



Reatta Road



VOLUMN 22—ISSUE 1

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Spring 2018



DIRECTOR'S MESSAGE

Anne Gibson



Hi everyone, we have had some rough weather in the South this winter, so I am glad to see Spring coming! We have driven the '91 coupe, but the '91 convertible has been safely tucked away in the garage. Hopefully by the Auto Fair, Charlotte, NC in April (if the weather cooperates) the convertible will get to travel. AACA also hosts their Southeastern Spring Meet during the Auto Fair. Most important, Marck Barker, our asst. director is planning a Spring Reatta Reunion (see info in this newsletter). Hope to see many of you at this event.

After Charlotte, we will be planning the trip to Lone Tree. Either we will be flying or driving the Enclave. If we drive, I will bring a selection of the Reatta hats and visors that the division has for sale (see ad in this newsletter). Thankfully this year's nationals are in mid-June, not the week of July 4th, so traffic should be better. I am sure Marck Barker is working on a great Reatta Rendezvous and whether we will be driving the Enclave or a rental, we hope to be there.

I have been told the response has been great for the nationals in Lone Tree, so BCA is going to need a lot of help. If you are planning on attending, please consider volunteering. Help is always needed in many areas –

judging, hospitality, registration, photos, tours. Volunteering is a great help to BCA and a way to meet people. I have volunteered for many years, mostly in registration and hospitality, enjoying every minute of it.

Spring is also time to start considering upcoming elections for officers of the Reatta Division for the coming year. I can't speak for the asst. director or secretary/treasurer, but I plan to run for another year as director. However, if anyone would like to run for director, please contact a member of the nominating committee listed on page 7 of this newsletter. I will gladly take my hat out of the ring, so you will be assured of being elected. Serving as director is not a difficult job (writing notes for the newsletter 4 times a year is probably the hardest part). Getting calls from Reatta owners, receiving emails about cars for sale, getting to go the BCA board meeting and several other things that just being a member of the division and BCA doesn't provide are the more enjoyable parts. So just think about it!

Here's looking forward to Spring and hoping you all survive this brutal winter and flu season.

Example Paint Code: WA-L 8554 19T 40U

- WA - designates paint code
- L - Lower Color
- 8554 - Color Code (White)
- 19 - black ... T - top
- 40 - black ... U - Upper Color, (or Primary Color)

Charts on Page 7

Thanks to Barney Eaton and Reatta Owners Journal for providing this information.

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Deadline for the next issue is April 1st

I'm Dave Shipman; BCA Minuteman Chapter and Reatta Division member.

Of the seven Buicks I've owned since the mid-nineties, five have been Rivieras and two have been Reattas. I've currently down-sized to one 1992 Riviera and one 1991 Reatta. My Reatta coupe is Artic White with Black belt molding and Flame Red interior. I'm told that it is somewhat of a rare manufacture with this color combination. Under my ownership, I've added 16-way seats and white wheels...two factory correct options but not original to this Reatta.



The car was manufactured on December 5, 1990, VIN 900183, and delivered to BOC Proving Grounds, Milford, MI.; suggested retail price \$29,880.00. Based on some investigation, I found that it made its way from Michigan to Arizona, then on to Ohio, Pennsylvania, and finally Massachusetts. I found it listed on Auto Trader's web site in Mattapoisett, MA, where I purchased it on January 17, 2013. It had 97,913 miles when I bought it. In my four years of ownership, I've driven a little over 8,300 miles...my longest having driven round trip to the 2013 BCA National held in South Bend, Indiana. It received a Gold in the 400-point judging category. Although it is cozily stored from December to April, I do drive it weekly Spring-Summer-Fall to local cruise-ins and car shows. I have to say, Reatta's are starting to get some attention/appreciation around my area...nice to see happening.



***Our condolences to the family of
Member Ron Bales,
who recently passed away.***

About the Reatta Division From our Web Site

The Reatta Division has made great strides in its efforts to convince car collectors that the Reatta is the one to be on your list as the finest collectible of the future. Even though we are a relatively new group we have cut new roads to educate car collectors about the unique qualities of the Reatta with its many gadgets that are so far ahead of their time service personnel were not prepared and adequately trained to service these cars which left quite a few owners searching for qualified service. We, the members, make every effort to provide guidance, encouragement and maybe an extra part or two to help you continue to enjoy your Reatta.

