



THE BUILD SHEET

Quarterly Newsletter of the...
BUICK PERFORMANCE GROUP
Volume X, Issue 3 Summer 2013

BPG Nationals ACTION!!



***Also Inside:
As many pictures as I could fit on the pages!
And More!***

**You should login to the BPG Website and print a full color version of this issue!
Black and White photos just don't do it justice.**

THE BUICK PERFORMANCE GROUP

Buick Performance Group
PO Box 5130
Milford, CT 06460

BPG Mission Statement

The Buick Performance Group (BPG) is a non-profit membership organization dedicated to the performance, preservation, maintenance, and restoration of Buick-powered performance cars. The BPG offers a member focused, family oriented community environment that encourages and promotes: (1) the sharing of information; (2) the development of new products; and (3) interaction and participation between all members.

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

To submit material for the Build Sheet, please mail your information to the BPG Editor:

**Buick Performance Group
83 Vanderveer Ave
Holland, PA 18966**

You can also e-mail your information, articles, and photos directly to Yardley, the BPG Editor:

jeff@the-comp-doc.com

The Build Sheet is available to current members via the club website:

www.buickperformancegroup.com

“The Build Sheet” is a quarterly production of The Buick Performance Group, Inc. Each issue will be labeled seasonally – ie. Winter, Spring, Summer, Fall. To have an article submitted for the next issue, information must be received by the end of each month as follows: Winter – November, Spring – February, Summer – May, Fall – August. All articles/information received after that point will be considered for the next publication.

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The Staging Lanes

Well, another BPG Nationals is in the books. I admit that I have mixed emotions about this one. The new Host Hotel, the Newark Metropolitan was as gracious a host as I have ever seen. The amenities were very nice, the restaurant was quite good, and there was as much parking as we needed. They were most accommodating with our congregating in the parking lot every night and getting silly. And they were so eager to host the BBQ during the block party! BPG member Ted Nagel's band, Northside Garage, kicked some serious butt. Their style is unique, and I'm sure not for everyone, but I enjoyed it immensely. I saw more people in the parking lot than I have ever seen in a parking lot at any BPG event, and I saw many new faces and new cars! It was a resounding success, as far as the enjoyment of the participants goes.

Now, here is where my mixed emotions come into play. It rained. I'm not talking "casual shower" here. On Thursday evening I was waiting in the lobby of the restaurant when all of a sudden the skies opened up. Torrential downpour. The instant I saw the deluge I looked out the door and noticed several cars in the street with the windows wide open. So I bolted out the door and sprinted toward them. At that very moment BPG member George Dwyer was sprinting toward the cars from the other end of the hotel. We converged on Adam Martin's '58 Roadmaster at the same time, only to find our efforts thwarted by power windows! So we ran to the next car, opened the doors and again, power windows! So we ran to the third car, Tom Balaz's '65 GS, opened the doors and AGAIN! Power windows! However, his work without the key. By then the owners of the other cars were coming out, and George and I headed in. We were as wet as if we had jumped into a pool! How many random cars at a Chevy event do you think would have power windows? It also rained buckets on Saturday. As a club, the BOD is responsible for the safety of its members. Even though the rain

stopped by late morning and the skies turned blue, the track was so saturated that it would continue to weep water all day. The track told us that racing could not happen on Saturday. So the event was cancelled. Even if we **had** wanted to run the event later in the day, nearly everyone had packed up and rolled out of the hotel by 8AM, so there would have been nobody there to participate any way. The track is expensive to rent for a day, and we would have lost thousands had we decided to hold the event.

Our decision was not popular among some of the attendees, but it was the right decision to make to save lives and thousands of dollars. Yet, we heard a lot of complaining. Honestly, we, as Board Members, put hundreds of hours per person into planning this event, and not holding it isn't something we WANT to do. But we HAD to do it.

