



Affiliate Chapter of the
GS Club of America
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Wildcat Express

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Buick 350 facts

- Lightest of the 350 small block engines
- Y Block design is much stronger than conventional v8 designs
- Easily swaps in place of 300, 340 v8's and 231 v6's

The "Little" 350

Whats this? An article about the Buick 350? Well, yes. Many of you have this wonderful piece of Buick engineering under the hood of your car or cars in some cases. I have had 3 different Buick's with 350's and I have had 2 separate 350's in my GS along with building a 350 for someone and removing and installing one in a car 400 miles away. You will find later on in this newsletter that the majority of articles and featured cars are going to be about or have 350's.

Many of us with 350's have surely contemplated taking out or peppy little engines and replacing them with a 400, 430, or 455 engine in the search for more power, more aftermarket support, and the respect that goes along with having one more cubic inch under the hood than that 70 SS 454 you parked next to at the car show last week.. I myself have contemplated it, in fact I have had 2 455 engines for that purpose. In the end, for various reasons, the 350 stayed in the car.

Later on in this issue I am going to put some reci-

pes for low budget to high power 350 buildups, backed up with dyno simulations by Dyno2000.

Big block Buick's are disappearing all the time. There are still several to be found today but in the not too distant future the 350 Buick will start receiving the recognition it deserves. Many more Buick's came with 350's than the other engines, the 350 was produced for about 6 more years than the 400/430 or 455. In its later stages it was still very close to its original design, in fact the 3.8 turbo v6 that is very popular these days is very similar in design to the 350 Buick.

So, consider what you read in this newsletter before you toss out that "little" 350 and replace it with something bigger, not necessarily better...

By, Daniel Peper
 Assistant Director
 1969 BUICK GS 350



1969 350-4 Almost ready to go in.

New look!

Hey, notice something different? Yes you should, since I have taken over newsletter editor duties I have decided to play around with the format of the Wildcat Express in hopes of making it even better than before. Don't worry, it will still be chocked full of informative and entertaining articles along with pictures and the little blurbs that usually show up in odd places.

I hope that all of you enjoy this new format. I worked quite hard on the last newslet-

ter trying to keep it along the lines of past newsletters but I've found that sometimes a change isn't such a bad thing. I received much positive feedback about the last newsletter and hopefully this one will be that much better. Thank all of you who support my efforts by submitting articles, pictures, jokes, ads, etc. to keep this newsletter going.

By Daniel Peper

Assistant Director / Newsletter Editor

Len's Garage

With this year winding down, I wanted to take the opportunity to thank individuals who stepped up to the plate and provided a yeoman's effort in both Club activities and club participation. Gary Ryan arranged several events and with the final event, Art Carr's tech session, capped a great year for Gary. Thanks Gary, it was an event highly anticipated and well worth the time and effort club members made to attend.

Sheldon McPherson, as always, is continuously looking for events that would contribute to both our club's roster and attendance. The Peterson topped the list for Sheldon this year. Many thanks Sheldon.

Doug Frasure is everywhere, taking pictures of events, setting out cones to reserve space for club members cars, rousting members to attend, taking roll as well as many other duties- Doug is always in the mix. Thanks Doug for a continuing and always outstanding effort.

Dan Peper, along with his wife Sahra, continue to attend virtually all events, provide our internet site with up-to-date information, make the necessary phone calls required by the Assistant Director, and is always in the center of activities. Both Dan and Sahra's most recent contribution, the publishing of the club newsletter, shows their commitment to this club, it's members and activities. This is no small task considering the little ones they have. Again thanks Dan and Sahra for your

continued support.

The man behind the printing of the newsletter, folding, stapling, mailing, and getting out the filers and bulletins is Dan Gerber. He's always up to the task and trust me, this is a time consuming business. Dan also keeps the club roster up to date and is instrumental in assisting new members. As always Dan, thank you.

I've probably missed one or two and to those I humbly apologize, the old memory doesn't serve me well these days.

With the end of the year fast approaching, it's time to start thinking about the elections of club officers. Talk to other club members, find out who is available and would like the challenge. At our annual Christmas party and meeting, it is hoped that new club officers will be ready to take on the New Year. Much like Lyndon Johnson said many years ago, (I suspect many in the club were perhaps too young to remember) I will not seek nor except the director's position for the next year. I will, however, continue to be an active member of the So. Cal. GS club.