Shortly after the announcement of the final model production in May 1991, Reatta owner, Dr. John Forrette, had the foresight to see a time in the future that would place Reatta owners in an undesirable position of mechanical and parts support. Reatta owners fell in love with Buick's luxury two seater and they weren't likely to want to abandon them any time soon. But, with the release of the overall production numbers (21,751), there were more questions than answers. Dr. Forrette contacted Buick Motor Division for assistance and was provided with a list of the original owners. From this initial contact, a database was set up and a modest newsletter initiated. Due to the small production numbers, Reatta owners were thinly spread throughout the United States which created another problem. With so few how would we ever be able to keep communications at an acceptable level?

There was a great thirst for knowledge from the membership about the car in general and their cars specifically. It was obvious to many that we needed to expand in dimensions and to do so as a solitary group was unlikely. It was a natural outreach from this concern that the group partitioned the Buick Club of America to form the first ever Division of the BCA.

Now, over twenty years later, the Reatta Division has grown in numbers with members in most every state, Canada and New Zealand. We publish a quarterly newsletter and conduct our annual general membership meeting at the Buick Club of America National Meet. Also at the Meet our members have come to look forward to the Reatta Rendezvous where all caravan to a nice eatery and enjoy an afternoon and evening getting acquainted and reacquainted while talking about our interesting and unique Buicks.

Contact any officer for answers to your questions about the Reatta or if you need assistance.

Calendar of Events **Charlotte Auto Fair – Reatta Meet** **April 7, 2018**

Mark your calendars! We will have spaces for Reattas on Saturday the 7th. Enjoy the world famous Auto Fair and hang out with some fellow Reatta owners and show off your Reatta! Space is limited, register soon! More info and registration: www.EastCoastReattaParts.com/charlotte-2018

BCA National Show

Hosted By: Mile High Chapter
June 19-23, 2018

Denver Marriott South, Lone Tree, Colorado

2018 Reatta Rendezvous At the 2018 National Meet

Marck Barker - Reatta Division Assistant Director
June 21, 2018

We will be driving up to Boulder, CO in the morning to visit the Celestial Seasonings tea factory. There will be a factory tour as well as samplings of the teas. ***(Please note if you are bringing young children, they require them be 5 years of age to tour the factory.)***

Next we'll have lunch in Boulder, then an optional route back to the hotel on the scenic Peak to Peak highway.

The plan is to be back at the host hotel in time to freshen up and drive to the Rambler Ranch for the cookout Thursday evening. I hear Rambler Ranch is a must-do tour, so we don't want to miss that! Keep an eye out in the next newsletter for registration forms!

Heartland Regional

Hosted By: Iowa Hawkeye Chapter
July 19-21, 2018, Cedar Rapids, Iowa
www.iowahawkeyebuickclub.com

"Back To The Bricks" All Buick Show - August 18 Flint, Michigan

Buicktown's 6th Annual Show in conjunction with Flint's Back to the Bricks event. Parking starting at 6:30 AM for vintage Buick's at 316 Water Street, the Durant-Dort Factory One "Birthplace of GM".

More info: <https://backtothebricks.org/buick-party>

Northeast Buick Regional

Hosted By: Free Spirit Chapter
September, 2018, Leighton, PA
www.buickfreespirit.org

“\$2,400.00? I’ll just rebuild it myself, how hard could it be?”

The Reatta transmission rebuild saga of Matt Krynski – Part 1

I have been asking myself this question throughout my 38 years of life many, many times. It has gotten me into a lot of different and somewhat challenging projects and I have always been able to get myself out of them with relative success. When I was about 8 years old, I took apart my grandfather's Lionel train and springs and pieces went flying everywhere. It all went in a box and was stuffed in the attic, never to be used again. He wasn't very happy with me. After his passing, I was probably in my late 20's, I inherited the train set. I took it back to my house with another 25 years of life experience and I was surprised to find that all of the parts were still in that box. Turns out it was just the springs and brushes on the electric motor that needed to be reassembled and I was able to get it up and running again. Success! I have always been very handy at things like that, after all, I have been taking things apart since I was 8! So, when I decided to buy a shiny, red, two-seater, convertible "parts" car for a couple thousand dollars because it had a bad transmission, I jumped at the opportunity, especially because it was a Buick, my preferred brand. After all, it still drove in reverse. I am sure you have guessed by now the make, a REATTA!