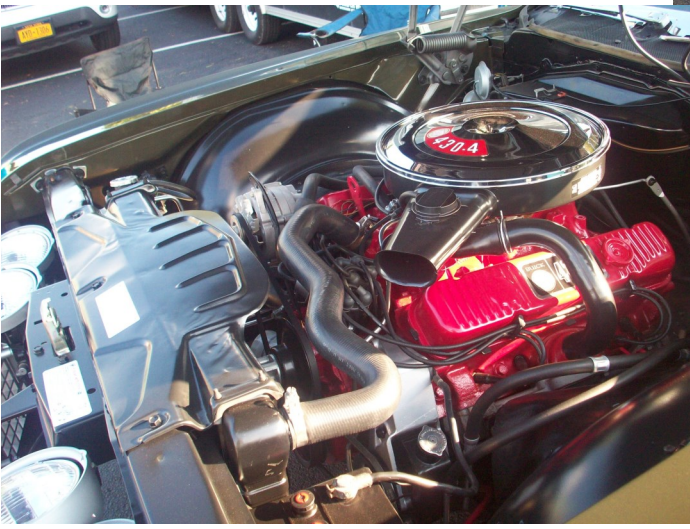
Something else that bothered me happened at the gate on Friday. A previous member, whose membership had lapsed, approached, and when asked if they would like to renew their membership replied, "For what? This?" They were holding one of the free issues of the Build Sheet we had available, sneering with disdain. Besides the scores of hours of personal time I put into each issue, I was annoyed because membership isn't just to receive the Build Sheet. It helps secure the event for the following year! Without membership it is difficult for the club to provide the down payment we need to rent the track. We are a club run for the sole purpose of getting together each year and having fun. And that requires seed money.

Regardless, I had a blast and can't wait for the 2014 BPG Nationals!

Yardley
BPG #1033
Jeff@the-comp-doc.com

1968 Riviera GS

Kurt Riecken and his family attended their first BPG Nationals with his perfectly restored '68 Riv. It is unique in that it literally had no options except the GS option. Few people would choose to spend so much money on an unpopular model and with so few options. Honestly, if my '69 Riv didn't have all the options it does I wouldn't own it. But Kurt sees it his way and did an exceptional job. His attention to detail amazed me. It was interesting for me to study a basically unmolested '68 Riv and see the differences between it and my '69. Hailing from Fort Wayne, IN, Kurt and his son, Kendall, began this father/son frame-off project when Kendall was 12 and finished it 3 1/2 years later in August 2010. Kurt bought it from a friend's family in January 1986.





