12-second passes in her GS. Steve and Leanne Gray were there with their 70 GS and beautiful purple roadster. Shawn Stemple a friend of mine came there with his mint mid 12 second 69 GS 400 w/455. Also congrats to Al Kuehn who had his beautiful black 67 Buick Special with fresh 455 from Earick Racing Engines and ran an 11.92 on his final pass of the day to crack in the 11s. Also Keith (85/87 GN) came out with his 87 GN and lit up some nice 11.70 ets. We had a gentlemen, Brian, a Chevy guy who frequents the v8buick.com board frequently with his 65 Chevy II running 10.0s and also a friend of mine, Pat with his 69 Firebird running some strong 12.40s (finished motor installation at 4am that morning) and had probably more runs on the track than anyone else! Rick and Mel were there running some 14 second passes in their '71 GS and Steve Schlater ran some strong low 12s till 3rd gear let go later in the day. All in all was a spectacular day as the Raven from turbobuick.com was there and we had numerous turbo cars in the 11s and 12s with Scott Simpson running some high 10second passes, and Mike Gilbert ran some good 12 second passes before his motor let go (bearing?).

So all together it was a very nice casual day of racing. Special thanks go out to all the BPG members who came: John Schmidt, Sonny Seal, Paul Pirnat, Randy Kolasinski, Denny and Renee Moore, Steve and Leanne Gray, Steve Schlater, Bruce Hunter, Brian Earick, Al Kuehn, Scott Simpson, Mike Gilbert, Keith Falkowski, and Rick and Mel. Special Thanks goes to the BPG for sponsoring this great event, Bob Powers of Norwalk Raceway for making the track hook great as always and giving us whatever we needed. Also John Schmidt for helping me organize this event, Rich Martinez for advertising this event for me in the Build Sheet and to all the BPG members, thank you for coming and hope to see you again next year.

One final thank you to Brian Earick of *Earick Racing Engines*, for making the drive up, great to see you as always and we love to have your support. Thanks again for making this once again a successful year!



## ***The Berwyn Bash***



With the spring picnic of the Northeast faction of the BPG getting buried under torrential rains, and consequently keeping most cars (and people) away, and with all the rain we have had this past year, AND with hurricane Isabel blowing through about a day before the scheduled fall NE regional picnic, the event was looking to be another faded memory. But Buick fortune smiled on us! Warm temps and sunny skies prevailed and the party was on! Ken Smith and his wife, who live in Berwyn, PA, just northeast of Philadelphia, hosted the picnic.

The NY/CT/LI/NJ factions met up with Yardley just off I95 over the New Jersey border into PA, then it was a 9-car caravan from there to the party. It was such a neat feeling to be in a line of 9 pristine classic Buicks as we cruised at speed on the Pennsylvania Turnpike, getting stares and “thumbs up” from other motorists. It wasn’t too long before we arrived at the party. Hurricane Isabel had blown through on Thursday, and the ground, although solid enough to allow car traffic, certainly showed wear and tear by the end of the day. Sorry Ken! Ah, it’ll grow back, anyway.

At the peak of the party we had 31 Buicks, representing every year between 1965 and 1973, with a 1987 TR thrown in for good measure! The scene in Ken’s backyard could best be described as surreal. A sea of metal was visible from the top of the hill at the side of the yard, a perfect vantage point for taking in the action. There were 4 real GSX’s there, one (near perfect) clone, and Duane’s GSX-Camino. Even a Chevelle showed up, but he had to stay out front in the driveway! In the afternoon Ken’s neighbor, a member of an Impala SS club joined the party with 6 late model Impalas. And I must say that all were modified and in very nice condition. There were even a handful of bikes there, including an old Indian with a suicide shift.

The barbecue was burning all day, serving burgers and dogs from start to finish, and there was Zach’s secret Guacamole, and also an endless supply of cookies, candy and soft drinks. Members supplied the food, and the hat was passed to collect money to defray the cost of the food and drink Ken and his wife purchased.