I had no idea what I was getting myself into with this rebuild. I mean I have pulled and replaced RWD transmissions before, but I have never rebuilt one, not even close. I have never rebuilt an engine either. I initially called around to various transmission shops asking how much it would cost to have it rebuilt. The answers I was getting were not what I wanted to hear. \$2,400.00. That was more than I paid for the whole car, I wasn't going to spend that much money. So, I asked myself, "how hard could it be, really?" I was about to find out.

I searched online for information. I found several 440 T4 service manuals and update booklets (This transmission was later renamed the 4T60 and later the 4T60E, "4" meaning the number of forward gears, "T" meaning transverse installation, "60" having to do with its duty rating and later the "E" was the electronic version). All of the manuals for the 4T60 were on CD but I prefer the ink on paper versions that are bound for easy use in the garage. Since they are the same transmission, I got the 440 T4 book with the latest update manual for the 4T60. I poured over all the info, studying the different parts of the transmission and their functionality. I spent days after work going over the manuals. I then decided to go online again to YouTube and there I was blessed! There is a guy on there called "davidalhiwaaynet" and he rebuilds 4T60 transmissions, even machining some of his own parts, he is a real deal enthusiast of these transmissions. He has several videos of a basic 4T60 rebuild for his mother's earlier 90's Buick Park Ave. with several hundred thousand miles on it. After watching this very intelligent guy with a simple and easy way of explaining things, I felt that I had all the ammunition I needed to rebuild this tranny.

The removal of the transmission from the Reatta was, in my opinion, the hardest part. I had to borrow an engine support beam from my friend Pat who also owns a Reatta. I jacked the car up, put it on tall stands in the front. I chained the engine to the beam and started yanking bolts. I was able to split the subframe, only taking out the front left corner. Of course, both sides of the front end had to be taken apart, ball joints, tie rods etc., to get the axles out. I disconnected the tranny lines, pulled the bell housing bolts and any other necessary hardware. Note: there is one single bolt that has to be taken out from the passenger side wheel well. You need about 2 feet of extension to get to it. It has reverse threads and is almost impossible to lay eyes on. Luckily, I have an old service manual for Olds 98 which had the 3800 engine with the 4T60 transmission so I referenced that manual for the actual removal of the transmission. About the time I got the transmission broke loose, I remembered that it's full of fluid. I had bought a "Flo and Go" canister that allows you to feed a line down the dipstick hole and connect the canister to a shop vac and suck all the fluid out of the trans pan. It worked like a charm. (Part 2 - Next Issue)



Story and
photos by
Matt
Krynski



REATA RENDZVOUS

Thursday, June 21, 2018

10 AM in Boulder



4600 Sleepytime Drive
Boulder, CO 80301

In 1969, one of Celestial Seasonings founders, Mo Siegel, handpicked wild herbs from the Rocky Mountains in Colorado and used them to make our first tea. In the following years, he sold Mo's 36 and 24 Herb Teas to health food stores, eventually selling them in hand-sewn muslin bags. It was in those early years that we began creating and defining the herbal tea category.

By 1972, two of our flagship blends were introduced: Red Zinger® and Sleepytime®. These innovative blends and their popularity – Sleepytime is the bestselling specialty tea of all time – helped turn our cottage industry into a near-overnight success.

Today, Celestial Seasonings serves more than 1.6 billion cups of tea a year. Our product base include lines for green tea, chai tea, rooibos tea, wellness tea and Cool Brew iced tea, and the ingredients, over 100 of them, are sourced from over 35 countries. Though we've grown so much since we first started out picking wild herbs in the Rockies, we are still driven by that same entrepreneurial spirit and a passion for making tea that's good for people and the planet.

Types of Teas

Blackberry Leaf	Hawthorn	Rooibos
Carob	Hibiscus	Rosehips
Chamomile	Lemongrass	Slippery Elm
Chicory Root	Licorice	Spearmint
Cinnamon	Luo Han Guo	Stinging Nettle
Eleuthero	Maté	Tilia Flowers
Fennel	Peppermint	Tulsi (aka Holy Basil)
Ginger	Pomegranate	Valerian
Ginseng		



We will be driving on the Southern Part of the Peak to Peak Highway in Colorado shown as a yellow dotted line on the map. We will be going from Boulder, Route 119, to Nederland to Black Hawk to Golden, Rte. 6, and back to Lone Tree.