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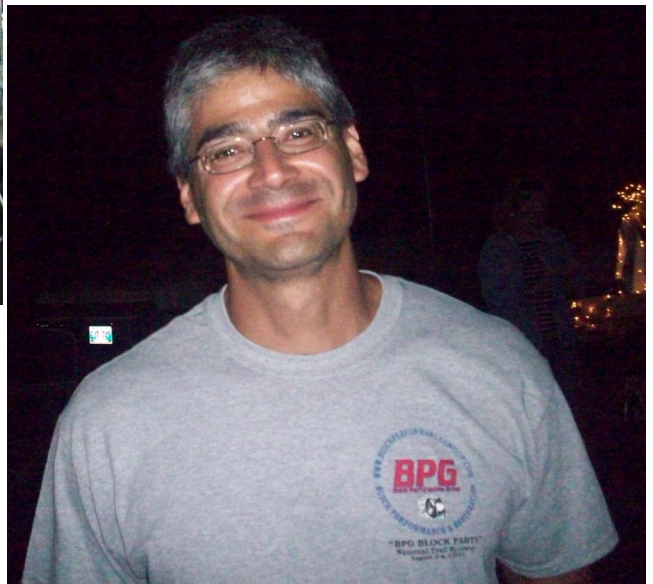
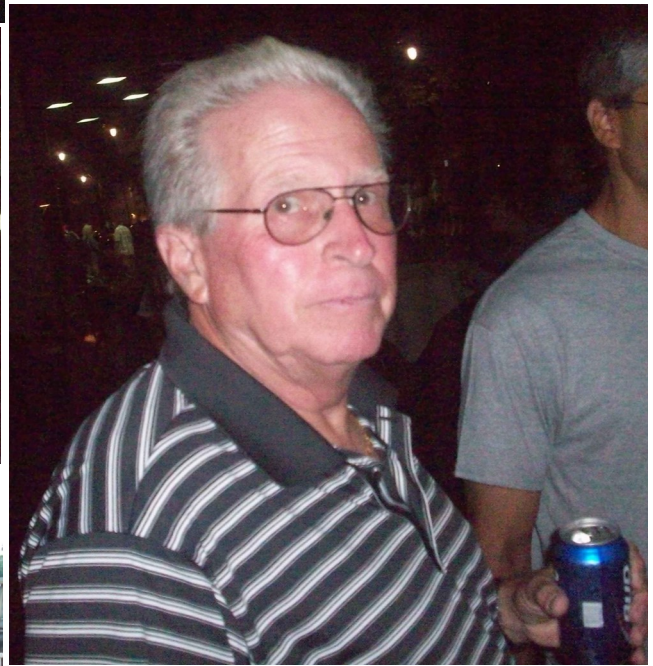
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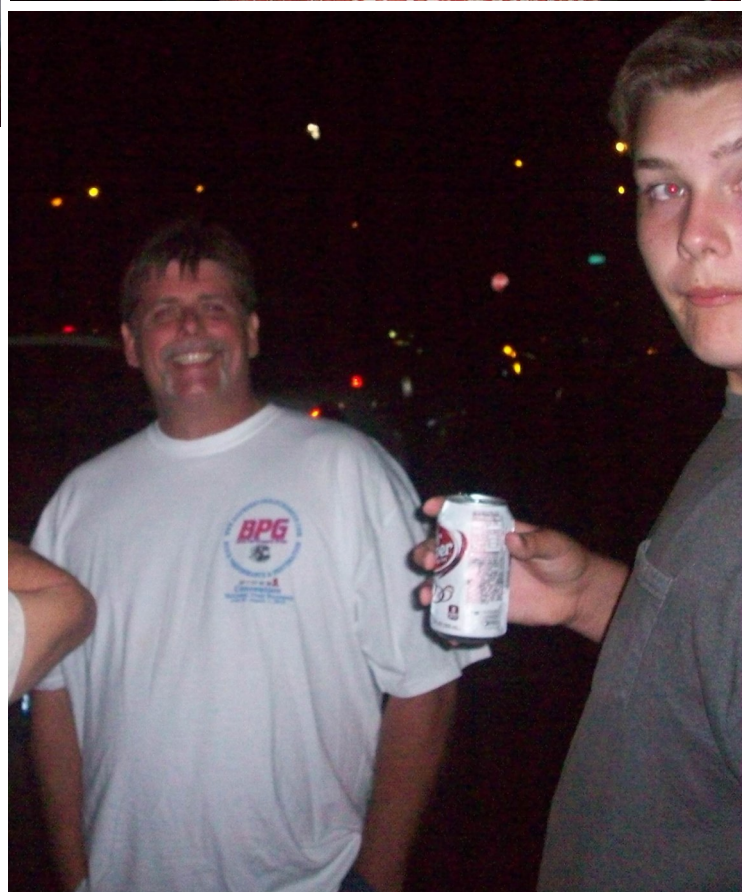
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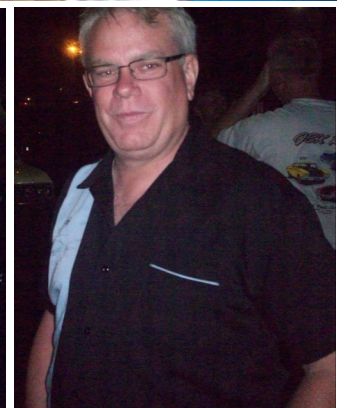
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2013 BPG Block Party!









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Engine Knock - follow up by Denny Manner

In an early editorial I made mention of how my engine knocks on start-up. Both cold and hot. Well, out of the blue I got a call from Denny Manner. Here is how righteous this guy is: he took it upon himself to call a person he's only met a couple of times because he felt he could offer some help with a Buick problem. Goodness Gracious! What other car club has top-level OEM engineers calling members out of the blue offering to help with a problem? We are blessed!

So, I explained my situation again, and Denny asked if it was a "machine gun type" of knock, like a rapid, staccato da-da-da-da-da-da-da-da-da? And I explained that it was a spaced out rhythmic knock... knock... knock... knock. Fading away as the oil pressure climbed after a second or two and lasting only about maybe 3 or 4 knocks. So we discussed it some more. He mentioned that the rods on both big- and small-blocks will rattle like a machine gun if the oil pressure bleeds down due, in part, to a bad oil filter. He explained that because of the oil pump being in the front of the engine and laying horizontal like it does the engineers required a non-drain-back valve in the oil filter. Denny said that while he didn't know what was causing the bottom end knock (based on my explanation of where it was coming from), he also said that it was a "nuisance noise" and "nothing I'd pull a motor over".

Whew! My winter just opened up.

