



# The Porthole



September/October 2019

## Newsletter of the Mason-Dixon Chapter of the BCA

### UPCOMING EVENTS -- MARK YOUR CALENDER

Mason-Dixon chapter items are in red

## 2019

**Saturday September 21 – Neffsville Car Show**

**Sunday September 22 - Chapter meeting, 3:00 p.m. - C&D Bar & Grill, New Oxford PA**

**Sunday September 22 – VFR-CLC show at Lahaska (Peddler’s Village) – starts at 9 a.m. - all GM cars welcome**

**October 2-6 – Fall Carlisle**

**Tuesday October 8 (afternoon) – AACA Library “Yard Sale” for Literature**

**October 9-12 – AACA Eastern Division Fall Meet, Hershey, PA.**

**Sunday October 20 – 9 a.m. to 4 p.m. – Historic Car Club of Pennsylvania Annual Fall Meet at Delaware County Community College – street address is 901 Media Line Road, Media PA**

**Friday November 1 – Autos & Ales at AACA Museum**

**Sunday November 3 – Antique Auto Car Corral & flea market at Classic Auto Mall in Morgantown**

**Sunday November 24 - Chapter meeting, 3:00 p.m., Hoss’s Restaurant, Gettysburg Pike, Mechanicsburg, PA.**

## **2020**

**July 15-18** – BCA National Meet, host hotel is Holiday Inn in Strongsville, Ohio (Cleveland area), hosted by the Northeast Ohio Chapter.

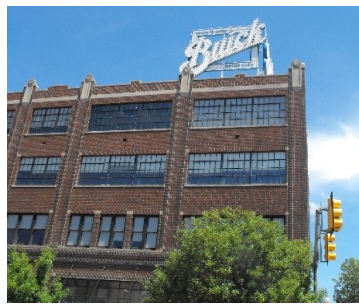
**Friday July 17** - Buick Heritage Alliance Annual Awards Banquet at Michaud's Catering and Event Center, 16808 Pearl Road, Strongsville, Ohio. (1 mile from the BCA 2020 Annual Meet Host Hotel). 5-10 pm. Buffet Dinner with a Cash Bar. West Peterson, Editor-In-Chief of the AACA will be our guest speaker. \$50 a person; \$90 a couple. For additional information, contact Jeff Brashares at [Jeff.Brashares@sunteckts.com](mailto:Jeff.Brashares@sunteckts.com).

***Support your Buick Club events! There are many car shows, but no others that focus specifically on our favorite marque.***

**Please Note**....if you'd like to submit any information, articles, cars for sale...whatever....contact newsletter editor John Hess at (717) 757-7666 or via email at: [hocusfocus@verizon.net](mailto:hocusfocus@verizon.net) or via snail mail at 1285 Christensen Rd., York, Pa. 17402.

## Directors Message

The summer is slipping by and I am afraid I will not get to half of what I wanted to get accomplished. We have not attended any car shows other than the Nationals and our own at the AACA museum. Just busy with life I guess. Now that “Beulah” is running much better we have simply been driving her as much as possible so we can rack up some miles then change out the “Break in Oil”. You will find 2 articles dealing with my cars later in the Porthole. I was able to come up with the National photos that I could not access last issue.



**The 2 Buick dealerships along our tour of “Auto Alley” in downtown Oklahoma City. The first shows the pre 1912 building where I believe my paper weight came from. Joan holding it up at the bottom of the photo. The second photo is of the 1927 building where we had lunch at the 5 star restaurant on the ground floor. Some of our tour group at the lunch. Weather was a glorious 80 degrees for most of our stay. They even had a lovely Buick on display. A 1935 56-C.**



**Joan with Jay Bush and Duke at the Bush's Plant at Chestnut Hill Tennessee. A nice stop on the way back home. About a 2,900 mile round trip.**

Once back home, I posted to our group the sale of a 1962 Skylark Convertible in Fayetteville, near me off of route 30. Since there was no interest from our group I posted it for sale on the BCA “For Sale section of the AACA forum. I have not heard of its disposition as it has been over a month since I posted. But I know the family had to liquidate the estate quickly. I also helped Pete Rambis with machining some bushings for his “new” 1927 Master Sport roadster so he can adapt Buffalo wire wheels which make it a really sharp car.





1962 Skylark Convertible      New "Buffalos" on Pete's car. He is considering red powder coat. I vote yes!  
Hopefully the fall will provide some time for us to come together as a group. Pete and I will be working on a project with the AACA museum that has had a 1926 Buick model 51 Brougham donated in partially restored condition. The concept is for the Museum to set up a work in progress display. More on that as we get further involved. I thank Richard Sills for getting us involved.


