



The Dixie Valve Chatter



NEW ASSISTANT DIRECTOR

At the April Dixie Chapter meeting, Dave Gareau was unanimously chosen to be our new Assistant Director. We congratulate Dave and look forward to working with him

WELCOME NEW MEMBERS

The Dixie Chapter would like to welcome our newest members, Raymond & Fredine Collins.

They have a 1931 57 4 Door, a 1932 56C Convertible and a 1950 Super HT.

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Congratulations to Jack & Pat Horvath. Their "Baby", a 1950 Jetback, was featured at this year's Atlanta International Auto Show at the Georgia World Congress Center.



The Timing Chain



No Dixie Chapter Meeting This Month!
Happy Mother's Day to all of our
Chapter's Mothers!

May 2 - 3, 2014

33rd Annual Peach Blossom BOPC Show

This is the premier kickoff to the spring car show season for GM collector car owners in the metro Atlanta area. You are in for a treat! The Peach State Cadillac & LaSalle Club is hosting, and they are amping up the volume.

Friday's BBQ & Bluegrass at 6:30 PM:

To kick off a terrific weekend, they have an outdoor BBQ with live bluegrass and a display of new Cadillacs courtesy of Cadillac of Lake Lanier. Invited: Johnny O'Connell, Cadillac's CTS-V racing wizard. **Cost is \$25 per person.** Spend the night and forget trying to get there early on Saturday! See next column for more details.

Saturday at 8:00 AM:

They're planning for 200 Buicks, Oldsmobiles, Pontiacs, and Cadillacs. Judging will be by fellow registered car owners in 25 classes by make, body, and decade. The Survivor Class returns for 2014! Trophies, drawings, 50-50 raffle, t-shirts, and more. **Registration is \$25 per car, \$20 for a second car if you register by April 15th, 2014.**

The Marketplace: If you have parts or a car you want to sell, or car-related products to display – this is your place. They are setting aside primo spots for those who want more space or a spot closer to the action.

\$30 per space by the deadline, April 15th, 2014.

Host hotel: Once again, the **Marriott Northwest** in Marietta will host. It's conveniently close to I-75 off Windy Hill Road, and the staff knows us well after hosting the last two BOPCs. They have a sweet room rate of **\$86/night if you register before April 21, 2014.** Stay with the host team Saturday night too, to enjoy an after-action get-together. To get the best deals **REGISTER EARLY!** Car registration fees and vendor registrations go up after the deadline.

DETAILS: Go to www.bopcshow.com

May 10, 2014, 8am - 3pm

Remember Our Veterans Car Show

Lakewood Baptist Church

2235 Thompson Bridge Road, Gainesville, GA

All proceeds go to programs supporting all Veterans Rods, Customs & Classics. Registration is \$20

For more info contact Dale Wheeler at 770 561 7069

May 17th, 2014, 8am - 4pm

Annual Norcross Open Car Show!

Downtown Main Street, Norcross

Top 25 Awards, 50/50, Silent Auction, Bake Sale

Registration form attached to this Valve Chatter

May 17, 2014 7am to 2pm

SMI Charity Car Show

Benefiting The Alzheimer's Assoc.

West GA Shopping Center, Carrollton, GA

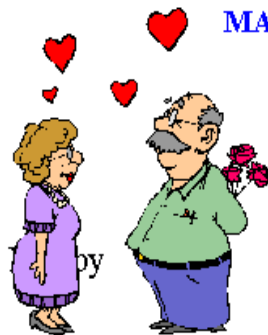
Registration form attached to this Valve Chatter

MAY BIRTHDAYS



5/1 Keith Bruno 5/3 Sharon Newby
5/4 Kip Meeboer 5/12 B.J. Publicover
5/19 John Roudebush 5/23 Roy Newby
5/23 Skip Petsch
5/24 Mark Reeves
5/31 Mike Steger

MAY ANNIVERSARIES



5/2 Hersel & Glenna Goff
5/5 Hank & Margie Lewis
5/22 John & Jan Roudebush
5/25 Roy & Sharon

Bruce Kile is updating the DCBCA Parts & Services Directory. If you have experienced good service from a local shop, store, etc. or know where one might get parts for their Buick, contact Bruce at 770 977 7924 or at sbkile@juno.com

**The two most important days of your life
are the day you were born and the day
you find out why.**

Mark Twain

"What Oil Viscosity Ratings Mean"

Choosing the correct oil viscosity can be an important factor in determining the life expectancy and performance of your engine. Using the correct-viscosity oil can also keep the engine running at its peak efficiency, and plays a small part in the overall fuel economy of your vehicle. Modern engines have very different viscosity requirements over vintage engines, and manufacturers invest a lot of time and money to determine which mixture of oil and oil additives will work best with their engine components. This is why you often see original equipment recommendations for new weight ranges that were unheard of a few decades ago. These new formulations will eventually lead to the replacement of non-detergent straight-weight oils as well as some of the old, reliable multi-viscosity oils of the last five decades.