Denny also mentioned that you want at least 60 lbs of oil pressure at 5500 RPM at WOT under load. I told him that I'd look at the oil pressure gauge the next time I get to the top of 1st gear if I have the nads to take my eyes off the road or the tachometer! He mentioned that on the dyno they would idle engines with no oil pressure for ever with no load; and as long as my engine stopped knocking immediately as soon as my oil pressure came up and it doesn't knock under load then I'll be all right. I asked him about my clearances. According to my shop paperwork I have .0015 on the rods and .002 on the mains. A very respected Buick engine builder told me that my tolerances are on the tight end of the accepted scale for our engines. Another told me that modern engine builders say that your clearances should be the same as your journal size. A 2.5" main should have .0025" clearance. Dennis stands by the factory clearances and maintains that my clearances are spot on. I have to wonder why new Buick engines back in the day didn't knock, but mine does with similar clearances. Dennis mentioned that OEM bearings were actually not perfect, but instead "eccentric", whereby the bearings were actually thinner at the split line (where the cap meets the rod/block) that vertically (at the bottom of the bearing). I don't know if the bearings we can get today are made that way or not.

Too Hot To handle?

Concerned that your engine might be get too hot as it gets near 210*? At this year's BPG Nationals Dennis Manner answered this question. During durability testing they ran the 400/430/455 at 245* for hours without a problem. He said that if the engine is stock, you can drive all day at 225* with no worries. He did mention that he can't say the same for modified engines because they didn't tect them the way you may have built yours, but I would venture to say you can drive a street BBB at 210* all day long. Denny did say that as long as it wasn't puking out of the radiator you are fine.

The BPG Wishes to Thank:

This year's BPG Nationals was cut short due to weather, but there are still many people to thank.

First we would like to thank Dennis Manner and Joe Guzek. Joe is Denny's road-trip buddy and he worked at Motor Wheel Corporation. They did an extended Q&A Session in the Jegs Suite on Friday and patiently answered question after question, many of which I'm sure they've heard countless times.

And for the record, the 1970 Stage 1 made 366 HP max. Thank you Denny and Joe.

The BPG also wants to thank the many volunteers who selflessly gave up their time so that others could enjoy the event. I don't want to start naming names because I'll forget someone and I certainly don't want to inadvertently hurt anyone's feelings. You can see the list of Board of Directors in the front of this issue, that is a pretty good place to start for a list of volunteers. Add to that list Alan Wander, Ron Mooney, Larry Hymowitz and Rick Martinez—all contributors to the Build Sheet with content and pictures from the event.

And the Block Party wouldn't have been a Party without the live jams of member Ted Nagel's band, Northside Garage. Their repertoire was all originals and very aggressive. I loved it!

Here are the race results from Friday only, as Saturday was cancelled.

Gamblers race:

Winner: Yardley 69 Riviera .102 R/T dial in: 13.50 ran: 14.019 @ 83.42

RunnerUp: Mike Erickson 87 GN -.028 Red dial in: 9.20 ran: 9.165 @ 146.13

Big Boat Challenge:

Winner: Tom Wagner 70 Wildcat .148 R/T dial in: 12.30 ran: 12.331 @ 108.85

RunnerUp: Yardley 69 Riviera .023 R/T dial in: 13.38 ran: 13.361 @ 101.95

BCO:Winner:

John Scheckelhoff 64 Skylark .165 R/T dial in: 10.97 ran: 10.967 @ 122.49

RunnerUp: Al Kuehn 67 Special .172 R/T dial in: 11.72 ran: 11.715 @ 115.84

Finish Line Furious Four:

Qualifiers: (in no order)Rod Hendrickson 91 Regal, Rich Brouwer 87 Somerset, Brad Tennyson 87 GN, John Zerucha 88 Skyhawk, Rob Chilenski 70 GS, Mike Booher 85 Skylark. Johnard Veal 79 Regal

Rod was low qualifier. Mike Booher broke before 1st round-Rich Brouwer was 1st alternate. Johnard Veal had electrical issues-Brad Tennyson was the 2nd alternate.1st round: Rod Hendrickson beat Rich Brouwer. Brad Tennyson beat John Zerucha Final Round would see Hendrickson beat Tennyson in ANOTHER great final round!

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The Buick Motor Company - the early years (1903-1920)

Buick Motor Company has a long history, dating back to the 1890's. The official incorporation date is May 19, 1903, but the company's roots go back to 1899 when David Buick created the Buick Auto-Vim and Power Company, which sold engines for the farm and boat markets. The business name was briefly changed to Buick Manufacturing Company before incorporating into what it is known as today, Buick Motor Company.