I look forward to seeing all at the September 22<sup>nd</sup> meeting at the C&D.  
Larry

**As I have threatened, if I had no submissions from the membership I will publish a meatloaf recipe. This first one is from a 1971 Children's Cook Book**

## MEAT LOAF

(Makes 4-6 servings)

$\frac{2}{3}$  cup (small can) *undiluted*  
Carnation Evaporated Milk  
1 egg  
 $\frac{1}{2}$  cup cracker crumbs  
1  $\frac{1}{2}$  pounds ground beef (chuck is good)  
1  $\frac{1}{2}$  teaspoons salt  
 $\frac{1}{4}$  teaspoon pepper  
1 teaspoon dry mustard  
 $\frac{1}{4}$  cup chopped onion  
 $\frac{1}{2}$  cup chopped green pepper



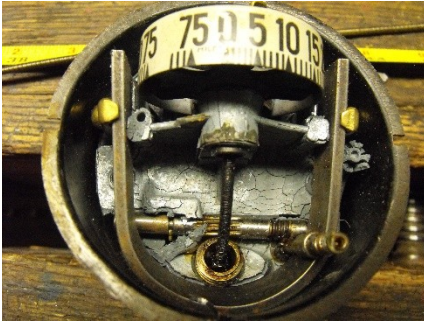
1. Before you start, ask Mother to turn on the oven for you to moderate (350° F.)
2. Put all ingredients into a large mixing bowl.
3. Mix all ingredients thoroughly with a wooden spoon.
4. Line a medium-sized loaf pan with heavy waxed paper. (This makes it easier to take the baked meat loaf out of the pan. And the pan is easier to clean, too!) Spread meat mixture in pan.
5. Put meat loaf in the oven. (Be sure to place it in the *center* of the oven for even baking.)
6. Bake meat loaf one hour in the pre-heated oven. Take out of oven *carefully* with pot holders.
7. Turn meat loaf out on platter and remove waxed paper.  
HINT! Allow your meat loaf to stand about 10 minutes before removing it from the pan for easier slicing.

**So... If you don't want more of these, PLEASE send in something of mutual interest. A story, an ad, a how to procedure, shop/supplier recommendations.**

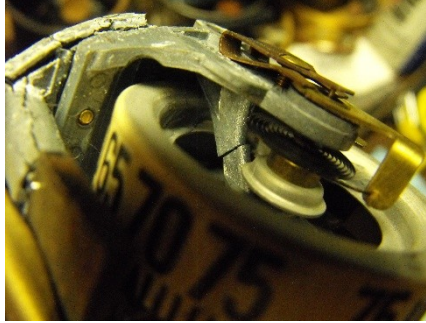
## Speedometer Challenge Larry DiBarry

One project done in the cool basement during the heat of early August was trying to put together a functioning speedometer. The AC units of the time were prone to having the component castings swell, crack and distort.

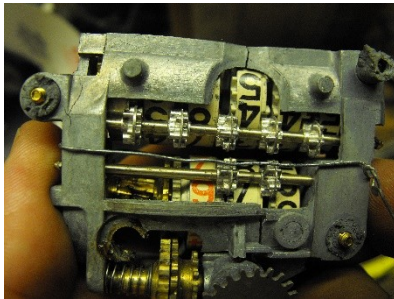
**Miracle Material of the 1920s “Die Cast”.** Of course these cars and their components were engineered for a life span of 5 to 10 years at the most. Not 95 years! If you find one, shake it and if it rattles it is pretty much junk. I do not know how many “rattlers” I picked up at Hershey only to be told by the seller that it was a good unit. I did find one with a great main casting and was able to salvage other sections from the 2 junk units.



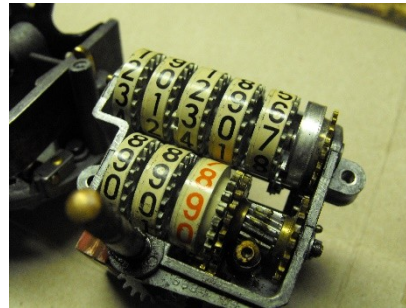
Severely cracked unit. I had to cut the case to remove.



