

# GSXHAUST

## Official Newsletter of the Rocky Mountain Buick GS Club



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[www.rmbuickgsclub.com](http://www.rmbuickgsclub.com)

### March Meeting Minutes

Our March meeting was held at Dave and Buster's in Westminster on March 7<sup>th</sup>. 10 people showed up for the meeting and dinner, including Steve Weiman and his two kids. Meeting was held at our dining table before we ordered our food. Socializing took place during and after our dinner and later on at the pool table where some of the members rented a table.

Steve Wagner started the meeting at 6:45 PM with 4 of the 5 officers present.

#### New Business:

Steve Wagner's home address will become the official club address.

For our next meeting in June, we will hold a "Meet and Eat" at Steve W. house in Loveland. Steve has a lot of room for parking cars. Everyone should bring a side dish to the meeting to share. Spouses and kids are welcome. More details to follow.

We will be registering the RMBGS club for Bandimere club clash by the end of April. Steve will take care of the registration.

Our annual RMBGS Club Drag Race is tentatively scheduled on September 26, 2009 at Julesburg, CO. We will be part of John Conilogue race program.

Show and Shine will take place north of Denver in a local park. Steve and Becky will investigate locations.

## Meeting Minutes (cont.)

### Old Business:

Money will be refund to 6 club members who paid their dues for 2009. The club officers will decide at mid-year whether dues will be reinstated. Doug B. will send checks to those members.

Doug B. is investigating the status of the club's not-for-profit corporation standing.

Pat will contact GSCA with information regarding re-establishing the club as a chapter

Meeting was adjourned by Steve at 7:15 PM.

## Director

Just want to talk a little bit about some of our events this summer. I'm having a "Meet & Eat" barbeque at my house on June 6<sup>th</sup>. I will provide hamburgers, hot dogs, chips, and pop. If anyone wants to bring other side dishes or deserts that would be great. It's going to start at 1:00 PM and go until whenever. There's plenty of off street parking so dig out a car we haven't seen in a while, restored or un-restored.



Also racing is starting up at Bandimere. We are going to race under the club name "Average Joes" like last year. Any make or model car is welcome, we're all just there to have fun. I just fired up the 455 in my 68 GS 400 on Easter Sunday and it seems to run strong. We'll see what it does at the track.

That's all I have for now.

Steve Wagner

## Co Director

### Official GSCA Affiliation Update



I have contacted the GSCA office regarding re-establishing the Rocky Mountain Buick GS Club as a recognized chapter of the GS Club of America. There are relatively few rules, but rather guidelines to doing so. They would prefer that the offices of the chapter be members of the national club. They feel it is important to be in touch with the national club through the GS Extra newsletter, in order to represent the club at a local level. Conversely, they would appreciate being added to the mailing list for any local chapter publications or flyers, so that they can insert items in the GS Extra when appropriate. The GSCA staff has had several inquiries at to the status of the Rocky Mountain Chapter from folks who are interested in the local club. I am sending a notice article to be published in the next GS Extra listing our club, and they will officially recognize the club at that time.

### "Getting a Lift"

One of the best investments I've made in the Buick hobby (Buick affliction might be a better phrase), is the hydraulic lift installed in my shop. I purchased it from "BendPak" some years ago, had it delivered, and installed it relatively easily.

I debated whether to get a 4-post lift, which can be portable and easily moved around your shop or garage on a set of casters, or a two post lift which is permanently mounted to the concrete floor.

The 4-post lift not only affords portability, a definite advantage if your space is limited, but can be used to store a car on the lift, with another under it. Drip pans are available to protect the

lower auto from drippings if you store a Ford or other leaky automobile on the top rack!

The 2-post lift is stationary, and does not afford the ability to store a car elevated. It does however; allow direct access to wheels and brakes. The four post lift has ramps that the car rests on, requiring a car to be jacked up while on the lift, if you are accessing the wheels or brakes. The 2-post lift has adjustable arms that rotate under the car to the lift points, and raise the car with the wheels hanging free. In my case, with ample room, I chose the two post lift, and have been very satisfied.

