



Carolina ROADMASTER

The official publication of the Carolina Chapter of the Buick Club of America

April-May, 2010 Issue 14

Spring

is here! Get out and drive!

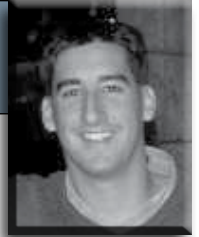


**BRIAN'S
TENACIOUS
TUBING!**

**ROB
JUMPS IN
HEAD FIRST**

DYNAFLOWING

COMMENTARY BY CLUB PRESIDENT BRIAN DePOULI



I am going to use my message from the director to update y'all on my restoration. This is mainly because I am at a complete loss as to what else to write about.

I've spent the past few weeks trying to get my '38 to start for the first time in over 16 years. I got a new wiring harness and installed that. Looks good. I then struggled a little bit with a dead battery, that was providing just enough juice for me to spend a while messing with what I thought was a bad starter. I put in a new battery and now everything cranks over great.

Now I have a spark or fuel issue, everything appears to be correct with the distributor and wires and I am getting spark to the plugs. The fuel pump is getting fuel to the carburetor. Other than that I am at a loss for ideas, but I'll keep trying. Hopefully by the time of this being published.

So since I can't get it to start and the weather is warming up it is back to body work. I have a right rear fender that I am skim coating with bondo.

Once I get it close I'll use a fillable primer to get the rest of the small imperfections out and on to painting. As for the left fender it needs a small metal patch and then I can do the same process to it. That leaves the front fenders, the only two major panels left to be painted.

The front fenders had rotted out at the bottom of the wheel wells, so I am having new wheel wells made. So hopefully by the end of the summer I'll have some great update photos to show you. I hope your projects are progressing well too.



Brian

THE FIRING ORDER

2010 CCBCA EVENT SCHEDULE

Sunday May 2 – Monthly Meeting and Chapter Picnic
Lenoir, NC. Free Event, Contact John Herold for more info at linherold@charter.net or 828-754-9651

May 11 - 14 – 2010 Buick GS Nationals
Beech Bend Raceway, Bowling Green, Kentucky
Contact CCBCA Member and Carolinas GS GN Director David Link at thelinkster3@gmail.com

Saturday June 5 – Cary, NC, BOP Show
Hosted by the Tar Heel Tiger Pontiac club at Hendrick Buick, Cary, NC. Go to www.tarheeltigers.org for more info

June 21- 24 - ROA International Meet, Hershey, PA
Contact Randall Crain at rivman65@aol.com or 336-431-3854

July 27-31 - BCA National Meet, Ames, IA
Carolina Chapter members attending please contact Brian DePouli at brian.depouli@att.net or 704-905-4989

Sunday August 29th - Buicks at Autofair
We have limited vehicle and spectator passes to this event. Free to chapter members, \$15 for non members. Event is 8AM to 3PM. Contact Jerry Bodden at jbsbuix@embarq.com or 336-627-9708

Saturday Sept 11 - "The Gathering" of the Buick Olds and Pontiacs
Held at Rooster Bush Buick, Hwy 321 Lenoir, NC. Contact John Herold for more info at linherold@charter.net or 828-754-9651

September 30- October 2 - Second Annual Southeastern Regional will be held in Knoxville, TN
Contact Randall Crain at rivman65@aol.com or 336-431-3854 for info

October 6–9 - Hershey Flea Market and Fall Eastern AACA Meet, Hershey, PA
Carolina Chapter members attending please contact Brian DePouli brian.depouli@att.net or 704-905-4989

Nov TBD - BCA South East Regional Tour
Hosted by the Bama Buick Chapter, more to be announced contact Jerry Bodden at jbsbuix@embarq.com or 336-627-9708

Nov or Dec TBD - 1st Annual Christmas Tree Run
Contact Brian DePouli brian.depouli@att.net or 704-905-4989 for more info.

Also Note...