Broken MPH drum balance “Yoke”



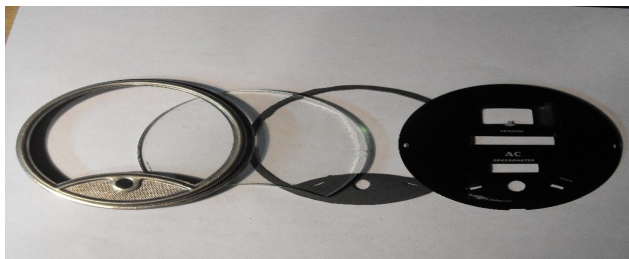
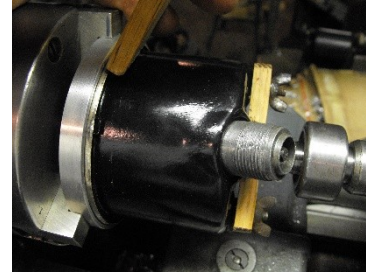
Trashed mileage wheel section.



Much better un-cracked mileage wheel section with trip odometer stem.



“JB Weld” of broken Drum Yoke legs. Then to be filed to fit. I made a form to fit the bezel in order to re-set the edge over the case flange. Using my lathe and tail center for a work arbor.



Polished bezel with replacement glass, new gasket and re-painted face.



Finished AC unit.

Well, I did make one up with good sections from 3 units. It now resides in Beulah’s dash. It does work and look good....Unfortunately it is 13mph low on accuracy. But at least I know how many miles I travel!



## Timing Gear Replacement. Larry DiBarry

One Sunday in September over a year ago our 1925-45 Master, that had been running great; coughed, sputtered and had a thumping sound coming from the engine, then quit and would not start. On no... I thought a rod! Since then I did determine the timing gear was the problem. Now that our 1925 Standard "Beulah is back on the road, recently I finally got around to digging out the stripped timing gear out of "Remley".



Wife Joan with our on the road again "Beulah".

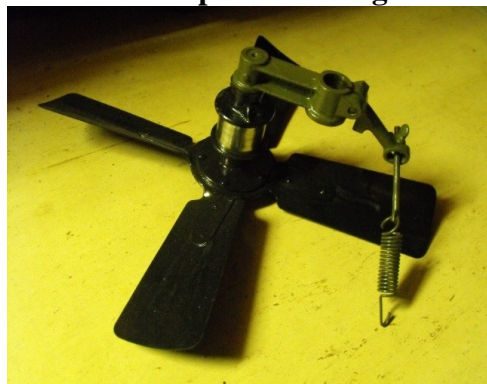


Dave Blaufarb and his 1928-25 in front of the In-capacitated Remley".

The first step was to remove the hood and radiator for access. These Items are both awkward and or heavy. Especially trying to do this yourself! The headlights can remain but remove the headlight tie bar. Next, I loosened all the splash shield fasteners and removed the nuts on the engine side since I will later be removing the oil pan. I removed the fan and hub assembly. I have to make a sealed bearing unit for the 1925 style unit.

Correct 1925 Fan unit.

What was on this car was from the spare 1924 engine that came with the car.



To gain more working space I removed the "WEED" bumper and the mud pan. (I might as well paint that now.) I knew that the exhaust gasket was leaking so I removed the manifolds so I could to have them surfaced and cleaned up with a new gasket. I can then clean up and paint the engine a bit.



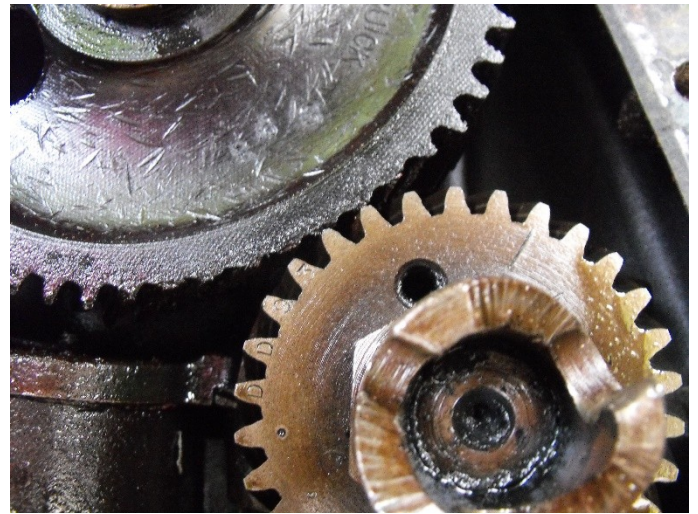
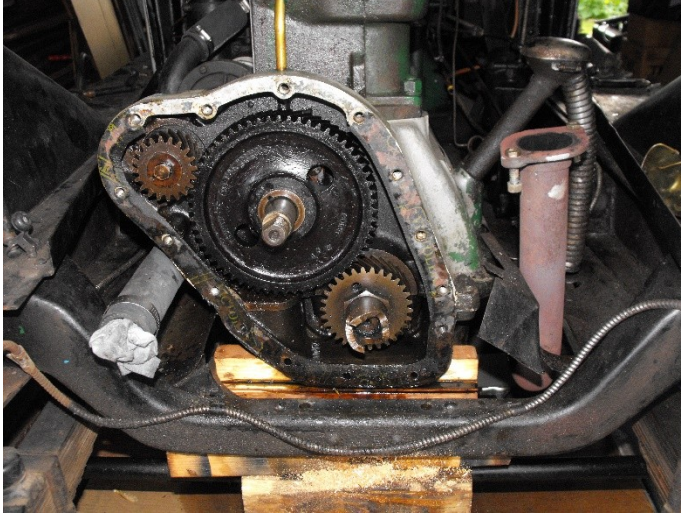
A lot of exhaust leakage staining the John Deere Green.