Respectively
Len L. Bentley



Assistant Director's Corner

I hope all of you are enjoying these newsletters. It's been fun but a lot of work putting these together. Hopefully next year someone will step up and take over the newsletter for us. (Hint Hint).

This year has been going very well for us, we still have some exciting events planned starting with the Dyno Day on October 5th, I know I will be putting my car on the dyno, \$40 is a deal! This should be one of many dyno days to come. In addition, we have the Westminster Car Show which we do every year and the return of our Speed and Feed at LACR. In addition to our events there is a big all Buick race in Las Vegas in November, several members have already planned to go. In December we will have a holiday party which will also host a meeting and our elections for next years officers.

Hopefully none of you showed up to the clinic on Sept 21st, unfortunately the gentleman giving the clinic fell ill with diabetic complications (He is expected to recover). We found out the day AFTER the wonderful yellow flyer I made went out!

Some of you may remember a few newsletters ago when I mentioned I was trading my GS for another car. Well, that never happened. However, the day before I wrote this I got a call from a future member of our club who is buying my car! I am really happy that this particular person is getting my car. Not only did he have a very similar car, he also runs a body shop and will return my car to a fully restored state, I can think of much worse things that could happen to it. I already have my next GS lined up and the deal is done. I'm get-

ting a 1969 GS 400, its not as unique as my GS 350 is but its had a lot of the harder restoration work done to it and comes with boxes of good parts in addition to an extra 455 and perfect bumpers. This car really just needs some minor body work on the quarters and then a paint job to be really nice. Those of you on the Buickperformance yahoogroup will know exactly when I get it and see it before anyone else!

With Len's announcement that he does not want to continue as Director, I will once again step up to the plate. This time I am much more prepared and feel that I can help keep this club on its current pace and make things even better / more exciting for next year.

I hope to see all of you at the rest of the events for this year. I will be doing another newsletter in early December to finish up this year. Thanks to all of you who help me by providing articles and content for this publication.

Daniel Peper
Assistant Director
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Buick 350 facts and figures

Facts and Figures for 68-72+ Buick 350 engines

Engine Identification

Year	1968	1968	1969	1969	1970	1970	1970
Code	PO	PP	RO	RP	SO	SB	SP
Carb	350-2	350-4	350-2	350-4	350-2	350-4	350-4
Compression	9:1	10.25:1	9:1	10.25:1	9:1	9:1	10.25:1
Power	230 hp 350 ft/lbs	280 hp 375 ft/lbs	230 hp 350 ft/lbs	280 hp 375 ft/lbs	230 hp 350 ft/lbs	285 hp 375 ft/lbs	315 hp 410 ft/lbs

1971, 1972, 1973 engines are all the same internally.
 1971 Codes: TO (350-3) TC (350-2) TB (350-4) TD (350-4)
 1972 Codes: WC (350-2) WB (350-4)
 1973 Codes: XC (350-2) XB (350-4)

71-73 350 engines were all 8.5:1 compression
 1972 Was the first year for the Smog Pump & EGR. 1972 GS 350 engines have a triangular bucket on the air cleaner to clear the smog pump.
 1973+ Have a better rod bolt which can be replaced with better bolts. Pre 73 can only use factory style bolts.

All 350 rocker arms have the same ratio. However the 73+ Rocker arms are stamped steel and stronger. In addition you can buy brand new 73+ replacement rockers from AutoZone. 70-72 Rockers are aluminum and are the weakest, most likely to break. 68/69 Oil through the rocker shaft, but can be used with pushrod oiling as well. They are stronger than the 70-72 units, but are harder to replace because the shaft has pressed on caps on each end which are difficult to remove.

1970 Buick 350-4 SP code engine was the highest output from the factory with 315 horsepower and a big block worth 410 ft/lbs of torque!

All 350 Buick heads are supposed to have the same casting so no head is preferable to another. I have heard that 70 heads may have a smaller combustion chamber than the other heads, with 69 being the next smallest and 71+ being a little bigger.

1972 was the first year to use EGR and a smog pump. Fortunately for us who live in California we can remove all of that. The 72 heads will also have air injection holes but they can be plugged to use non EGR intakes.

For even more detailed information, get the [Guide To Buick Performance Engines](#) by Steven L. Dove

Dan Peper's 350

Here is the recipe for my current 350 engine in my 69 GS 350.