David Dunbar Buick was born in Arbroath, Scotland in 1854, and was brought to Detroit, MI at the age of two. By the 1880's, David was a successful inventor in the plumbing field, inventing the lawn sprinkler and a new process of covering metal bath fixtures, tubs, and sinks with porcelain. Buick sold this plumbing business in 1899 for \$100,000, giving him the seed money to start Buick Auto-Vim and Power Company. Buick was fascinated with the idea that he could replace a team of horses with just one engine, and from the beginning, Buick realized how important the combustion engine would be to the world.

Buick Motor Company started out slow, not even making a car in 1903. By September 1903, the company was already in financial trouble that David Buick and his then financial backer, Benjamin Briscoe, Jr., sold the company. Flint Wagon Works, a wagon maker in Flint, MI bought the company, and by January 1904 a new one-story factory in Flint was producing engines.

The first test model was built in June 1904, and was test driven to Detroit in July. Thomas Buick, David's son, drove the very successful run, and it was determined that the model was ready for production. 37 Model B's were built by the end of 1904, but Buick Motor Company still ran into financial difficulties, and this time it was bailed out by William Durant.

William Durant was a successful businessman, and in 1886 he had his first ride in a horse-drawn cart with a patented suspension system. Durant was so impressed with the ride that he went to Coldwater, MI a few days later and bought the rights to build the cart. The Flint Road Cart Co. was started by Durant in 1886, and by 1890 the company was the largest horse-drawn carriage manufacturer in America.

Durant didn't particularly like automobiles, but he saw the potential and noticed how everyone loved the few Buick automobiles available. With a large financial stake in Buick, Durant went to the 1905 New York Auto Show, and before they had even built 40 total vehicles, he had sold over 1,000 at the show alone. Durant's successful selling techniques with Flint Road Cart Company was now being carried over to the Buick Motor Company, and by 1908 Buick produced 8,820 cars, the most of any auto manufacturer that year. The Buick 10 was born (1908-1910) and 23,000 units sold during its production run.

Buick's early success can be attributed to the creation of the valve-in-head engine. At a time when "flathead" engines were common (valves were in the engine block), David Buick, along with engineers Walter Marr and Eugene Richard, invented the valve-in-head engine, which became the strongest and most reliable engine as soon as it hit the market. Eventually, the rest of the auto industry used this form of engine.

Sales skyrocketed due to the wild success of the Buick 10, which sold 4,002 in 1908. This helped Durant create a holding company named General Motors. Yes, this is the same General Motors that is around today. Within 18 months, Durant had acquired a large stake in 30 different auto manufacturers and parts suppliers, including Cadillac, Olds, Oakland (Pontiac), and AC Spark Plug. With so many purchases by 1910, General Motors was under financial hardships, and Durant lost control of GM to another financial group. Durant and Louis Chevrolet, a very successful race car driver, created the Chevrolet Company in 1911, and by 1915 was able to take control of GM once again.

1911 brought some drastic changes to Buick, mainly the change from cheaper cars to more expensive lines. The smaller Buick Model 10 was dropped in 1911 to build larger and more expensive cars, with doors and smoother lines. In 1914 Buick introduced a six cylinder engine to complement their current four cylinder engine, along with the self-starter and a full electrical system.

And that is your Buick history lesson for this issue of The Build Sheet! Tune in next issue for more exciting information on how the car we all love and admire came about as we will cover the years 1920 to 1930!

Jim Chaudrue – Assistant Car Show Director BPG



Events/Classified Advertising

Information, Rates, and categories

Upcoming Events: Any Buick-related event is welcomed at no charge. See below for information on where to send event information.

How to place a classified ad:

- **BPG member rates:** Any current BPG member is entitled to ONE free ad per issue. Standard ads will have no more than 30 words. Each additional word is \$0.25. Any additional member ads are \$5.00 each (up to 30 words).
- **Non-member/Commercial rates:** This applies to any non-member, or to any member who advertises his or her personal business. Each ad is \$15.00 for up to 30 words. Each additional word is \$0.25.
- **Photos:** One photo per ad, please. Each photo is \$15.00. All photos are black and white.
- **Payment:** All ads must accompany payment. Ads will not be published unless payment has been received prior to the deadline. If your ad is emailed, a check must be mailed to the BPG office as soon as possible to avoid delays. You may also send funds to the club's PayPal account.

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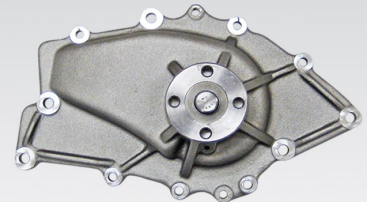


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