Finding a secure lifting spot is a bit problematic. Where I am working at in front of the car I could not use the

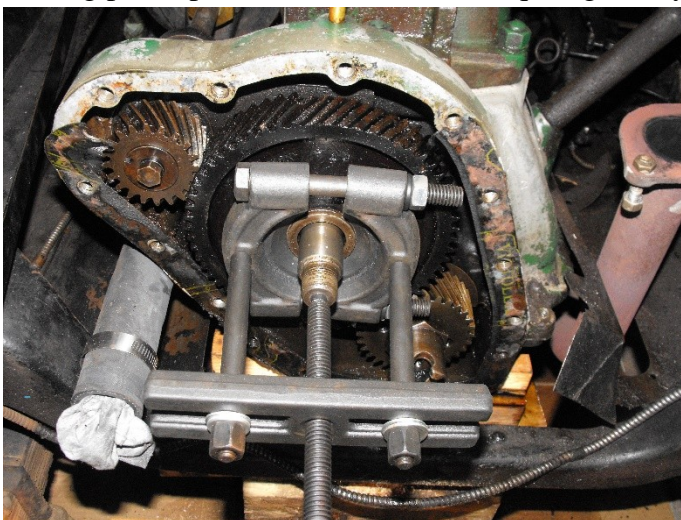


engine hoist. So the floor jack was to be used. There is a good solid cast iron section before the oil pan I just had to fit a wood block and space in with some filler pieces since the lifting spot is between the axle and the tie rod. I loosened the motor mount bolts at the rear of the engine to the frame so the engine could pivot up. I jacked up the engine so the front timing cover would clear the front cross member for removal. With the head on the engine it is tight at the rear and pushes in the firewall a bit. It was much easier to remove my Standard engine from "Beulah" as I had already removed the head and had a bit more space.

The fan pulley was easily removed as were all the front cover bolts. 1 1/4" socket for the pulley retaining nut. It is right hand thread. There is a special extension bolt at the far left (looking at the front) for the tension spring on the fan hub assembly. Careful with the removal of the cover as I have seen a few broken ones. Also the bolts on the upper section thread into the aluminum crankcase. I was not prepared for the amount of oil left in the cover chamber. What a mess along with the chewed up gear teeth!



I used a puller set that I got at "Harbor Freight". It has been invaluable since I have become an early Buick owner! On the front of the gear hub there is a shoulder with about a 3/16" wide recess that I was able to use with the bearing puller pieces. It took a lot of torqueing on my part but it finally broke loose.



Comparison of how much of the original fiber "Textolite" gear on the left was chewed up (almost 8 teeth gone) with the much nicer gear on the right I bought from Fred Rawling at the Oklahoma City Meet. Thanks Fred! Now to scrub all the adjacent gears and clean out the chamber to prep for reassembly. Also I want to paint the cover and fan pulley. More later as things progress.....



## ***AACA MUSEUM NEWS FROM RICHARD SILLS***

On a recent visit to the AACA Museum, I saw the recently-donated Buick (picture below). I learned that the car had been owned by the donor's family since 1926. In that year, the Buick's prior owner owed the family some rent, and they accepted the Buick in payment of the rent obligation. The car is titled as a 1911, but the donor's family has always believed it is a 1910 model.



A 1926 Buick Master 6 Brougham that has been donated to the AACA Museum. The donor's husband had been working on the car until he fell ill and passed away. The chassis and engine were restored and the wood was either repaired or replaced.