Summer - First and 3rd Saturdays though mid September

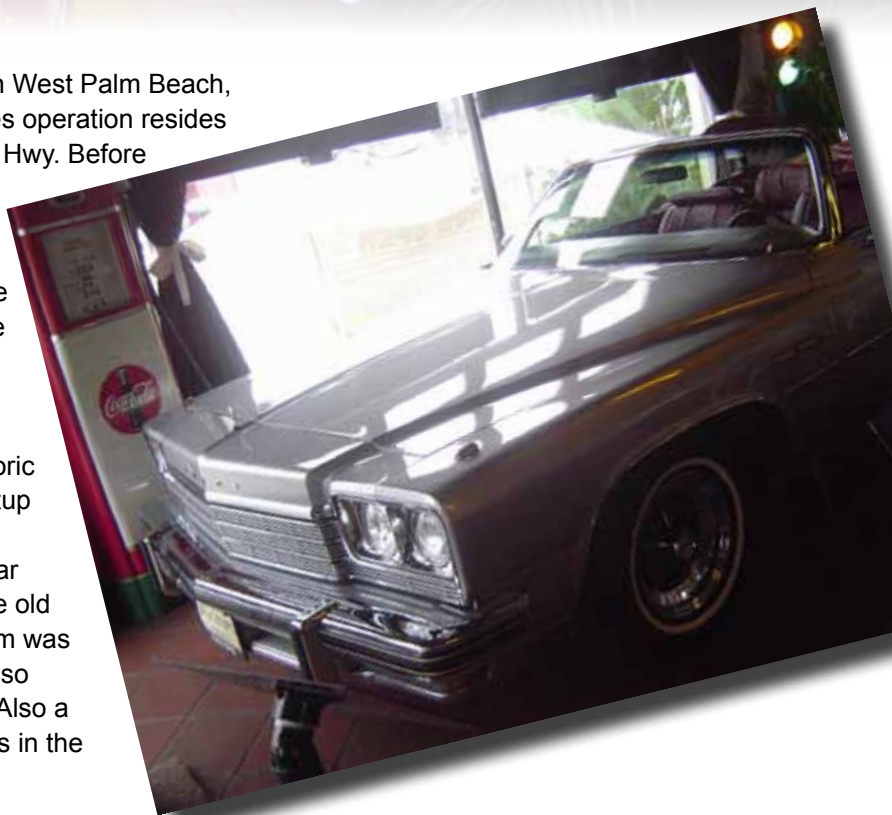
Lenoir Cruise-In at downtown Historic Lenoir, NC. Contact John Herold linherold@charter.net or 828-754-9651 for more info

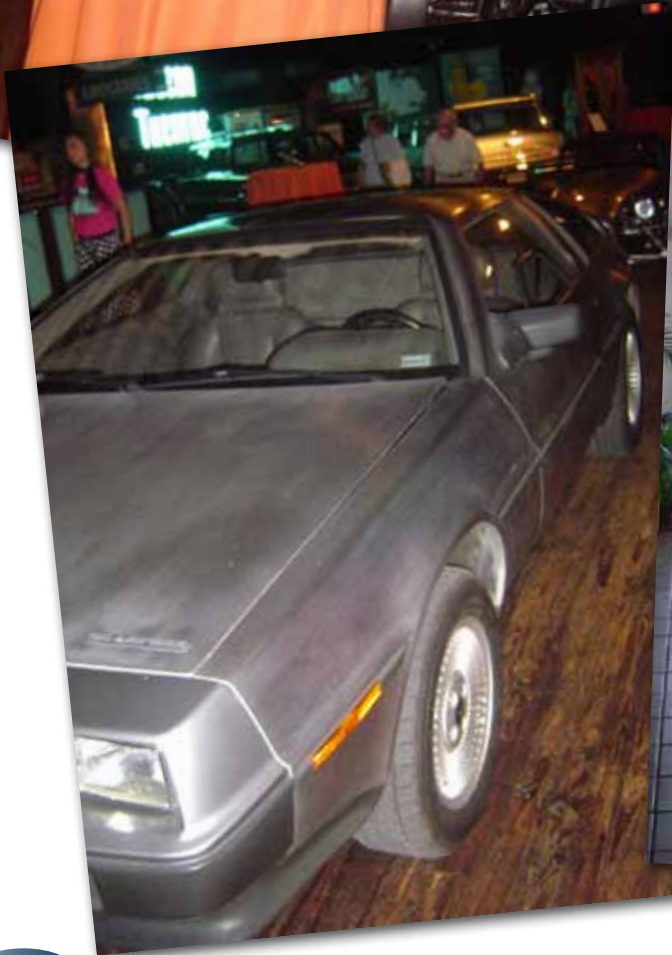
If you have an idea for an event please get it to Brian DePouli or Rob Grindstaff for inclusion in the newsletter and website.