Nederland is the gateway to the Indian Peaks Wilderness Area, one of the state's most popular locations for hiking and cross-country skiing. The town began its history as the mill site for silver ore from the rich mines at Caribou — now a ghost town five miles away. Today, it's better known as base camp for outdoor recreation. Back-country snowshoeing and cross-country skiing are outstanding during the winter on the hiking trails found on the outskirts of town. It's also a base camp for Eldora Mountain Resort, just five miles away. Eldora is great for family skiing and snowboarding, and there are also a number of Nordic trails strewn throughout the area.

These towns are situated in the middle of what once was called "the richest square mile on earth." Today, Central City and Black Hawk offer bright lights and the winning sounds of bells and laughter in the several bustling casinos. Enjoy the fast pace of the craps tables, the intensity and concentration of blackjack or the chance to win big on the slots. The two former mining towns are also home to a multitude of legendary tales (most are true), and folks of all ages can experience the lifestyle of more than 100 years ago.

History Along the Peak to Peak Highway: The Central City Opera House is a Victorian-era jewel surrounded by rugged country. Along the way, make a stop to see the historic and still functioning Moffat Tunnel, used for trains. You can also detour to the ghost towns of Hesse and Apex.

CARS FOR SALE

1988 White/Tan Interior 88K original miles. RUNS AND DRIVES GREAT. All possible options. Garaged & always in southern climes. A/C converted to R134 in October 2011. ABS system by-passed in 2016. All receipts, history included. New battery. Wheels are 16"; 15" OE wheels are included. Photos & more on San Diego Craigslist. **MUST SELL SOON. \$6,995. OBO.** Call with ?'s to Eric **(206)898-7758.** (3/18)

1989, Maroon, 185,000 miles. leather interior, touch screen dash controls, 2 sets of wheels (one factory/one chrome) . **\$2000.** Car has always been stored inside and there is absolutely no rust on the exterior, tail light lens in tact, 3800 engine, standard Buick transmission, **cherylcravero@sbcglobal.net** (12/17)

1989 Coupe Red with Gray interior. 83,000 miles, new tires and recent repaint. **\$5,000 OBO.** Call Barbara evenings and weekends **(336)503-8970.** (9/17)

1989 Red/Tan - 25k original miles. Ice cold A/C, new tires on chrome 1991-style wheels, factory sunroof, new stereo with aux-in, rebuilt headlight motors, fully serviced and ready to drive anywhere **\$11,900** Located in NC Contact Marck at **919.233.1973** (9/17)

1989 Silver/Burgundy - 52k original miles - fully loaded with 16-way power seat and factory sunroof. Rare color combo. New stereo with aux-in, rebuilt headlight motors, full fluid service, brand new tires **\$11,900** Located in NC Contact Marck at **919.233.1973** (9/17)

1990 Convertible. Gunmetal Gray/Gray - 89k miles, New cloth top, 1991 wheels, rust free California car brand new A/C system. one of 37 produced in this color! Runs and drives great. **\$8,000 OBO** Located in NC Contact Marck at **919.233.1973** (9/17)

1990 Convertible. White/Burgundy Interior. 74,000 miles. Has all possible options. Excellent condition. **\$11,000.** Contact Bill @ **586-574-1137** or **586-383-1137.** Car in Michigan. William Smith, Warren, MI (9/17)

1990 Convertible. Red/Tan top/Tan interior. 44,600 miles. New Top, AC blows cold, 16 way seat. This car is clean inside & out, always garage stored. Contact Larry Peterson **316-655-9725** asking **\$12,000 O.R.O.** You may email: **gpstubby@gmail.com** if you want to see pictures. (9/17)

1990 Convertible. One of 117 with Burgundy w/ tan top and interior. 43,000 original miles., like new condition, Texas car always covered and garaged. Looks and runs great. Top in very good condition. Everything works and have original floor mats and owners package/manual. Beautiful car, nothing needed to drive and enjoy. **Price reduced to \$11,500.** Contact Vince: **chinapuzz@aol.com** or **361-271-7639.** (6/17)