This is the third gathering of the Northeast region of the BPG. While a good amount of the BPG resides in this area, making this type of gathering possible, people still drove up to 4 hours to get to the party. We encourage members in other areas of the country to gather together and share in the family that is the BPG. We are looking forward to maybe a Christmas gathering in the Northeast, but for sure there will be a spring picnic, as we will surely be itching to dust off our cars from their long winter naps and show them off to other Buick enthusiasts and BPG family members.

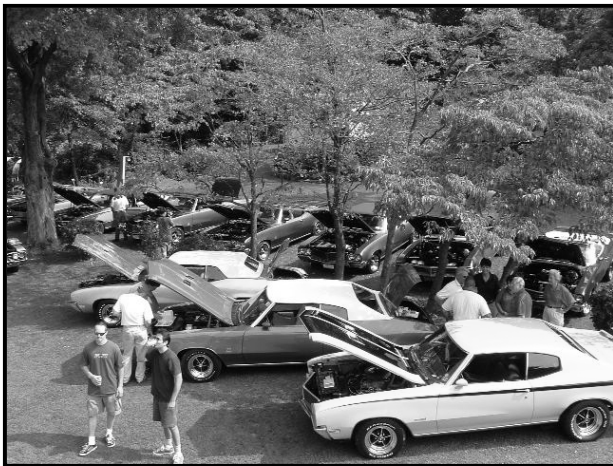
# The Berwyn Buick Bash

From Your Hosts, Ken and Cathy Smith

The Berwyn Bash was a huge success with over thirty Buicks and sixty plus guests. This was a great turnout considering that hurricane Isabel came up the east coast just two days before the picnic uprooting trees and knocking power out to many people in the Philadelphia area. I got lucky and Isabel was gone fairly fast without destroying my property. With sunshine and blue skies forecasted for Saturday, September 20<sup>th</sup> the decision was made the Bash is on!

Buicks started arriving at 9 am and by noon I had twenty-five classic Buicks parked in the backyard and they were still coming. I had cars show up from Pennsylvania, New York, New Jersey, Delaware, Maryland, New Hampshire and Connecticut. My backyard never looked so good; my property value was never so high! In the backyard my yellow 1970 GSX clone was in great company with Rich Garland's perfect gold winning 1972 flame orange GS. Paul and Lynn Gawell's 1970 aqua-mist 455 convertible, which is the same GS that country music star Alan Jackson wanted to buy for 100 grand and was told by Lynn that he didn't have enough money for her car. Some cars are just not for sale, but that's a whole different story for another time. Marco's 1970 Stage 1 convertible and Duane's one of a kind GSX-Camino all parked in my backyard! It can't get any better!

How about four real GSX's, three 70's along with Ken List's ultra rare original 1971 lime mist 4-speed 1971 GSX! Plus all the other Buick muscle that was there. Truly a day I will never forget as long as I live. I had Buicks from 1965 to 1973 and every year in between! Also Tim Garland showed up with the only Turbo car, his 1987 T-Type. The last Buick didn't leave until 8 pm! I must give my wife Cathy credit for keeping the burgers and hotdogs flowing all day long. I'm sure everybody had their fill and nobody went home hungry. I really could not have done it without her. I got to meet so many people and make a bunch of new friends, who all share the same passion I have – BUICKS!



There is already talk of next year's Buick Bash and several people have offered to host it. I would love to do it again, but I guess I can't be selfish and expect everyone to come back to my place. I will be glad to help anybody that wants to host next year's Buick Bash. Thank you to everybody that attended, the pleasure was all mine. I still can't get the smile off my face.

# First Annual Lone Star Buick Brand X Bash

By Phil Green

Saturday, September 27<sup>th</sup> 2003 was the day in which the First Annual Lone Star Buick Brand X Bash was held. Texans as far as Houston and Dallas converged to a 50 year old Track outside Temple Texas After arriving at the track we found a RV and trailer which had a BPG Banner affixed to it. We quickly identified and embraced our lost Ohioan (John Schmidt) into our group. Temple Academy Raceway was initially built to handle flat head Fords and old nail heads but this day it was used for taking out the Wal-Mart built Chevy's and sending the pony boyz home. We arrived at 9:30 and immediately started to get ready to prepare for the day full of terrorizing the local X population.