Time STANDS STILL

Photos and Story by Brian DePouli

Not to long ago I visited Ragtops Motorcars Museum in West Palm Beach, FL. The three story museum and consignment car sales operation resides in a 1930's era Cadillac LaSalle dealership on S. Dixie Hwy. Before we talk about cars lets talk architecture. I love art deco architecture and old dealership oozes with it, but in a very southern Florida Spanish influenced way. Luckily the structure has been preserved along with the original car elevator and is a fitting home for an antique car museum. Approximately half the cars displayed are just displayed while the other half are for sale on consignment. Beside the cars there is an impressive collection of memorabilia both car related and just historic pieces of the 50's and 60's such the second floor is setup as a drive in movie theater. Even the staff is dressed in poodle skirts!! When I visited there were several pre war cars for sale including two LaSalle's which fit well in the old LaSalle dealership. Among other vehicle at the museum was a DeLorean front and center in the "drive in theater". Also an Amphicar was another unique vehicle in collection. Also a late 60's E-type Jaguar convertible was among the cars in the permanent not for sale collection.





HEAD FIRST

**Replacing those faulty head gaskets can be a challenge...
But it can be done with a little patience.**

Story and Photos by Club Newsletter Guy Rob Grindstaff

In all things automobile related, there are a few things that come to a shade tree mechanics mind when the words "Blown Head Gasket" are mentioned in conversation. I can tell you that most thoughts aren't happy ones.

If anyone has been keeping up with my Buick woes for the last 18 months they'll know that I had a nagging problem with my 364 Nailhead... Overheating. It wasn't constant but it was enough to cause me concern that something just wasn't right. Usually it would occur on my way back from a club event. In the warmth of the afternoon that temp gauge would start to climb. Sometimes very suddenly, only to return to normal within a minute or two. Sometimes a slow and ominous crawl to the "H" mark while the miles ticked away.

Last fall I got back from our afternoon at the AutoFair and parked Caroline in the garage. A few hours later I would always check her fluids and give her engine bay a good look over. When your car is 50+ years old and pretty much original, things tend to leak a bit.

I discovered a cake build-up of oil residing on the radiator cap. Uh oh... This ain't good. Now what? Where did this come from? Crap!. I called up a few club members and got the straight skinny. I'm in trouble. I got a major booboo I got to figure out how to fix.

A million scenarios started running through my head. I over

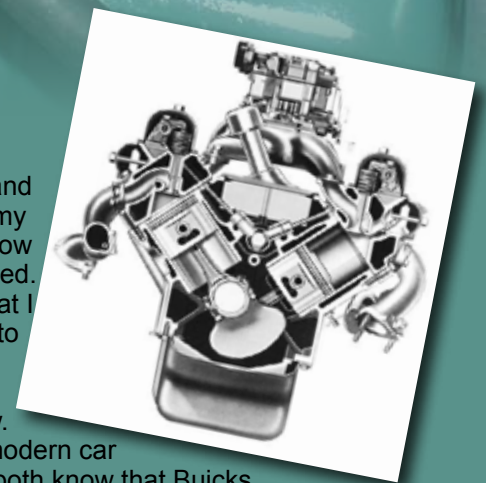
analyzed everything and began to work out in my head my options on how I can get this mess fixed. My conclusion was that I didn't have the funds to have Caroline hauled away and repaired by a person I didn't know.

Too risky. If it was a modern car maybe but you and I both know that Buicks can be eye-openers when it comes to the processes and technology that was used to make engines decades ago.

Go and get the shop manual and read... read... read.

Every indication pointed to the reality that I had blown a head gasket. The heat from overheating had took its toll on those gaskets and the break was allowing oil to slip over into the coolant passage.

It was time to jump in head first, but with calculated steps. I learned a few things along the way, which is why I'm writing this. I realize your engine is probably not the same as mine so I won't go into great detail about my specific engine characteristics or design, but rather give you some general step and time savers I picked up along the way.