Installation was not difficult. The most exciting part of the installation was standing the very heavy posts upright on their bases in preparation for drilling the concrete. These posts are extremely heavy. It took me and 4 others to tip them up. As they approached vertical, they began to tip past upright, and were in danger of continuing over onto the adjacent auto which happened to be the GSX! Needless to say, I was ready to throw myself or someone else between the falling post and the car. As luck would have it, the post teetered back and forth, and came to rest vertically! (Car was moved out to the shop before the second post was positioned!!!)

The lift cost around \$2500, with shipping by truck another \$200. This was about 4 years ago, so they may be a little more expensive now. I bought mine through Northern Freight Tools, and have been very satisfied. Brake jobs, oil changes, tire rotation, and a multitude of other tasks have been made much easier with the lift.

Pat Quinney

## Secretary

### Recommended Tool

Working in a diesel shop sometimes requires that I use the boss's tools to install gauges and equipment to monitor my engine testing. Some of the tools he has, I have never seen before, other tools really made my work go much easier. I really liked using his ratcheting type open and box end wrenches, so I bought both the standard and metric set. They are made by GearWrench and come in at least 15 different configurations to access all those difficult to remove bolts and nuts.



The ratchet operation is very smooth. The small degree of rotation before it clicks into the next locked position allows the

wrench to work in very tight locations. The product quality is great for the typical backyard mechanic. Check them out at [www.gearwrench.com](http://www.gearwrench.com)

Pete Tomka

## Treasurer

### Treasurer's Report

As of April 30<sup>st</sup> 2009:

February Balance	\$1,514.70
Return 6 club member dues	120.00
Balance	\$1,494.70

### Check your tires

Recently I noticed I had a tire low on air pressure so I aired it up. Next day it was down again so I took it over to the local Goodyear Store for repair. We checked for nails and or road damage but

found nothing. Then we shot it with some liquid soap and found the sidewall leaking. Upon further inspection we found the leak was due to deterioration of the sidewall rubber. I had them put the spare on and went on my way. I have never had a sidewall leak with no apparent damage.

About a week later I got an e-mail telling of an investigation performed by the TV show 20/20. They ran an under cover sting/investigation with ABC affiliates around the country checking the age of "new" tires on the shelves of tire retailers. The results were eye-opening. The manufacturing date of tires on the racks being sold as new showed ages of anywhere from 6 to 14 years old.

A private auto safety firm says tires older than 6 years have a higher potential for tread separation, slowly decomposing and drying out. They get increasingly more dangerous regardless of how long they've actually been on the road. They found "new" tires (6 to 14 years old) in Jersey City, Indianapolis, San Francisco and New York. One Sears representative told 20/20 a 12 year old tire was perfectly safe.

They break down the Manufacturer's Code thusly:  
Sample Code: DOT MK87 FOWR 4202

DOT = Meets DOT safety standards  
MK = DOT's Tire plant code  
87 = Tire size code  
FOWR = Mfg symbol identifying tire brand  
4202 = Week and year tire was made - 42nd week of 2002

Note: Tires made in 1990's have three digits at the end of the DOT code while tires made after 2000 have four digits. i.e.; 414 = 41st week of 1994.

In checking my tire, I found it was a couple years old when put on my truck.

Note to racer's: That 20 year old, "beautiful all original" Vette, in the lane next to you, that the 17 year old driver inherited from his Grandmother, may still have the original tires! So even if you have good tires, you could be at risk at say 100+ MPH.

You just may want to check your tires.

Doug Borgh

## Webmaster

I will be expanding the "Gallery" page on the website and would appreciate any input from members in the form of digital pictures and a brief description of each. I would also greatly appreciate any information that I can get with regard to the owners, makes, models, dates, and places of the various pictures that have been submitted over the years. I have winged it on some, but others I have no idea who, what, where, or when. Also, if I have "winged" incorrectly, please send me the correct information and I will get it fixed.



Unfortunately in the past we did not maintain a list of what car(s) each club member has, but we are hoping to do a better job of that in the future. This is another reason why it is so important to submit a new registration form each year, and to list your car(s) at the bottom.