Two members welcomed me, ready to bash some Brand X cars. Just as we started to setup the BBQ our friends from Dallas showed up. We got them corralled into the Buick camp and started the festivities. Shortly after that we welcomed the contingents from Austin and Houston. We started the BBQ just after 12 pm and everyone enjoyed the great food, conversation and relaxation. Everyone was nice and relaxed we invited everyone up for a prize drawing, which consisted of a few BPG and Lone Star Buick Performance club (LSBPC) memberships, Tee Shirts, and a set of two way radio's. As the day proceeded on, the enemy (brand X) arrived in to the area. You could

see the fear in there little eyes as they passed the big block and small block Buick's and a mass of Turbo Regals just waiting for there chance to put them on the trailer packing. The track became full of excitement as 17 of the 24 Buick's at the event entered the street competition. The Buick's cycled through their time trials. It was awesome to see the smiles on all faces especially the smiles of some who experienced there first run at the drag strip. With much X bashing being observed by all. Our Buick's slowly dwindled down but some stay in it for the long haul. One specific BPG member was doing very well. Nicolas Sloop in his 70 GS 455 was chopping down the tree and eating up the competition as well as David Newton's 87 GN from the LSBPC who would not go down with a fight. The air got colder and dial in times were dropping. Finally, David Newton had his fill of the X. He did not go down without a fight. Nicolas continued on and received \$100 prize from the BPG and the LSBPC as the Buick that went furthest in the street competition. The event turned out better than expected and we have been asked if we are going to do this again. The answer is a resounding YES. We are planning such an event for late spring 2004.





## Adam Martin's 1971 Buick Centurion Convertible



I am the proud owner of a very fine and rare car...a 1971 Buick Centurion convertible! I bought it in February of 2003 from a gentleman in Southern California. Since then, I've dumped loads of cash into it and even more of my time. It's finally starting to look like I had planned. If anyone has the chance to drive one of these big block cars, PLEASE DO! You will never want to go back to that 4-cylinder driver again.



Here is a shot of the engine compartment. It has the optional Riviera GS hi-performance 455 that is equipped with Stage 1 heads from the factory! This thing really moves out!

I had a 1971 LeSabre prior to getting my Centurion. That was my first car. Unfortunately I had to sell it due to irreparable hail damage. It was a very, sad day in my life, as my cars play an important part of my enjoyment in life. But my Centurion has filled that spot nicely! At the track so far I have ran a best of a 15.55 at 88 mph.

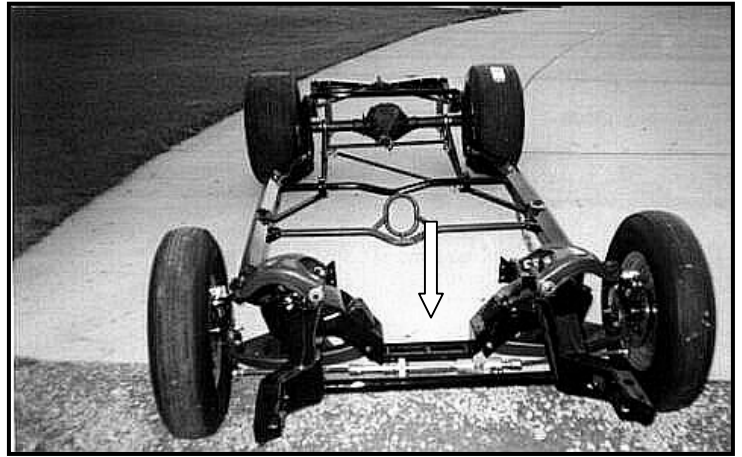
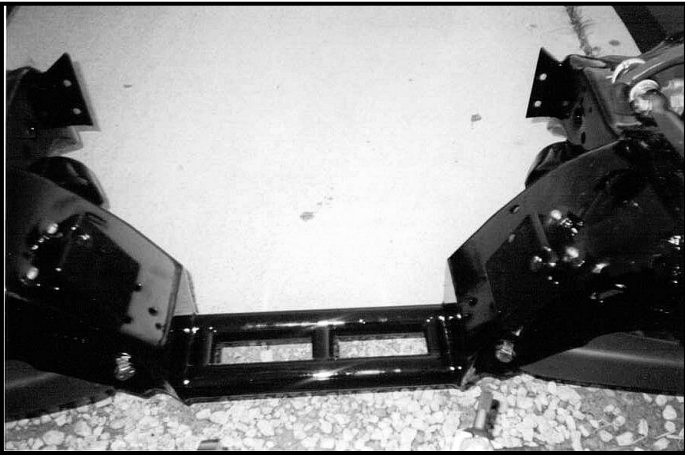