TAG AND BAG EVERY NUT, BOLT, SCREW, AND WASHER!!!

First...We take a lot of stuff off, out, and away...

- Drain cooling system
- Disconnect all vacuum lines and fuel lines and clamp off
- Disconnect all coolant hoses and clamp off
- Disconnect water/coolant manifold
- Disconnect all electrical lines incl. coil and distributor connections
- Disconnect all spark plug lines and mark their numbers in firing order
- Disconnect throttle and kickdown linkage
- Remove temperature sensor from right head if applicable

Next...The heavier stuff comes off...

- Remove battery
- Remove carb and intake manifold as one unit, set in a safe place
- Remove power steering pump from mountings and set in battery tray
- Remove generator with mounting brackets and set in a safe place
- Disconnect exhaust manifold on both sides
- Remove rocker/valve covers and set aside
- Unbolt and pry up rocker arms and remove, set in plastic bags

TAG AND BAG EVERY NUT, BOLT, SCREW, AND WASHER!!!

NOW FOR THE HEAVY BITS!

- Remove the heads – Carefull... They're heavy!
- 14 bolts (3/4") secure each head to the block (on mine anyways)

Now to the Cleaning Phase!


- Send your heads and rocker arm assemblies to a reputable shop for cleaning and reconditioning, and resurfacing
- Use corks to plug the 16 pushrod holes to reduce unwanted debris in the lifter passageways
- Get gel engine degreaser and clean like a mad dog!!!
- Then clean it some more!!
- Then use light 220 grit sandpaper to clean the block's head gasket surface
- Then clean it some more! Then clean it with mineral spirits!
- Use a shop vac to suck out all the debris from cleaning from the piston chambers

Next...We put it all back together


- Place new head gaskets in position
- Get a buddy or wife or friend to help lower the first head into position
- Careful! Careful!! Careful!!!
- Torque that thing to OEM spec in correct sequence
- Put the cleaned rocker arm assemblies in place and torque to spec.
- Remove carb from intake manifold and clean it...then clean it again.... Prime it and paint it with Buick engine paint.
- Prime and paint rocker/valve covers and replace with good gaskets
- Put generator back in place, vacuum lines back in, gas lines back in, electrical parts back in, reconnect water lines, reconnect spark plug lines.
- Get the air cleaner in, coolant levels restored, and belts installed and tightened

NEXT STEPS:


- Dump the old oil and replace filter with fresh new one
- Start engine
- Get it up to operating temperature then immediately dump the oil again
- Replace oil and filter, add CamShield to oil
- Dump the coolant and replace with fresh coolant and Water Wetter
- DONE!!!!!!



Left side head and rockers in place



Both heads and rockers in place



Both valve cover assemblies in place



Finished!



Intake manifold and carb in place

Tenacious Tubing!

Brian DePouli gives his '38 a shot of ingenuity

Stainless Steel Brake and Fuel Lines

In my restoration efforts on my '38 Buick Roadmaster I wanted stainless brake and fuel lines for a clean finished reproductions for this car could have sent my reproductions made, wanted to handle and filter.

appearance. Finding original steel lines to several folks to have I chose to handle the task myself. Another good reason I it myself was because I wanted to add an electric fuel pump

So my first size lines (oil only retailer need there as tube cutter,

task was finding the correct tubing. Since I had three different lines being the third) and due to the length of the fuel line the meeting my needs was In-line Tube. I found a lot of the fittings I well .Next I bought the tools I needed, including a double flaring tool, and most importantly, a tube bender. I already had a burr remover.