1991 Convertible, Red/Tan with Hartz cloth top. CD and 16 way seats. A little over 32K miles and in excellent condition. 394 point gold senior at BCA National Meet in Charlotte. **\$18,700.** Call Ed Farnell **803-360-6806** or email: **eafarnell@gmail.com.** (3/18)

1991 Coupe. Red with Tan interior. Showroom condition. 115,000 miles. **\$3,000.** Call Tom Miller @ **260-582-1812.** (12/17)

REATTA PARTS FOR SALE

"Reports have been recently received about a Reatta vendor, that items ordered and paid for, but not received and no replies to inquiries. As always BUYER BEWARE. If you need suggestions as to reputable Reatta vendors, contact one of the Reatta Board of Directors."

Largest selection of Reatta parts in the country. You name it we have it. Parts and technical support available. We ship world wide. Call or email with your needs. **Orders@EastCoastReattaParts.com 919-233-1973** (6/17)

20577787576 Lots of Reatta parts from 175 parts cars. Located in a salvage yard in Tucson, AZ. **Call Roger McCrone at 520-977-5463.** (3/18)

Reatta parts.....21st year.....Large inventory at very reasonable prices. I also have exact reproductions of the convertible visor clips in all factory colors. Contact Jim Finn at **reattas60@gmail.com** (3/18)

Original "Barney cranks" are still available. Steel replacement headlight bellcranks are \$40 ea. (\$35 ea. to BCA members). Kits that include bellcrank, rollers & up-stop instructions are \$45 (BCA members \$40). Rebuilt Reatta headlight motors, \$55 per side (exchange plus \$5 shipping) Plastic wing nuts and receptacles (to hold the cover in the rear of the engine compartment) \$2 each plus \$2 shipping. Rebuilt power antenna W/steel cord \$60 (+\$15 return shipping). Trunk lock cover repair kits \$9.50. Custom Reatta car covers and all other cars in 14 fabrics and several colors, also 7 sizes of motorcycle covers (call for prices on covers). **Call Barney @ 512-869-5114 for info or Reatta tech assistance. Barney Eaton, 20111 Deerfield Dr., Georgetown, TX 78633.** (3/18)

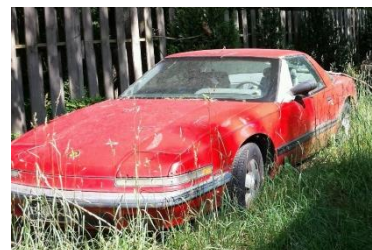
Classified ads will run for one year (4 issues) and then be dropped unless editor is notified to continue the ad. For those with 6/17 after your ad please contact me to keep it running.

1990 Red Reatta, gray interior to someone who wants to restore it (no crushers).

Contact: Tomi Jones
(**tomijones725@gmail.com**) Cell: (773)726-1404 or home(269)231-5112.

Car is located in Union Pier, Michigan 49129.

FREE



Paint & Service Code Label Location

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In the trunk, next to the spare tire (3 o'clock position) is a label. It is known as the "Service Parts Identification" label. The three digit codes identify all the features, and options on your Reatta.

- **T - TOP COLOR**
- **U - UPPER COLOR/PRIMARY BODY COLOR**
- **A - ACCENT STRIPE**
- **F - FLOORMAT COLOR**
- **I - INTERIOR COLOR**
- **4 - LEATHER COLOR**
- **9 - SEAT BELT COLOR**

15 - GREY
66 - TAN
73 - FLAME RED
20 - BLUE
78 - RED

*Thanks to Barney
Eaton and Reatta
Owners Journal
for providing this
information.*

CONVERTIBLE TOP COLOR CODES

19T - BLACK CLOTH
28T - BLUE CLOTH
11T - WHITE
40T - WHITE
41T - BLACK VINYL
58T - SADDLE

EXTERIOR PAINT CODES

13 - SILVER (9021)
23 - MAUI BLUE (9184) (1990-1991 only)
33 - DRIFTWOOD (9022) (1990 only)
40 - WHITE (8554)
41 - BLACK (8555)
48 - POLO GREEN (1991 only)
76 - CLARET (Burgundy) (8984)
81 - BRIGHT RED (8774)
83 - SAPPHIRE BLUE (8993) (1988-1989 only)
85 - GUNMETAL GREY (9235) (1990-1991 only)
87 - PEWTER GREY (9243) (1988-1989 only)