# Framing That Crossmember

By Rick Martinez

For normal inspection at least twice a year I would try to inspect the main and rod bearings on my engine. For guys that still have the front factory frame, the huge problem is clearance on getting the oil pan removed, especially if you have the TA girdle. It is impossible unless you take the aggravation to unbolt the headers and engine mounts, and lift the darn engine high enough to drop the pan. The straw that broke my back was at Norwalk this past year. As some of you saw I had a nice crack in the oil pan, yet the engine sounded normal. We wanted to inspect the crank assembly to be sure it was not something major. Well the only way to do this was to actually pull the engine out. A major pain in the rear! Needless to say in my case the season was over. But the point here is making the crank assemble assessable without pulling the engine.

I have talked in length with Gary Kubisch, as we all know loves to pull those monster wheel stands with his mid 9-second 505 Stage 2 powered 1970 Skylark. He had showed me his car and what he had done. He eliminated the problem right from the start when he was building his car, as the photos below show. He actually removed his crossmember and welded in a real clean and functional lowered tubular crossmember. This enables him to remove the pan without all the time consuming work of pulling or lifting the engine. Plus as Gary had mentioned it actually saved some weight.



It was soon after speaking with Rob Chilenski of Stage 1 Auto, that he also grabbed hold of this idea. Though he took it one step further. He made his crossmember removable. With Rob's 1970 Skylark, he has the front roll cage bars, which are welded to the factory frame in the front and then through the dash to the rest of the cage inside the car. The biggest concern is once you removed the crossmember, the frame could flex making it impossible to re-install the crossmember. So by having the extra front bars welded to the cage and front portion of the frame, this problem was eliminated by giving additional strength to the frame. Rob now can remove his crossmember and drop his oil pan without any problems of moving the engine. At most the center link might have to be removed, but this is a far cry from lifting the engine. Both set-ups are extremely simple and efficient. See the photos below.



# Creating a Customized Distributor Advance Bushing

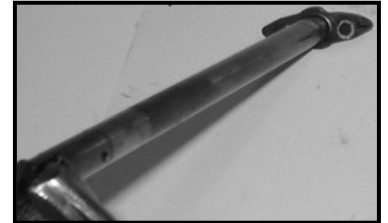
By Nick Sloop

I cringe every time I hear someone putting a weight and spring kit in a stock distributor to set the advance curve. Springs and weights only control how quickly advance comes in, but can not set total advance. The movement of a peg in a slot determines total mechanical advance in a distributor. The peg is connected to the distributor shaft, and the slot is in the plate to which the rotor is connected. This allows to rotor to spin ahead of the drive gear, providing timing advance. Total advance is limited by reducing this movement.

There are two ways to limit this advance. Some folks weld up the slot and then grind it to get the advance they want. But for many of us welding is not readily available. The other alternative is to make an offset bushing. This 1-2 hour job will solve your total advance problems. *Then* you can play with weights and springs!

## Distributor disassembly

1. If you already have the distributor apart, skip to **Making the Bushing**
2. To disassemble the distributor, first remove the rotor, advance weights and springs.
3. Drive the roll pin out of the drive gear using a 1/8" punch.
4. Pull the shaft out of the body. It may not come out easily; years of gunk usually make it bind. Use liberal amounts of penetrating oil and persistence.
5. Slide the rotor plate/points cam part (henceforth to be referred to as the "rotor plate") down off the shaft. See the gunk issue in step 4.