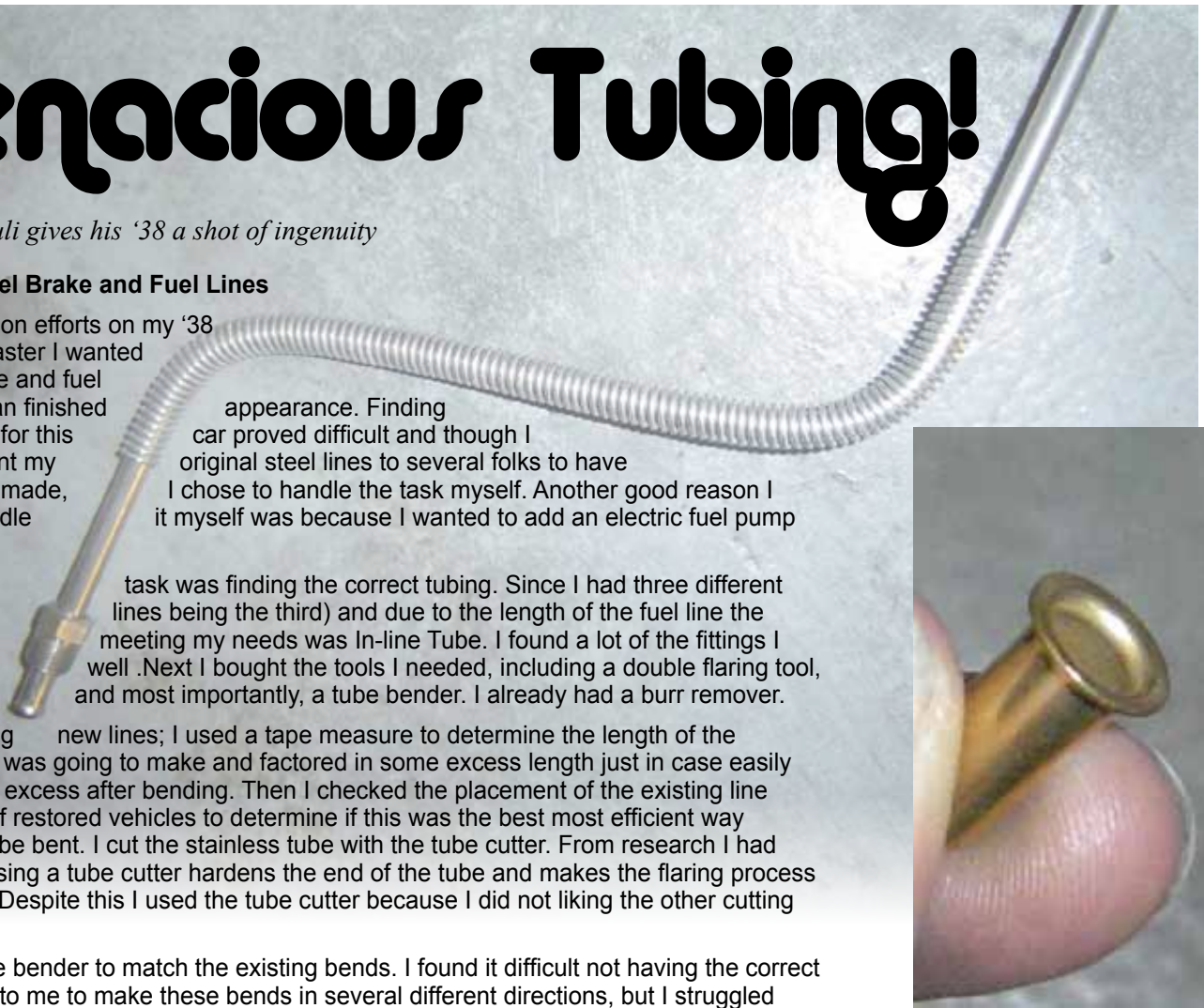
Then to making new lines; I used a tape measure to determine the length of the existing tube I was going to make and factored in some excess length just in case easily cutting off any excess after bending. Then I checked the placement of the existing line and pictures of restored vehicles to determine if this was the best most efficient way for this line to be bent. I cut the stainless tube with the tube cutter. From research I had learned that using a tube cutter hardens the end of the tube and makes the flaring process more difficult. Despite this I used the tube cutter because I did not liking the other cutting methods.

I used my tube bender to match the existing bends. I found it difficult not having the correct vise available to me to make these bends in several different directions, but I struggled through. Also it is important to note that it is important to make sure your bends allow enough tube for a fitting, flaring tool and the extra tube to be flared.

