



The Porthole



November/December 2020

Newsletter of the Mason-Dixon Chapter of the BCA

UPCOMING EVENTS -- MARK YOUR CALENDER

Mason-Dixon chapter items are in red

Fall 2020

Sunday November 22nd - Mason-Dixon Chapter Membership Meeting 3:00 at C&D Grill and Bar Route 30 Near Cross Keys. Come for dinner first then meeting. Since we could not schedule a Christmas get-together at the Brownstone for December this may be the closest we have as a holiday gathering. The C&D at this time is still good for our group of around 15. Again, restrictions may change our ability to meet as a group.

Then the calendar comes to a screeching halt.....

Seems that the BCA the AACA, VCCA and HCCA have nothing coming up until March. If anyone else has an activity to get to please let us know.

Hopefully we will still have Thanksgiving, Christmas and New Year's celebrations with our families. It will truly be a different experience for all. Only the virus will tell....

Sunday January 24th 2021 - Mason-Dixon Chapter Membership Meeting 3:00 at C&D Grill and Bar Route 30 Near Cross Keys. Come for dinner first then meeting. Yearly election of officers.

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

Mason-Dixon Club will be collecting no dues for 2021....every member gets automatic renewal, since we really didn't do anything this year (2020) that cost us any \$\$\$.

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 or via snail mail at 1285 Christensen Rd., York, Pa. 17402.

Congratulations to Jack Ulrich on his "NEW" car!



Jack acquired the Reatta at the end of September from Marck Barker of North Carolina.



Marck with the Reatta when visiting Jack.
We wish Jack and Joan many happy miles!

Directors Message Fall has fallen.... we hope you are still exercising

your Buick. I have tried to get some things done on my cars. Some of the jobs are decades overdue! (See **SHOCKED** elsewhere in the Porthole.) We have been restricted on participation because of our care of Joan's mother. This has limited us to local venues such as cruise-ins (where they have been allowed to proceed.) I had a full calendar of activities, meets and shows to choose from into the fall if you consult our calendar there is a HUGE vacancy. Many of those were canceled and some are still iffy depending on the whim of the **VIRUS** and out governing officials.

Joan and I were able to participate (as passengers) with a Horseless Carriage Club Nickle tour at Burkittsville MD. October 24th. It was so nice to get out with likeminded enthusiasts for a 70 mile drive through the Frederick region to do some "leaf peaking".



Early morning gathering at Burkittsville. Tour participants at the Gambrill Park overlook. Joan and friend Dave Blaufarb

I also met some fellow "Buick Buddies" at the Pre-War swap meet at Luray Virginia October 6-8th. We had hoped that there would be more vendors since the cancelation of Hershey. A few more than we saw the previous year but still pretty slim. I would compare the amount of vendors to one half of one side of one row of the North Chocolate field at Hershey! But it was a beautiful day and even got a photo of a restored Sinclair station along the way.



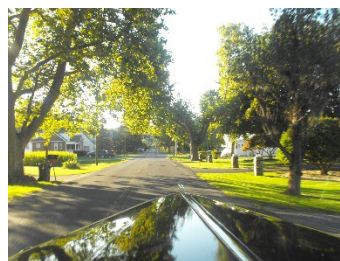
1921 Packard for sale.

Buick Buddies at Luray

Restored 1930 Gas Station at White Post VA.

The AACA fall flea market was canceled BUT! I was able to register my 1937 for the driven class at the Fall Hershey car show. OOPS.... That was canceled also... BUT! It has been moved to the Windam property at Gettysburg so we are still taking the 1937 entered in the driven class.

Our shared health concerns will make all of us leery about gathering in large groups for a long while. Our September 20th Mason-Dixon meeting was more of a small get-together of 4 in attendance.



Even Dave Hare showed up with his Buick.

Lovely drive home on old route 30

No real business was discussed. Only Buick people glad to socialize again. At our July meeting Chris Calabrese suggested a northern meeting venue at the **Market Cross Pub** in Carlisle. When I inquired, they required a \$50.00 reservation fee for their meeting room. I begged off.

I am scheduling a November 22nd meeting at the C&D grill, hopefully with better attendance as this will be our only get together for the holidays.

Praying for all. Be well. Stay well.