One more note. It is getting to be that time again. Please send any information regarding car shows, cruises, races, and swap meets to me at [beckywagner@hotmail.com](mailto:beckywagner@hotmail.com) so that I can get it on the web calendar.

Becky Wagner

## Bandimere Club Clash

Bandimere Speedway will again have 5 club clash events this year. Dates are May 1<sup>st</sup>, May 22<sup>nd</sup>, June 26<sup>th</sup>, August 14<sup>th</sup> and September 11<sup>th</sup>. Steve W. is the coordinator for these events. Contact Steve if you have any questions.

## Car Craft Magazine

The June 2009 issue has a very good 455 big block engine dyno tests on cams and intakes. This is the best comparison between different cams and intakes I ever read.



The June issue evaluates two cams, (TA212 and TA413) and four intakes (Edelbrock B4B, Edelbrock Performer, TA SP1 and TA SPX).

The July issue will test the performance difference between the stock Stage 1, Edelbrock and TA heads.

Car Craft dyno tests found no difference in power from 2100 to 6000 rpm between the two duel plane manifolds. The tests also shown the smaller cam made more torque than the larger cam at the sacrifice of 11-16 horsepower at the top end. Very interesting was that average horsepower recorded from 2100 and 6000 rpm was almost identical between the two cams.

Further analysis of the dyno torque numbers between 4000 to 5500 rpm tells me that the smaller cam would propel the GS through the ¼-mile slightly faster than using the larger cam. A smaller cam with the Stage 1 iron heads appears to be a good combination for a very fast street/strip car.

The GSX-TRA November/December 2008 issue has an engine dyno test using a 226-235 cam/B4B intake/Edelbrock head combination that shows some impressive torque numbers. I would like to see GSCA and Wildcat Performance do more comparison testing of their cams with different heads and intakes on the same engine to identify which cams work best with each intake and head.

Pete Tomka

## For Sale

If any club member has a car or car parts they would like to sell, call Pete and he will get it in the newsletter.

1965 Skylark Special, 300ci 4-barrel V8, automatic, 4 door, bench seat. Red exterior with black interior. 40k miles on rebuild engine and 240k on the car. Scott Priebe (303) 204 9635.

## 2009 Show and Shine

Actual dates, time and location of the RMBGS Club Show and Shine event will be posted on our website sometime in mid June. You don't want to miss this event.

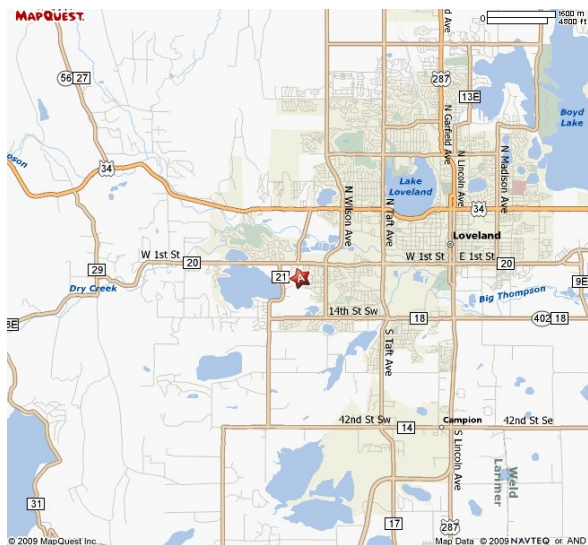
## Next Club Meeting June 6<sup>th</sup>, 2009

Meeting will be held at Steve Wagner's home in Loveland, Colorado. See Steve's article for more information. See you all there. Steve may even raffle away one of his cars!!! See map below.

Steve Wagner (See Star "A" on map below)  
501 Namagua Road  
Loveland, CO 80537

Take I25 to Highway 34, West on 34 to N. County Rd 19 (N. Namaqua Ave), Left on N. Namaqua Ave to W. County Rd 20 (W. 1<sup>st</sup> St). Left on W. 1<sup>st</sup> St to Namaqua Rd, then right on Namaqua Rd.

Our club website will also have a map to Steve's house.



## Club Officer Contacts

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