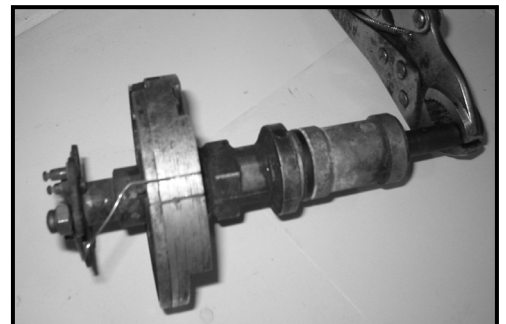


## Making the Bushing

6. Using your Dremmel tool, make a block 1/4" x 1/4" x 3/8" from a brass pipe plug or the metal of your choice. Drill a center hole to match the diameter of the pin coming down from the top of the mainshaft. Drill from rectangular side to rectangular side (as opposed to long ways).
7. Round the corners of the cube until it will fit in the slot in the rotor plate.
8. Slip the bushing onto the pin on the mainshaft and slip the rotor plate on. Disassemble and continue taking material off the faces of the bushing to increase its travel within the rotor plate.

## Measuring your progress

9. For 20 degrees of advance in the engine you want the distributor to have 10 degrees of travel. (12 initial + 20 mechanical advance = 32 degrees total.)
10. To measure 10 degrees of travel make two marks on the side of the distributor, 8.5mm apart for a points distributor or 11.5mm apart of an HEI (see photo). If you don't want to write on your distributor, use pieces of tape. For more or less than 10 degrees, 0.85mm = 1 degree on a points distributor and 1.15mm = 1 degree on an HEI.
11. Screw a paper clip to the rotor plate using a rotor screw (#10x32), and washers, if necessary. Bend the paper clip down to make a pointer to reach the lines drawn in the previous step (see photo).
12. Assemble the rotor plate onto the mainshaft with the bushing in place and drop it into the distributor body. Grasp the body and mainshaft securely (I use vice grips on the flat of the end of the mainshaft, resting on the bench, and a hand on the body) and move the rotor plate through its travel. Re-orient the body as needed to bring one end of the travel in line with one of the marks, and see how much travel you have relative to your two marks. To increase travel, disassemble and grind on the bushing some more. (To decrease travel, start over. ☹ )
13. When you are happy with your bushing, crimp it onto the peg, secure with a drop of super glue or epoxy.



# High Tech Oiling System

By Rick Martinez

Since my race engine expired at Norwalk this past year I have been working very closely with Rob Chilenski at Stage 1 Automotive on the re-build. I have to mention that he has been extremely supportive and patient with the questions on different possible combinations. What originally was to be an exact rebuild of my old race engine turned into a totally new project. I had learned quickly that once you change your goals on how fast you want to go, the entire combination changes too. Along with a particular combination also comes sticker shock, but in this case after being long time friends with Doug Hecker I have become accustom to the high costs of building a big horsepower engine. I soon enlisted the help of Jim Weise of Tri-Shield Performance. Jim, like Rob has been extremely helpful on the planning stages and is currently working on setting up the top half of my engine. Just like knocking over that first domino, my new engine project has begun and is now moving along on its own. After enlisting Jim's help, we reached out to Mike Tomaszewski of TA Performance, and wouldn't you know it, a "new" aluminum Stage 1 Track Eliminator head will be available, and Mike had come through with his promised to get me a set prior to its release. Well in the mighty words of Doug Hecker, "It's only money"...and the dominos continue to fall.

But this is not what I wanted to talk about. One important factor on building a hi-horsepower 455 is the oiling system. As most of us know the factory oiling design on the 455 is not the greatest and falls short as you increase the horsepower. With my goal being in the area of 750 horsepower I knew something better than the usual modifications will be needed. So I reached out to Doug Hecker (who I think has my checkbook) and he mentioned that the Peterson oil pump is the way to go, he also mentioned that Peterson now has a one-piece oil and vacuum pump, pricey but effective. During this time I happen to come across a post on the V8Buick Board by Steve Reynolds of SRE Performance Fabrications. He must have read my mind! His post was about the Peterson dual oil/vac pump and how he was in process of fabricating a complete race ready bolt on kit, complete with oil pan, valve covers, the Peterson pump along with all the brackets lines, etc to bolt it up to a Buick 455. Wow! I think another domino just fell! I quickly was on the phone with Steve and needless to say he is fabricating a complete bolt on oiling system. He basically took an excellent pump and designed a custom system adaptable to our 455 Buicks. Just like Rob, Jim and Mike, Steve actually returns yours calls and never rushes you off. His main concern is doing things right, and that is designing an excellent oil kit system for our Buicks. Now instead of me trying to explain how this is done I figured on snatching his post from the V8 Board and posting it here for everyone to read. As with my engine project, pictures and stats will be posted once the engine is near its completion. And no doubt I will be running it at Norwalk in '04!