- 1970 SB code 350-4, 9:1 compression
- Poston GS 114 cam .480 / .485 214/241 @.050
- Poston High performance 350 valve springs
- Stinger S-4 Ignition, dist recurved for 38' @ 2500 rpm*
- 7029240 - 1969 430 Quadrajets, 70 jets 45b rods
- 2.25" Dual Exhaust w/ Thrush Turbo mufflers
- No A/C or Powersteering.
- Stock intake and exhaust manifolds, stock bottem end
- Heads were rebuilt but not ported.

*- timing is 38 because the Stinger retards the timing 1.5' per 1000 rpms. At 5000 the timing is at ~34' which is perfect.

I've run a best of 14.990 @ 93mph. (that was before I put in the right valve springs.)



Tech Department

Dave Butts 350 - 13.84 @ 99

Original 1970 350 block,crank,heads, rods, rod bolts, valves, retainers and keepers. HEADS- cleaned up the casting irregularities with a mild port job (gasket matched) and as far as a dremel tool will reach. concentrated on the roof of the exhaust ports and the shortside radius and floor of the intake's, polished the combustion chambers with scotch roloc brand abrasive discs, bowls blended and guides narrowed. T/A 350 INTAKE- gasket matched and also ports worked on as far as air tool(this time)would reach. three angle valve job and spring pockets cut to fit required springs. guides cut down for clearance and full teflon seals. i would strongly recommend a standard abrasives porting kit as all the stuff is in there for a good job except the air and die grinder. BLOCK- when i originally rebuilt the motor in 1986 i spent good money on good machine work(zabatts here in jax) and had the block align honed(changed first), squared as one bank was not square and the deck heights as measured from the crank centerline corrected tollerance's apparently weren't real tight on either of these from the factory) bores cleaned up at .030 over and standard cam bearings installed, no reorientation cause i didnt know about it then. RODS- resized and minor cleanup grinding on the beams and what they called shot blasted. CRANK- also shot blasted and resized -.010/.010, oil holes chamfered. PISTONS- trw forged 10.25 cr. which were the highest cr pistons i could order through them. whole assembly was ballanced ballancer to flexplate. when i rebuilt it again in 1995 i just ball honed it stuck some new rings and bearings in it had the cam(old kenne bell mark 2)reground to intake .448 lift 224 at .050 and exhaust .449 lift 235 at .050 110 deg

centerline specs. after asking me a bunch of questions thats the grind the cam grinder came up with. he was right on too, its totally streetable with enough vacuum for pwr brakes and sounds good too! i use ta 1 5/8th's primary headers with full 3 inch pipes with the long case dyno max mufflers. 3.42 gears, 800 cfm quadrajet(reworked by me) and a unilite distributor set up for 16 deg initial and 18 centrifugal. car is a full weight 72 skylark 350 sport coupe with buckets and console and weighed in at reynolds in november at 4015 lbs(eeks!) best et to date is a 13.84 at 99 mph shifting at 6000 rpm on 275/60/15 ta radials. best 60' so far is 1.945. i have a 350 trans with a 10 inch aprox 3000 rpm converter. i drive the car almost 50 miles a day and almost all of that is highway so believe me if you've considered converters and gears you'll get used to them real quick. this is not a fuel mileage engine or combination so we wont go there. blah blah blah, yadda yadda yadda! and for those who wonder why i built a 350, its what i had. :-)

i still get a kick out of it when someone says " thats a buick 350? wow!" i've left out a bunch but i'm tired of typing.

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Installing Non Buick Bucket Seats By Dan Peper

Getting tired of your bench seat? Maybe your bucket seats are getting worn out. Maybe you just want something more comfortable than the factory bucket seats that came in your car. Here is a solution. Try installing a pair of Recaro seats from a mid eighties Toyota Celica GT-S or Supra. These seats are very comfortable, have several adjustments, and are an easy bolt in for your A Body Buick.

Start by finding a good pair in your local junkyard or check the Recycler for one of these cars being parted out. These seats can be found in several colors and sometimes in leather. Pick Your Part charges \$22.99 plus \$2 core and the usual fees. I got mine during a half price sale and paid \$32 out the door for the pair.