ACCENT STRIPE COLOR CODES

08 - SLATE
10 - GREY
11 - WHITE
14 - LIGHT GREY
18 - SLATE
19 - BLACK
21 - DARK BLUE
40 - WHITE
55 - GOLD
70 - DARK RED
73 - DARK RED
75 - RED
79 - DARK RED
85 - DARK GREY

INTERIOR COLOR CODES

11 - WHITE (1990 SELECT SIXTY AND 1991 OPTION...IS ALWAYS LISTED AS 116)

CLUB HATS AND VISORS

The Reatta Division has purchased hats for sale from Lands End: 3 colors are available: red, black and white (adjustable size) – all with the Sunburst Logo.

Also available white visor with "Reatta" in script.

All are \$15 each plus shipping for Reatta Division members (\$20 each non-members). Please contact Anne Gibson (agibson36@gmail or (336)599-9589 to order.



Reatta Division Buick Club of America Officers & Key Division Positions

WEB SITE ADDRESS:
www.reatta.org

DIRECTOR: Anne Gibson
387 North Ridge Circle
Roxboro, NC 27574
Agibson36@gmail.com

ASSISTANT DIRECTOR: Marck C. Barker
4112 Campbell Road
Raleigh, NC 27606
89reatta@gmail.com

SECRETARY/TREASURER: Jerry Richstein
4798 Grants Way NE
Marietta, GA 30066
ReattaClub@gmail.com

ADVISORY BOARD MEMBERS:
Elizabeth Lane buffylane39@sbcglobal.net
Ed Farnell eafarnell@gmail.com
Jim Finn reattas60@gmail.com

NOMINATING COMMITTEE:
Bob Popyk rpopyk@aol.com
Bill Landers wlanders@brick.net
Bob Neumann
bobncathyneumann@comcast.net

WEB ROAD MASTER:
Peter Gariepy
petergariepy@gmail.com

BCA TECHNICAL ADVISOR:
1988-1991 REATTAS
Barney Eaton
20111 Deerfield Drive
Georgetown TX 78628
barney@texas.net



LAND'S END STORE FOR MEMORABILIA
<https://business.landsend.com/store/reatt>

MEMBERS ONLY PASSWORD FOR THE
REATA DIVISION WEB SITE IS:
Buick3800 (CASE SENSITIVE).
PLEASE NOTE THIS WILL APPEAR HERE
IN EACH NEWSLETTER. CHECK EACH
NEWSLETTER FOR A NEW PASSWORD.
IT WILL CHANGE FROM TIME TO TIME.



After the wedding of Assistant Director, Marck Barker and his new wife, Kaitlyn, in his Reatta.

A friend made a cake for Marck and Kaitlyn, featuring a Reatta.



MEMBERSHIP & DIVISION INFORMATION

Reatta Division dues are still only \$10/year and can be paid for up to 3 years at a time. You can either mail a check payable to the Reatta Division to me via "snail mail", or you can pay online through PayPal. The PayPal account is: ReattaClub@gmail.com

Please note that a **pink** highlighter mark on the RDIV number on your mailing label means that your Reatta Division dues are either due or past due. In order to continue receiving the Reatta newsletter, your RDIV membership status needs to be current.

Please make checks payable to: **REATA DIVISION, BCA**

Send all dues payments and address changes (include your RDIV # on your check) to:
SECRETARY/TREASURER, JERRY RICHSTEIN, 4798 Grants Way NE, Marietta, GA 30066

NOTE: All Reatta Division members are required to be members of the national organization, Buick Club of America, of which we are an authorized division. Please note that a **blue** highlighter mark on your BCA number on your mailing label means that you are not a current member of the BCA. In order to continue receiving the Reatta Division newsletter, your BCA membership status needs to be current. The national organization can be contacted at: **BUICK CLUB OF AMERICA, PO BOX 360775, COLUMBUS, OH 43236, BY EMAIL AT: buickcluboffice@aol.com , phone 614-472-3939 or fax 614-472-3222.**

Please send all classified ads and newsletter submissions to: **NEWSLETTER EDITOR, Elizabeth Lane, 39 Cockle Hill Road, Salem, CT 06420 or email at: buffylane39@sbcglobal.net**