He also found NOS front fenders and splash aprons for the car.

As we all know, when a hobbyist dies leaving an unfinished restoration project, there is no way to predict what will happen to the incomplete car and the surrounding pile of parts. What was done in this case should assure a happy ending for all parties, including the 1926 Buick!

We are arranging for the car to go to the Pennsylvania College of Technology in Williamsport to be assembled and finished by the students who are studying automotive restoration. In the meantime, it is on display to show Museum visitors how much wood is used in the structure of the cars of that era.

### **Two other Buick-related items:**

1. The Museum also owns a very unusual 1937 Buick – it is a carved-side hearse, that was used by a funeral director in a small town upstate. I have seen very few of these over the years. The ones I have seen have been Cadillacs or LaSalles; this is the first Buick. The '37 is in very good original condition, and would be interesting to display next year when we have our Mason-Dixon car show.

2. I selected a spot for the Mason-Dixon Chapter brick. It will be placed right above a brick that honors the Freysinger dealership. There is ample room around it for club members to buy personal bricks, if they wish to do so. Eventually, the areas that are now blank will be filled in with bricks bearing names, so if any club members want to buy bricks and have them placed close to the Chapter's brick, it's best to act sooner rather than later.

Richard



## Photos from the 2019 Oklahoma City BCA Nationals



Line up for a tour in front of our motel.



Friend Larry Schramm's 1915 Truck and Obermeyer's 1908 Model F ready to give a ride.



1957 Caballero



1958 Caballero



1953 Skylark



Joan greeting 36-38 Club friends the Artalls.



Pete Phillips unrestored 1946 Roadmaster.



Modified 1927-24 Sport roadster.



1948-41 on Route 66 tour at old Phillips station.



My judging responsibility Classes A 1903-1914. B 1914-1935. C 1936-1939.



Rare 1938 Century Phaeton.



1949 Roadmaster Convertible.



1975 LeSabre Convertible with a 1932 90 series in the back-round. I remember prepping the same color LeSabre Convertible for a used car customer at Pizzica Buick in 1976. It was one of the boss' demonstrators.

There are more photos that were posted on the BCA forum that were taken on Saturday of newer cars. I was busy with judging so I could not take any. There was a very limited variety of cars around to photograph until the day of the show. Of course then I was busy and really did not get to see any other cars except what I was to be judging with my team. By 2:30 after all the judging forms are turned in the lot was nearly empty. Many of the posted photos show all the cars with their hoods up which I dislike when taking photos. I agree with Karen Beckley on that point.

## *Member needs our support*

Longtime Mason-Dixon member John Kuchtiak is going through some rough health issues. I am sure he would appreciate our support and prayers for his successful procedure and recovery.

Larry

## For Sale

### Parts For Sale

Set of 1969 Electra tail lights. Used condition. \$50.00  
1969 Electra 4 dr. Rocker stainless. \$20.00  
1949 Buick radio with nice chrome grill. \$100.00  
1969 Le Sabre Convertible deck lid. \$50  
1937 series 40 headlight pods and misc. pieces from Jack Frank's estate.  
If someone needs it I may have it.  
Larry DiBarry 717-263-3804

## **Wanted**

old signs, automobilia, petroliana, old gas pumps, barber shop collectables, etc.  
Contact Dick Beckley at [dbeckley@epix.net](mailto:dbeckley@epix.net), phone 717-395-7128. PO Box 128, Lewisberry, PA 17339.

## For Sale

1971 455 CID Engine with (2) cylinder heads. (2) valve covers. Intake manifold. (1) 4 BBL Carb. (1) Air cleaner from a 1971 GS. \$600 for All. Fred White 717-767-8903



## FOR SALE

### 1962 Buick Skylark Convertible.

215 V-8 4 BBL carb 86,679 original miles. \$4,500 O.B.O.



Owner presently is in a nursing home. Family must liquidate because of sale of the home. Very solid presentable car with some minor rust in rear fenders.



About 1/2 the paint is original and in need of some touch up. Decent chrome. Very nice top which is around 10 years old.



Front seat needs repair of some split seams. Dash needs redone. But, all things considered it looks to be a nice driver condition car. Recent complete engine rebuild, rebuilt Dual path transmission. All new brakes, lines, hoses and wheel cylinders. New Waldron exhaust. Radiator re-cored. The owner could no longer work on the car and some of the engine components have yet to be reinstalled. (Carb, battery box and radiator.) Everything else seems to be in place. Seller has all the invoices for work done.