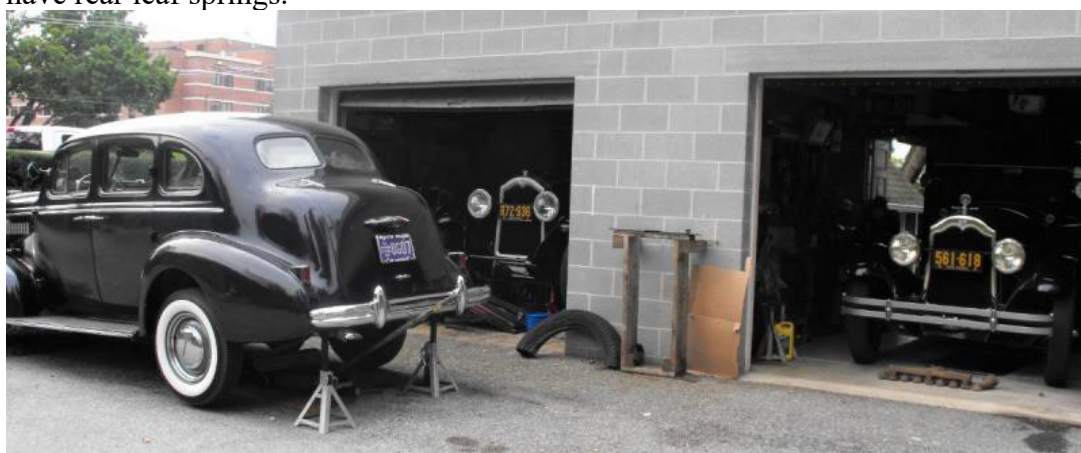
Larry

SHOCKING!

I finally got around to changing out the "Knee Action" shocks on my 1937 Special after reading a post on the AACA Buick Pre-War Forum. The Forum thread dealt with "1940 weak bouncy ride" This is how I responded to the original poster.

Robbie: Thanks for the incentive for me to tackle my changeover. I bought a set of rebuilt shocks at Hershey in 1989. Other things got in the way and I did not begin to get the car back on the road for another 23 years. I did not even think about the shocks until I experienced the "bouncy ride" you described. Overall I think your 1940 shocks are easier to service than the ones on my 1937. My fill hole is on the side. The units are well buried inside the upper frame.

The removal and installation of these shocks was a trial at best. I know now why I put it off for over 30 years. The only convenient way to actually fill the shocks in place one would have to have the car on a lift. My garage is not very deep and already crowded with stuff for the other Buicks. Since we were expecting no rain, I did the job outside in the alley driveway. Just trying to manipulate the jack inside was going to be a problem. The 1937s still have rear leaf springs.



In the photo I have yet to add the (2) 5" lifting boxes as this set up still did not allow me enough space and drop on the rear axle to remove the shocks. The shocks have to be snaked out of the frame at the front shackle of the leaf spring. The lever has to be at the perfect angle for the unit to clear the leaf spring at the shackle.

The stuff I drained out of the "Rebuilt Shocks" I bought in 1989 was the most-rank smelling stuff. Worse than old 600W steam cylinder oil. The smell to me was a combination of raw sewage and dead fish.



I refilled with the Delco Shock oil I have in a 1939 copy-write image can. I was able to source the NOS shock links from a local Buick Parts supplier.



Cars had the repro links which I ordered. Then they called back to say that it would be not till the end of October till they could get them back in stock. Since the car was sitting outside in the driveway. I was going to reuse the originals temporarily but our Mason-Dixon friend Skip Boyer came through for me. Skip said that *“he did not have any of the repro links... would NOS be ok?”* After that all I had to do was source new rubber bushings. I worked the shock levers as I refilled them to "Burp" the unit and topped off with the **Delco** fluid I did this with the unit in the horizontal plane. The installation involved more work in reversing the procedure. Most Buick service literature of the era state things in this manner... *“remove all fasteners, remove unit, inspect unit, if needed replace with new part, reinstall unit the reverse of removal procedure”*. Not much in the way of tips and techniques.

The shocks on my car are pitched at about a 10-degree angle, so I figured that should leave enough space. My info in the service manual also states "do not overfill". Of-course with no description on what that means.

[Before I put the car back into the storage garage, I did a drive over some streets in town where I remember the rear end of the car being bouncy. MUCH NICER! STABLLITY BETTER!](#)

Fred White sent in this article about his 70 Estate Wagon. I have been following Fred's journey with this car for several years. The photos show how extream the journey was.



The finished wagon

1970 BUICK ESTATE WAGON

Model #46046

I purchased this wagon from fellow BCA Member, Lee Larson of Covington, VA. Lee said he had obtained the car from the original owners, a doctor and his wife who lived in the Covington area. Lee said he had made two repairs and one up-grade since he bought the car. He rebuilt/refurbished the positraction rear and put in a completely new duel exhaust system. He replaced the original rims and wheel covers with deep dish chrome wheels. (They do look great but are wrong for the car. They are Riviera wheels. I have since put back the correct rims which are an inch wider and the correct deluxe wheel covers.)

When looking at the wagon, even the most astute and knowledgeable Buick expert would be convinced that the 70 ESTATE WAGONS were produced as part of the 4800 ELECTRA 225 series – the four portholes, the sweep of the sides, the front end, etc. However, for whatever reason, the wagons were produced on the shorter, 124", WILDCAT frame and were sold as the 4600# would suggest, as part of the WILDCAT series. For this reason, many of the items on the wagon that would be standard equipment on an Electra, are an extra cost option on the 46046 series.