To remove the seats from the donor car, there are 4 bolts per seat. The front bolts are horizontal, not vertical. Move the seat to its full back position and pull the 2 bolts out. To remove the rear bolts, move the seat all the way



*Recaro seats from an 85 Toyota Supra
Very comfortable and easy to bolt in.*

forward and remove the rear bolts. That's it, you're done. The bolts are all 14mm (a 9/16" socket may also work).

The bolt holes on the toyota seats are a little wider spaced and 1" more apart front to back than the Buick bucket seats. You will need to fabricate some brackets from 1" square tube steel. The easiest way to install the recaro seats is to cut the tube steel into 4" pieces, 6 per seat. For the rear holes, drill two holes in each 4" section, 1.75" center to center. The inner hole will bolt to the floor of your car, the outer will bolt to the seat. For the front holes, bolt or weld 2 4' sections together so they are even lengthwise. Pick one of the pieces to be the rear piece. Drill a hole about 1" from the edge on the front piece, then drill a hole 1.875" (1 7/8") center to center on the rear piece, but drill it horizontally. Repeat for other side. Bolt the front hole to the floor and bolt the horizontal hole to the seat. Some modification of the outer brackets may be necessary to clear a curve in the floor pan. Done.

This article was inspired by Doug Frasure's 70 GS 350 who has had these seats in his car for a long time.

Addendum: DAN, Article looks good, you might want to mention more info about how these seats allow multi adjustments for lumbar, thigh, back (manually and air pump methods) recliner function fully recliner and full forward features, head rest has 3 positions plus height adjustment, and seats work with bench seat belts, just lose the middle set of belts. (I installed a set of Buick single buckle's that holds the shoulder / lap belts buckle's and it works great and looks more racey and cool). I really enjoy my seats and major improvement over the bench, but no more snuggling with these buckets, and with buckets a Buick floor console looks good between these bucket seats. Doug Frasure

Welcome New Members

By Dan Gerber
(Sept-Nov, 02 issue)

Yes Siree... our club just keeps on growing. In fact, we've gained three new members since our last newsletter. Gary Ryan gets credit for two of them, since he personally invited them to the Art Carr event and signed them up. Those two gentlemen are Tom Johnson and Burton Kaminsky.

Tom, who resides in Laguna Niguel, is the proud owner of a red, 455- equipped '67 GS400 convertible. Burton, a resident of the city of Winnetka, brought yet another convertible into our club: a really clean, bright yellow '68 GS400.

Robert Ziegler, our third new member

ran into Bill Moore (figuratively speaking, of course) at the Belmont Shores Car Show and, I guess, he was hooked. Robert bought a 425-equipped '65 Skylark Gran Sport into our collection of classic Buicks.

Robert, by the way, resides in Long Beach.

So, gentlemen, on behalf of the entire club, "Welcome" to you and your family and "Thanks" for

joining up. I hope we can all bump into each other (again, figuratively speaking) at some of our up coming events.

By the way, these recent additions brought our total count up to seventy-eight member families.

"By the way, these recent additions brought our total count up to seventy-eight member families."

Calendar of Events

November 2- 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. 714-841-2231

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 info.

December 14th - Location to be determined at Nov 2 Car show/ meeting. Want to host the party or know of a good location? Contact Dan Peper. 562-697-8018

Classifieds

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

For Sale: '67 GS400, red with black leather interior. Family owned since it came off the showroom floor. A real show stopper. Price reduced to \$8500 call **Mike Clarke** at 619-656-8548

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

WANTED: For 70-72 Skylark/GS - Headlight Switch Bezel & AM Radio "nose-piece" (or entire radio, if required). In both cases, light sur-

face rust in chrome-plated plastic OK, but NO PITS. Also, the plastic Driver's Side A/C Duct (attached to dash understeering 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 '69 GS (preferred) or Skylark grill. Must be in very good to excellent condition. Contact **Larry Brenan** at 714-632-8430 (weekdays)

Wanted: 65 Buick skylark 2 door post car Dark Blue exterior/ Light Blue Interior Drivetrain can be V-6 or V-8 stick or auto (prefer Stick) do not want rust bucket will consider project or parts vehicle Jmos4@netzero. net Jim 810-796-3042

PROPER FASTENER RETENTION by ARP Bolts

There are three methods that can be employed to determine how much tension is exerted on a fastener; using a torque wrench, measuring the amount of stretch, and turning the fastener a predetermined amount (torque angle). Of these methods, use of a stretch gauge is the most accurate.