Simply stated, viscosity is merely a measurement of oil and other fluids' resistance to flow. This flow can best be described as the difference between pouring water (with a viscosity of 1) through a funnel and then molasses (which has a viscosity of about 2,000) through the same funnel. The amount of friction from the contents of the molasses causes it to flow at a much slower rate than the water. Viscosity measures the amount of friction that is within the oil, preventing it from moving freely. Higher-viscosity oils have more friction and flow more slowly than a low-viscosity fluid. This friction is caused by the makeup of the molecules used to create the oil byproduct during manufacture. Polymers are added to the mineral oil base to reduce changes in viscosity when the oil is subjected to extreme temperatures at either end of their effectiveness. There is a limit to just how much polymer material can be added, though: While heavier polymers are good for thickening oil for a wider range of temperatures, they also have a lower resistance to mechanical shear than lighter polymers or base mineral oil, so it is a complicated balance that is sought when engine oil is formulated.

Viscosities are measured in several different ways and are numbered using industry-standard scales. Engine oils are measured on an SAE crankcase scale, while hydraulic fluids are measured on an ISO VG scale. Gear oils also use their own SAE gear scale and tractor/industrial fluids use an AGMA scale. Both SAE scales measure kinematic viscosity at 100 degrees Fahrenheit, while ISO and AGMA-rated oils measure kinematic viscosity at 40 degrees Celsius (104 degrees Fahrenheit). Consequently, you will find that oils from all four ratings systems will have the same viscosity (friction resistance), but are numbered on a totally different number scale. For instance, ISO 32 hydraulic fluid, commonly used in snow plows, jacks, tractors and construction equipment, has the same viscosity as 15W engine oil and 75W gear oil, but is too light to be recognized on the AGMA scale. Grade 5 AGMA-rated oil has the same viscosity as ISO 220, 50 weight SAE engine oil and 90W SAE gear oil. This does not mean that you can use ISO 32 in your rear end or 90W gear oil in your crankcase, only that the viscosities are similar. The base oil product and additives mixed into it determine the scale on which the oil should be rated. When ISO and AGMA oils can be interchanged, both ratings will be listed in the owner's manual.

When comparing multi-grade oils, the lower number represents the oil's viscosity at the lowest recommended temperature, the higher number representing its viscosity at the upper end of its recommended operating temperature. For example, 10W-40 is recommended for ambient (outside air) temperatures of +5 F to +122 F, while 5W-30 works best in temperatures between -22 F and +86 F. Good old 30W straight oil is currently only rated for +32 F to +86 F, and even 20W is not rated for temperatures below 14 F.

When selecting the oil that best suits your particular vehicle, your best information can be found in the owner's manual. The factory's recommendations will be listed there and you will usually be given a few alternatives, based on your local climate and driving habits. It should be noted that many manufacturers also recommend that you change the viscosity of your oil at least once a year based on local temperature changes. If you do not have a manual, follow the temperature range recommendations listed on an SAE engine oil chart or locate a Chek-Chart Classic Classification Guide from Motor Information Systems (Motor Manuals). Several are available, including one for 1950-1989 vehicles. Valvoline and other manufacturers also produce Lubrication Recommendation and Capacities catalogs every five years or so with updated information for engine, drivetrain and differential requirements as well as oil recommendations for small engines, tractors, outboards, motorcycles and heavy-duty trucks

Courtesy: Hemmings Daily Thanks to Jim Mitchell for submitting this article



"DEALS ON WHEELS"



For Sale

1967 Riviera: Senior Gold Award BCA Nationals. Verde Green w/ white bench interior. Excellent condition and ready to get a BCA Preservation Award (again). Engine blueprinted and rebuilt with 100 miles on it. Cold A/C. **\$19,000.** Selling for John Westfall due to poor health.

Contact JD Westfall, cell 913 638 7849 or jdw52@comcast.net.



For Sale

1931 Buick Phaeton Model 55. Convertible Top replaced. Side curtains. Green w/ black fenders. New wiring harness. First year for Straight 8. Electric fuel pump added. Wood Spoke wheels. Runs great. Participates in several parades every year. **\$28,500.** Selling for John Westfall due to poor health.

Contact JD Westfall, cell 913 638 7849 or jdw52@comcast.net."



For Sale - 1970 Riviera

Original 455 cid engine with 400 Turbo transmission. Modified tail lights and grille. Color - Kandy Brandywine base coat/clear coat. **\$16,000** Contact Tom or Maria Sanders at 770 967 9881.

The Dixie Chapter BCA is one of over 60 chapters of the Buick Club of America; a non-profit organization dedicated to the restoration & preservation of automobiles built by the Buick Motor Division of General Motors. The Dixie Valve Chatter, is the official publication of the Dixie Chapter BCA. The officers for the years 2013 - 2014 are:

Director: JD Westfall, 13127 Overlook Pass, Roswell, GA 30075 913 638 7849 jdw52@comcast.net

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Check us out on Facebook - "Dixie Chapter of the Buick Club of America"

For Photos and Upcoming Events