The WILDCAT series came with the same standard equipment as all 70 BUICKS from SKYLARKS to RIVERIAS. The ESTATE WAGONS came with the same equipment as all 4600 series-455 CIDV-8 ENGINE, 4BB CARB, 370 H.P. DELUXE WHEEL COVERS-POWER STEERING-FRONT and REAR CARPETING-COMFORT FLOW VENTILATION-PLUS DUEL ACTION TAILGATE WITH POWER TAILGATE WINDOWS. Everything else was an extra cost option. The following is a list of all the optional equipment on the wagon when new: (1) TURBO 400 three-speed HYDRO-MATIC TRANSMISSION, (2) POWER DISC BRAKES, (3) AM-FM RADIO, (4) and (5) DUEL EXHAUST AND 2:78 POSI-REAR as mentioned, (6) L78-15 TIRES, (7) TOWING OPTION, (8) FRONT, REAR and 3RD SEAT BELTS, (9) SPEED ALERT and TRIP ODOMETER (10) TINTED WINDSHIELD (11) ACCESSORY GROUP-ELECTRIC CLOCK, COURTESY LIGHTS, LICENSE PLATE FRAME and LIGHT, (12) WINDOW FRAME and WHEEL WELL OPENING MOULDING, (13) AIR CONDITIONER-V40 HEAVY DUTY COOLING, (14) PADDED CUSHIONS, (15) LEFT REMOTE OUTSIDE MIRROR, (16) CRUISE MASTER, (17) FOUR NOTE HORN, (18) HEAVY DUTY AIR CLEANER, (19) LOAD AREA FLOOR CARPET, (20) LUGGAGE RACK WITH AIR DEFLECTORS, (21) CARPET SAVERS.

The five-hour drive home was fine and problem free even though the right rear braking cylinder had a small leak. After that repair, the only thing I did at that time was add a manual right outside rear view mirror (remotes were not available until 1971), and protective side mouldings on each side. I drove the car for some time when the engine gaskets began leaking. This would offer me the opportunity to do something I've always to do-chrome plate the engine compartment.

What the body shop had to deal with when the dug into the project





Since this was a 1970 option, I thought this was the time. Now long time good friend, BCA member, and many times chief judge, Rick Scheick will say I over restored; I did valve covers, air cleaner, dip sticks, long wide plate over the front of the engine, hood hinges, springs, etc. etc.; but, it looks great and I love it!

Sometime after this follow BCA member Bill Lagna called to say he was parting out a 70 ESTATE WAGON with frame and chassis damage to sever to repair. He and his son, Tony were taking the 455 and 400 turbo, they were racing 70 GS's at the time, thought I might want the upgraded notch back interior, which I did. It had power windows and door locks, 6-way power front seat, rear seat speaker and rear window defogger (my wagon had none of these). I also bought the front and rear bumpers, hood, inner and outer fenders, all four doors, etc. I set about to replace all three seats, install the rear side panels, the right one covers the spare tires and has the rear speakers and defoggers in it. The power windows, door locks, and all four door panels have now been put in by the shop restoring the WAGON. (In 2016, I had the WAGON ready for the BUICK NATIONAL. On an early Saturday morning "shakedown" drive, 6/18/16, I was rear ended by a hit and run driver who sped off before I could get out of the car! Even thou the repair work was covered by my insurance, the "shop" did a less than poor job of repairs. They even painted it "canary yellow" instead of "bamboo cream". So, I am now having a full "frame on" restoration.



My neighbor, Jim Barbare runs the collision repair shop for Thorton Chevrolet here in York. While restoration of classic cars is not their forte, according to Jim, from time to time they do such restorations. (Jim said a few years ago they did a complete frame off restoration of a 1955 Buick). I cannot imagine any regular restoration or specialty shop doing a more professional and thorough job. The WAGON was dismantled. The front end removed, bumpers, hood and outer fenders, grill, etc. All four doors were removed (power windows and door locks installed) as well as the rear bumper, tailgate, much chrome, etc. Jim had me come in to make sure they matched the "bamboo cream" color correctly. His staff made a perfect match. The enclosed picture tells the final tale. Thanks Jim to you and your staff. You not only did a superb job, you far exceeded all my expectations.

A few more after photos



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

For Sale

1997 Buick Century 4 door custom sedan. 64,000 miles. 2 owner car. It is drivable. Best offer. Contact Frank Busch at 717-880-1835 or: frantz753@icloud.com

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

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

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

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

For Sale

1973 Apollo 2dr Hatchback Midnight Blue. 350 V8 2 Bl.. No rust AZ, car. Excellent Cond. Ace, HEI 189,500 miles. Asking \$10,000. Contact Mary Ann Rizzo 570-856-4681, Berwick PA. (Northeast PA)

For Sale

1968 Buick Skylark Custom Convertible All Original

In Excellent Condition. We are the second owners to enjoy this Buick which has 62K miles. Asking 15K OBO Insured for 18K Please contact Ray at: rhkcpo@comcast.net The car has always been garaged with an additional cloth cover to protect the original Ivory Gold Mist paint. It has a black interior with a black convertible top with a boot cover. The radio was updated to be a date appropriate AM/FM but the original AM radio is included. The 350-ci engine has a 2-barrel carburetor. The 3-speed automatic in console is better for performance but the original 2 speed is included. It has original PS/PB, dual exhaust and positraction rear gears. All mechanics of the car are fully functional. It is driven at least once a month year-round and is PA safety inspected yearly.



It is time for a new owner to drive and appreciate this classic original car.