It is important to note that in order for a fastener to function properly it must be “stretched” a specific amount. The material’s ability to “rebound” like a spring is what provides the clamping force. You should know that different materials react differently to these conditions, and ARP® engineers have designed each fastener to operate within specific ranges.

On the other hand, if a fastener is over torqued and becomes stretched too much—you have exceeded the yield strength and it’s ruined. If the fastener is longer than manufactured—even if it is only .001”, it is in a partially failed condition. Therefore, ARP® has engineered its fasteners with the ductility to stretch a given amount and rebound for proper clamping.

Heat, primarily in aluminum, is another problem area. Because the thermal expansion rate of aluminum is far greater than that of steel it is possible to stretch a fastener beyond yield as the aluminum expands under heat. An effective way of counteracting material expansion is through producing a more flexible bolt.

The Torque Angle Method

Since the amount that a bolt or nut advances per degree of rotation is determined by the thread pitch, it would appear that the amount of stretch in a given bolt or stud can be accurately predicted by measuring the degrees of turn from the point where the underside of the bolt head or nut face contacts the work surface. Termed the “torque angle” method, this procedure has long been the standard of civil engineering. It has been suggested that torque angle is a relatively simple and valid procedure to use in our “blind” installations—where it is not possible to physically measure the actual bolt stretch.

ARP® has conducted extensive evaluations of the torque angle method. We have concluded that, for our purposes, it is suitable only when individually calibrated for each installation.

Simple calculation of bolt stretch based on thread pitch is not accurate. No material is incompressible. When a bolt or a stud is pre-loaded or stretched, the components being clamped compress to some small extent. When we are looking for bolt stretch of only a few thousandths of an inch, the amount of clamped material compression becomes a very real factor. Our investigation has proven that installed stretch is dependent, not only on the pitch of the thread and the degree of rotation, but also on the amount of compression of the clamped components, the length of the male fastener, the amount of engaged thread, the type of lubrication and the number of times that the fastener has been cycled.

For example, for the same degree of rotation, the actual amount of bolt stretch will be critically different between an aluminum cylinder head and a cast iron cylinder head—or a steel main cap on an aluminum block and a steel main cap on a cast iron block. Further, there is a significant difference between the long and short cylinder head bolts or studs on the same head. The torque angle method can be accurate—but only if each individual installation has been previously calibrated by direct measurement of bolt stretch. When using the torque angle method, it is best to begin rotation from some small measured torque—no more than ten lb./ft.—rather than the first point of contact with the work face. To achieve accuracy it is also best to cycle the fasteners five times before either calibrating or installing.

Using A Torque Wrench

If the stretch method cannot be used in a particular installation, and the fasteners must be installed by torque alone, there are certain factors that should be taken into account. ARP® research has verified the following “rules” pertaining to use of a torque wrench:

- 1.** The friction factor changes from one application to the next. That is, the friction is at its highest value when the fastener is first tightened. Each additional time the fastener is torqued and loosened, this value gets smaller. Eventually the friction levels out and becomes constant for all following repetitions. Therefore, new fasteners should be tightened and loosened through several cycles before applying final torque. The number of times depends on the lubricant. For all situations where ARP® lubricants are used, five cycles are required before final torquing. (continued on Page 8)

Proper Fastener Retention Continued...

2. The lubricant used is the main factor in determining friction, and therefore, the torque for a particular installation. Motor oil is a commonly used lubricant because of its ready availability. If less friction is desired in order to install the fasteners with less torque, special low friction lubricants are available. With special lubes, the required torque can be reduced as much as 20 to 30 percent. It is important to keep in mind that the reverse is also true. If the torque value has been specified for a particular fastener on the basis of low friction lube, installing the fastener with motor oil will result in insufficient preload; the torque has to be increased to compensate for the extra friction caused by the motor oil.

3. Surface finish is also important. For example, black oxide behaves differently than a polished fastener. It is therefore important to observe the torque recommendations supplied with each fastener.