Contact: Scott Beaver 717-359-0911 or Brittany Beaver email [britnoss90@gmail.com](mailto:britnoss90@gmail.com)

Location: Fayetteville PA. South Central, PA. Just off Route 30 between Chambersburg and Gettysburg.

## For Sale

1955 Buick Super Convertible **Submitted by Dick Beckley** This car is a very nice AACA Senior car that has been owned by the owner since 1989 and they are the 3rd owners. I have personally known the Weidenmeyer's for many years as well as this car. Rodney died in early 2017 and his widow is 83 and needs to sell the car. It's a great driver and shows very well and I'd add it to my collection if my garage was not already full.

Description is as follows:

One of 21 registered and never trailered. All books go with the car.

322 CI nailhead, 236 HP

Cherokee Red/w red leather

Variable pitch Dynaflow, 0-60 in 11.2 seconds

800-15 Wide Whites with Kelsey-Hayes Wire Wheels

Asking \$55,000

Connie Weidenmeyer, 206 Lincoln Dr., Reading, PA 19606-3629 Phone: 610-372-0264

## For Sale

2009 BUICK LUCERNE CXL-3. White Diamond with Titanium leather interior, one local owner, 13,700 actual miles, like new inside and out. Very well equipped including chrome wheels, heated seats, power seats and lumbar controls, rear parking sensors, blind spot warning lights, plus much more. If you wished you could buy a new Buick Lucerne for about 1/3 of the original list price, this is the right car. \$12,500. Paul Sevag, 610-496-4246

## For Sale

*I have a 1970 Buick Wildcat, all original and stock, located in Ocean City, NJ. Considering selling to right buyer. Car needs body work due to rust, but has decent interior and 455-4 engine. would need to be towed. Here's a video that shows all ...[https://youtu.be/aESicCtP\\_GM](https://youtu.be/aESicCtP_GM)*

*If you know anyone who is interested, please let me know - Jerry 646-267-2014*





Paul's Garage/Wolf's Bus Lines

First Annual

'Paul's Garage Gathering'

186 Old US Route 15

York Springs, PA

Sunday, October 13, 2019

ALL VEHICLES ARE WELCOME!

Classics, Rat Rods, Trucks

Hot Rods, Antique, Custom

AND MILITARY VEHICLES!

No registration, no judging  
and, no charge for food!

Donation bucket present

Bring your ride and brag.

9 AM until? See you there!

Buick Owners of Maryland  
33rd Annual

# ALL GM SHOW

September 29, 2019



In 2018, the Dealer's Choice Award went to Dave Lagna's 1966 Chevelle.

ADVANCE REGISTRATION: \$12 DEADLINE: September 1, 2019

REGISTRATION AT GATE: \$15 Judged or not judged

GENERAL ADMISSION FREE

**SHOW SITE:** Boyle Buick-GMC Truck 3015 Emmorton Rd Abingdon, MD  
**Registration:** 9:30 to 11:30 a.m. **Peer Judging:** Noon to 2:00 p.m. **Awards:** 2:30 p.m

NAME \_\_\_\_\_ BCA# \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

EMAIL \_\_\_\_\_ ARE YOU A MEMBER OF THE BUICK OWNERS OF MD? \_\_\_\_\_

ESTIMATED NUMBER OF MILES DRIVEN TO BOOM SHOW \_\_\_\_\_

All cars must be on the show field by Noon, Sunday, September 29.  
Show will be held rain or shine. All vehicles to be judged MUST have a fire extinguisher.

CAR#1 \_\_\_\_\_ \$ \_\_\_\_\_

Year Model Name Color Class

CAR#2 \_\_\_\_\_ \$ \_\_\_\_\_

Year Model Name Color Class

Total Amount Enclosed \$ \_\_\_\_\_

Please make checks payable to: Buick Owners of Maryland  
Mail Check and registration form to: Buick Owners of Maryland  
c/o Raymond Price  
20 Spring Glen Ct.  
Cockeysville, MD 21030

For Information Contact: Raymond Price (410) 812 8477  
rsprice2@netzero.net  
Craig Bober (443) 904-4200

Directions from I-95:  
Take exit 77B towards Belair. At the first traffic light, turn right onto RT924 (Emmorton Rd)  
Dealership is about 1 mile up Emmorton Rd on the right.

For more information about the Buick Owners of Maryland see our website @www.bcaboom.org

There will be no classes this year. As in the past, show cars will be judged by their peers and the top ten cars will be awarded prizes.