*Steve Reynolds-SRE Performance:*

"My new engine combo this year consists of an external oil pump/vacuum pump combination. I have about 400 street miles and about 50 passes at the track. I must say that I could not be happier with this setup. It has a rock solid 60 PSI hot at idle, and 85 PSI thru the traps. The vacuum is about 8 in. down the track. (I would like that to be a little higher, near 10 or 11, but still working on that.) The brand of the pump is PETERSON, WET/VAC. Top notch stuff! After seeing the results of this setup, I became a dealer for PETERSON, and have sold to several of my customers. This winter I plan on putting together a pump kit for sale, which will consist of the pump, mounting bracket, mandrel drive, and offer such options as the aluminum fabricated oil pan, external oil pickup, ETC.

### Several advantages:

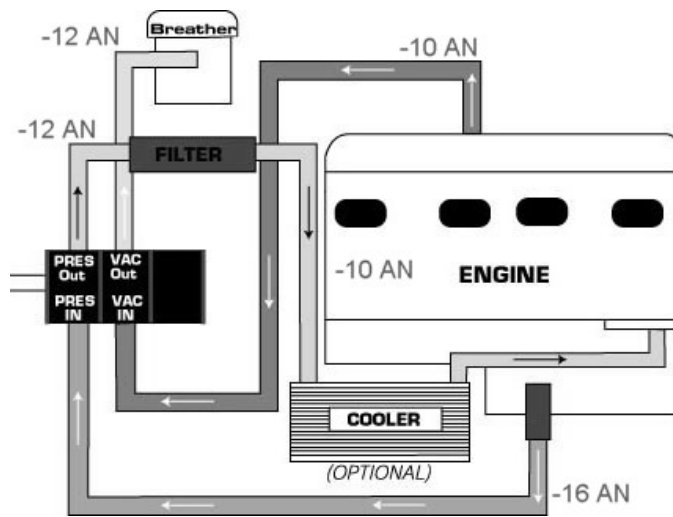
- \* *You can use any old timing cover (vs. buying a new one).*
- \* *Unleash added HP with the vacuum pump.*
- \* *Minimize distributor and cam gear wear.*
- \* *Having peace of mind knowing that you are doing all you can to help your internals such as bearings, etc.*

Any one interested in one of these pumps or accessories, please feel free to give me a call.

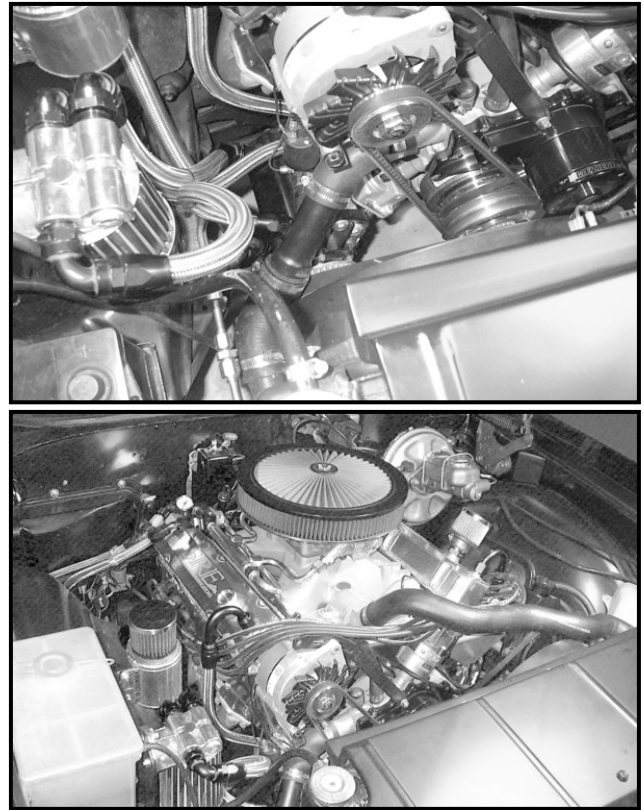
Thanks,

Steve Reynolds / SRE Performance Fabrications, Inc. Phone, 920-684-6776"