After all the bending was complete I flared each end of the completed tube. Make sure to put the fitting on before you flare. With normal steel tube it is possible to double flare by hand, with stainless, particularly after hardening with a tube cutter, double flaring by hand is not possible and only achieved by machinery. So I chose to single flare my tubing. First I deburred the tube, placed the correct inverted flare fitting on and clamped my flaring tool on to the tube with the correct amount of tube sticking out per the instructions provided with the flaring tool which ends up being about 3/16" to 1/4". I then used the flaring tool and flared the ends.

I didn't find out until after I had all my lines bolted in place and under pressure that I learned there is a step I left out. When double flaring, an important note to make, is that the outside of the tube is polished and the seem of the tube is smoothed so when double flared the outside of the tube becomes the mating surface. However with single flaring the mating surfaces is the inside of the tube. Therefore the seem of the tube, which is unpolished, doesn't seat properly with the mating surface and can leak. After researching this on the internet I determined I needed a brass insert to be placed inside the tube to crush between the two mating surfaces and properly seal the inverted flare fittings together. Fittingsandmore.com proved a valuable resource for these. Due to the clamping process these inserts fit snugly and required a little WD-40 and a little tapping to seat them in the tube. Once all lines were back in place with these inserts I no longer had leaks when the lines were under pressure.

My final lesson – These fuel and brake lines are reproduced in stainless for my 1969 Dodge Charger, so I suggest if you can buy them it's worth it. If you can't then it wasn't overly technically difficult to make my own, but I learned a lot of lessons while doing it and it is time consuming to do it right.



NEW MEMBERS

Bruce and Vicki Hull BCA#45170
Charlotte, NC 28277
1955 76C (Roadmaster Convertible)

Stephen Gupton BCA #45113
Winston Salem, NC 27104
1927 Series 47

Bill and Gayle Murray BCA #45162
Easley, SC 29642
1970 45467

Robert Mulholland BCA #45218
Greenville, SC
1916 D44

David and Lisa Lineback
Winston-Salem, NC
1987 Regal GN

STABILITRAK

Monthly Meeting Schedule

Monthly meeting occurs 2PM on the first Saturday of the Month at Streetside Classic Cars except for April and September when our meeting occurs at our Charlotte Autofair car show events.

Upcoming Meeting Dates:

Our first meeting of 2010 is coming up the 1st Saturday in February (the 6th) at 2PM at Streetside classic cars.

The agenda for the first meeting is to review the upcoming years activities, also to review the upcoming bid for the 2010 National. Brian will be meeting with the Cabarrus County Convention Bureau on the 4th so he'll have a good update.

For directions to Streetside Classic Cars go to www.streetsideclassiccars.com or our website.

Below is a small map



FYI

CAROLINA ROADMASTER is published bimonthly or whenever editorial content becomes available but no fewer than quarterly. Information contained in CAROLINA ROADMASTER is compiled from a variety of sources, and the Club cannot always verify its reliability.

The ideas, opinions, maintenance and modification tips expressed are to be used at the reader's discretion. Address all comments, suggestions, and submissions to the Newsletter Editors, or any club officer.

The Carolina Chapter of the Buick Club of America operates as a nonprofit organization and relies heavily on volunteer services.

Sponsorship of events, production of the newsletter, and other expenses constitute a financial burden that must be borne by the membership. Make your Buick experience more enjoyable...join and participate.

How To Join.....

To keep the Club meaningful and solvent, we need your support. Annual dues are \$20.00 per year and expires one year from the date you become a member. Checks should be made out to the "Carolina Chapter/BCA" and mailed to:

Brian DePouli 3026 Silver Birch Dr, Charlotte, NC 28269 704-905-4989

Our membership drive is open for all who want to participate. The only requirement is that you must be a member of the Buick Club of America. Their annual dues are \$50 minimum. To join go to www.buickclub.org or phone 614-472-3939

Place a copy of our calendar (jot a note if you would like) on any Buick, preferably when it's parked. We are an active club and want to "show off" what is available. It is that easy!

VALVE-IN-HEAD

CAROLINA CHAPTER OFFICERS

The Carolina Chapter of the Buick Club of America

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Newsletter Editor:

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704-460-0822

Officers are elected for one calendar year term. Nominations for board are due to newsletter editor by July monthly meeting for Sept elections.

NEWSLETTER DEADLINES:

Deadline for submissions: last day of odd numbered months.

Mailing Date: 15th day of even numbered months.