NOTE: It is possible for even the most expensive of torque wrenches to lose accuracy. We have seen fluctuations of as much as ten (10) foot pounds of torque from wrench to wrench. Please have your torque wrench checked periodically for accuracy

The Stretch Gauge

We highly recommend using a stretch gauge when installing rod bolts and other fasteners where it is possible to measure the length of the fastener. It is the most accurate way to determine the correct preload in the rod bolt. Simply follow manufacturer's instructions, or use the chart on page 13 of this catalog for ARP® fasteners. Measure the fastener prior to starting, and monitor overall length during installation. When the bolt has stretched the specified amount, the correct preload, or clamping load, has been applied. We recommend you maintain a chart of all rod bolts, and copy down the length of the fastener prior to and after installation. If there is a permanent increase of .001" in length, or if there is deformation, the bolt should be replaced.

From ARP's website.
[Http://www.arp-bolts.com](http://www.arp-bolts.com)



350 Header Installation

Poston 350 header installation tips:

350 Buick headers can be installed without raising the engine off the mounts, in fact, on ac equipped cars, raising the engine on the passenger side will cause interference with the firewall a/c box.

This job is much easier with the use of a car lift, if you don't have a lift, you would have to get the car way off the ground because you have to angle the headers at a very steep angle to get them to go in from underneath.

Disconnect the battery and remove the starter. On both headers, the lower center bolt between the 2 center exhaust ports needs to be notched out so it is just a slot, I did this with a cut-off tool, a hack saw would work too. Also slot the 2 lower end holes and the center hole on the header gaskets. (this way the gaskets will slip in from the top with the headers hanging loosely in place.) On the driver's side header, cut the flange between #5 and #7 ports. With this out of the way, you can leave the dipstick tube installed in the block, trying to reinstall the dipstick tube with the headers with the flange in place can be very trying on your patience.

Loosely install the lower center header bolt on each side of the engine, make sure it is out just far enough for the header (now slotted center lower bolt hole) to slip over the bolt. This will hold the headers in place while you loosely install the front and rear lower bolts from underneath the car. With this step done, you can lower the car and slip the header gaskets in from the top, the 3 slotted holes in the gasket allows them to just slide in.

If the car is a/c equipped, removing the compressor and moving it out of the way will simplify getting to the passenger side bolts. Now install the 4 upper bolts on each side from the top side and tighten them. Now raise the car back up and tighten the 3 lower bolts (on each side) from the bottom side, the center bolt on the passenger side is very easy to access from the bottom with the starter removed, the driver's side is a little harder to get to, but it can be done.

If the car is an automatic, you will find that the cooler lines are very close to the headers, you can either wrap the tubes in a heat sheathing, or reroute the tubes from going over the top of the passenger side mount to going under the mount. This will require splicing the lines to get more length because...

Continued on Page 11

Joel Rothman's 71 Skylark "Old Blue"

For the last newsletter Joel Rothman sent me several pictures and faxed me an article about his 71 Skylark that he affectionately calls "Old Blue". Well, in my typical fashion I lost the printed material. But if you look just to the right you'll see Joel and his car.

Joel's car is very nice and those of you who have seen it will most likely remember the completely custom grill that he has on it, there is an alternative to buying NOS grills at twice what you paid for your whole car. Get with Joel for more information.

Joel Rothman - pjroy@attbi.com



Gary Ryan's 66 GS

In addition to Joel's car, I also promised Gary Ryan his glamour shot in the newsletter. This particular photo was taken at one of our Deerpark shows and this shot is featured on the Original Parts Group website in the "Download Photos" Section.

(www.originalpartsgroup.com)

Gary is just finishing up installing a 425 Nailhead engine built for some power to go with his recently installed 3.42 gears.

I would also like to take this opportunity to thank Gary for doing a great job setting up events this year.



Speed And Feed

By Dan Peper

October 19th we had our Speed and Feed. It turned out to be a good event despite fears that no one would show up. This may be an incomplete list but member's present were: Dan & Sahra Peper, Sheldon MacPherson, Len Bentley, Dave Benisek, Bruce Kent, Bill More, Tom Thurston, Scott McIntyre, Gordon Hanson, Doug Frasure, Sam Dority & Lou, Jim Cail, Sam Davis, and Gary Jacobson. If you were there and I didn't list you I'm sorry the list is off the top of my head!