## The set-up on Steve Reynolds Buick



### Peterson Oil/Vacuum Design



## What Has the BPG Done For You?

By Rick Martinez

The title is a good question. Here we are into our second year and with virtually no advertising of the club, yet we have grown, and still increasing in size. So on keeping things short here. The BPG, your Club has sponsored \$250 for the Kearney Meet in 2002 and \$250 for the 2003 year, for the East Coast Cecil County Meet went another \$250, as well as \$250 for the Texas Bash and \$500 towards the Las Vegas Meet. The BPG has also sponsored the track rental preceding the Norwalk event along with a FREE BBQ and we plan on doing the same at Norwalk in '04. If any BPG member reaches out to the Board regarding a Buick event that they want to hold in their region please call us, we will give support. Lastly you get our newsletter☺

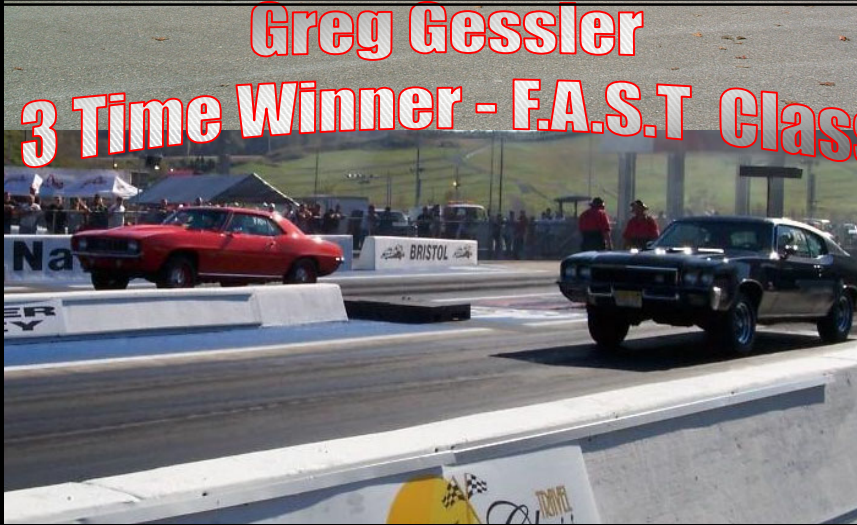
We have now set up definite dates for our First Annual BPG Meet to be held at Salem, Ohio in August 12-15<sup>th</sup>, 2004. No doubt the Car Show winners along with the racers will NOT be disappointed! All of the details WILL be in our next issue. I would have had it sooner, but last minute changes in contracts had to be locked in prior to releasing the details. You will not be disappointed! The huge reason is the people behind the scenes are members that are into racing and showing their Buicks. Brad Conley has been busy setting the show up to be one of the best and he has enlisted on some well known Buick experts regarding the judging system of the cars. We plan on having the same BCA 300 point judging system for our event. When I say, "into racing", what I mean is guaranteed nice payouts! Along with some old time BIG name racers that will be returning to the Buick scene! Plus a plan is in the works for an open invitation to the F.A.S.T Class Racers to compete against each other.

We are also giving support to ALL vendors that are reproducing various Buick parts through free advertising. Eventually our goal as a Club is to work with these vendors possibly buying their stock and re-selling it for a discount to BPG members. This will give vendors incentives on re-producing other Buick parts, as we will be aiding on the sales. The bottom line is every Buick owner will benefit from this. One final note here, please if you have any questions, concerns, complaints, ideas, reach out to your Board members. We listen, we learn, and we will make changes when a change is needed.

On closing I apologize if I left any sponsored events out, I think I have listed them all, and a big "Thank You" for all of your support!



# Buick Challenge Kearney, Nebraska



**Greg Gessler  
3 Time Winner - F.A.S.T Class**