Times seemed to be off for all who raced, Scott was running slower, partially due to a rear end gear change, Tom Thurston's 67 Special Deluxe 4 door v6 was down to 19's and 20's from his usual 18's, my GS 350 was a second and a half off at 16.5 from the last 3-4 times at Pomona running 14.9-15.2. This event was also the first time out for a couple cars, Gary Jacobson's 1969 GS 400 fully loaded and Len Bentley's 72 Skylark Stage2 monster. Gary's car only ran once and put down a 16.6 run with me at the wheel while in the next lane Tom Thurston drove my 69 GS 350, though the 350 car had a faster time by .3 I crossed the line first in the 400 because Tom was asleep at the wheel with a 1.2 r/t against my .7

Len almost didn't get to run his Stage2 car which showed up for its first public appearance taking a que from Doug Frasure by being in grey primer with the exception of some quick all red GSX stripes and a Super Comp hood for decoration. On Len's first attempt (right in front of me) he snapped the gas pedal retainer for his 10 gauge stranded steel throttle cable right after he staged, he was rolled out of the starting line back into the pits. Later I saved the day by using a nut and bolt I had (it was extra from installing the Supra Seats see page 5) and clamping it on one of the braids on the cable. It worked and Len did his first pass in the 15 second range, his 'budget' slicks roasting all the way down the 1/4 with the help of the 12 bolt w/spool in the rear axle. After that pass Len trailered up the car and went home. Bruce Kent was also there with Dave Benisek's former car, he was running in the 11's but I think I heard him say he was expecting a little faster. I think he made 2 runs and called it a day.

In addition to the racing several members showed up just to hang out and enjoy the potluck. Every body was having a good time shouting over the loud burnouts of the Super Comp funny cars and rear engine dragsters just 50 ft away, discussing Buick's, junkyard finds, racing, and whatever else was on their minds. The food was real good, Gordon brought a casserole that was worth driving the 90 miles on way alone in addition to plenty of soda and chips and some real good brownies and cookies.

Lets hope next year will be just as fun and maybe Faster for those playing on the track.

Dan

Dyno Day

By Dan Peper

October 5th a handful of us met at Superior Automotive in Anaheim for our first Dyno Day. We were all surprised that only one car showed up to be Dyno'd. This event could've been one of the most exciting events of the year as it is fun for the racer's and non-racer's and the spectators to see how much power is really getting to the wheels.

Gary Ryan, Sheldon MacPherson, Lon Storms, Daniel, and Sahra Peper showed up from the club. Only Lon Storms had his car on the Dyno. His 70 Stage1 4 speed put down a respectable 412 horsepower and about 475 ft/lbs of torque. He had two pulls on the Dyno and the owner of the shop gave him some good tuning advice based on his 40 some years of experience worth a hundred times more than the \$40 for the dyno run.

The facility is first class with several high dollar cars on lifts in progress for whatever the owner's wanted done. In addition to the 1250hp dyno they have a completely sealed in house engine building room and machine shop for full engine builds. If you are looking for a place that does high quality work in the north orange county area, this is your shop.

Many thanks to the people at Superior Automotive for treating us so well and additional thanks to Gary Ryan for setting this up. If we have another event here, I hope that more people will show up, \$40 is a steal of a price for what the Dyno will tell you about your car. Sheldon was so impressed that he said he will be bringing his car down there to have it run on the Dyno and tuned when his car is ready.

The normal price for a 2 hour Dyno session with tuning runs \$175. Even that is an excellent price for the quality of work and the vast knowledge that these guys have.

Dan

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Our chapter, the Southern California Gran Sports (So Cal GS), was founded by Oliver Colteryahn in March, 1992. Since then, our membership has steadily grown to over Seventy member-families. Like the national club, the primary purpose of So Cal GS is to share information about our Buicks and to participate in automotive events. We encourage the recognition, acquisition, restoration, maintenance and all around enjoyment of performance cars built by the Buick Motor Division of General Motors. Regardless of whether your car is a daily driver, show car, cruiser, street rod or race car: if it's Buick powered you're welcome to join.

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Continued from page 9...

they will no longer reach the radiator, if you are using the radiator cooler and factory lines.

With the headers modified as outlined in advance, the installation can be done easily in under an hour, this does not include the time to remove the stock manifolds, exhaust, or any accessories.

Without these modifications, you will spend possibly several hours as you curse those darn center bolts, fight with the dipstick tube reinstallation and trying to get to the dipstick retaining bolt after the headers are in.

This install was done on a 72 gs 350 convertible.

By Jim Burek
Article from Buickperformance.com



Socal GS @ Art Carr