

BUILD SHEET

1946 Buick Roadmaster Sedanet

VISION

My idea was definitely to build a custom car, as I love the early 50's style customs. I decided to keep it mild and subtle, preserving much of the original, as if it could have rolled out of the factory this way. During the build, I followed these guidelines: make it roadworthy, but preserve the old looks and feel, avoid the obvious solutions and prefer "pioneering", don't cut corners, but be diligent – it's all in the details! My motto has been: if it's made by man, I can learn how to do it

ENGINE

320 cid straight eight. Originally 144 HP @ 3600 RPM, now more. Bored .030" over, Egge pistons, Grant rings. Ceramic coating on piston crowns and combustion chambers. Original block, crank and rods. Reground camshaft. Cylinder head pocket ported with larger 1.88" intake valves (BB Chevy exhaust valves), Manley RaceFlo. Stock exhaust valves back-cut. Valve job: a 45-deg seat and a smooth 12 mm radius. Stock rocker arms, Chevy valve springs, locks and retainers.

Compression raised from stock 6.6:1 to about 8:1. Self-fabricated tubular headers and stainless 2.25" dual exhaust. Self-fabricated stainless intake manifold featuring dual Stromberg AAV-26 carbs (originally single carb). Pertronix Ignitor electronic ignition with Flamethrower coil. Self-fabricated finned-aluminum pushrod cover and stainless sparkplug cover. Modified oiling system with a side-flow filter (originally no filter at all). Stealth EFI system under work.

PERIPHERALS: Original balancer modified to accept a 2-groove billet crank pulley (1-groove original), GM power steering pump, 12-volt alternator. Original 6-volt starter modified with a 12-volt solenoid. Rebuilt fuel/vac pump and water pump.

DRIVETRAIN

Original 3-speed manual replaced by a Borg-Warner Super-T10 4-speed (from a '79 Trans-Am), adapted to a modified original bellhousing and clutch (at the time of build, there were no commercial adapters available). Hurst floor shifter with a self-fabbed shift lever. '89 Trans-Am rear axle with 2.73 gears and Posi. The torque arm is mounted on a fabricated bracket at the frame X-member, and the frameraills are opened up and bracketed to mount the lower control arms.

STEERING / SUSPENSION / BRAKES

Original steering box replaced by a GM 605 power steering box. Modified original steering linkage. Self-fabricated tool-aluminum disc brake adapters on original spindles. GM G-body 10.5" discs and metric calipers. Spindles modified to accept GM A6 + A3 front wheel bearings. G-body (Malibu) booster + master cylinder + combination valve. 1989 Trans-Am rear drums. Rebuilt original front lever shocks/upper A-arms. Air Lift Easystreet Air Springs with a 4-corner digital control. Custom made 24 mm front sway bar. Original rear sway bar.

WHEELS & TIRES

American Classic 225/75-15 Wide Whitewall tires on US-Wheel 15"x7" steel wheels.

Wheelcovers: 1948 Cadillac "sombbrero" wheelcovers or optional 1952 Buick wheelcovers

BODY MODIFICATIONS

Frame-off resto with extensive rust repairs. Molded fender extensions, molded rear fenders and gravel deflector panels (the panel between bumper and body). Front fender trim was shaved, and the seam under it was filled. Original grille but with integrated signal lights (original signal lights on fenders were removed and filled). Headlights were frenched with '54 Mercury parts, Jaguar-style tripod lights. The original Buick taillights were removed, filled, and 1946 Cadillac 62-series taillights installed with fabricated bases. Original door handles were replaced by 1949 Buick handles with self-made chromed-aluminum adapters. I kept the original bumpers but modified (sectioned) bumper guards and the rear spreader bar. I also fabricated optional "dagmar" front bumper guards with integrated parking light lenses, all handmade including lenses. Original fender skirts were replaced by re-styled skirts (made with an english wheel and a shrinker) and fabricated stainless trim parts. Reflectors on rear fenders were shaved and filled. The trunk lid emblem and handle were removed and filled, and it's now operated by a solenoid. Hood emblem was shaved & filled. All chromed parts were rechromed. Tinted windows (all new). Genuine working Appleton 112 spotlight, Comet Skyshield sunvisor. I didn't like the idea of chopping the top, as it's fairly low as is, and in a fastback, you'll get in trouble with the trunk if you want the lines to flow smoothly.

PAINT

Lower body: House of Kolor Purple Kandy over Meteor Maroon base
Upper body: Spies-Hecker White Pearl

INTERIOR

All upholstery performed D.I.Y. The interior matches the highly contrasting colors of the outside paint. I wanted to retain as much of the original looks and old feel as possible. Original seats were repaired and upholstered with a combination of white vinyl and maroon fabric, in a custom pattern, with silver piping and chrome buttons. Loop-pile carpeting, like in the old days. Custom-made vinyl headliner (original is fabric) was supplied by Kanter. Rear seat courtesy lights came from a 1983 Toyota Crown. Front courtesy lights came from a sedan Buick. Aircraft or 50's Vette style lap belts were installed. Window moldings were rechromed (on Roadmaster they came chrome plated, while on Super and Special they were painted), and some originally painted trim parts were either fabricated from stainless steel or aluminum. All gauge faces were painted in maroon and pearl white to match the color theme, and some warning lights were integrated in them. Gauge bezels were rechromed. The original speaker grille in the dash is now cut and hinged, and hides a modern stereo and an air ride remote control. The whole car was rewired, wire-by-wire, and converted to 12-volts. The original steering wheel rim was re-mold out of epoxy, and painted pearl white. It mates to a '64 Riviera steering column via an adapter. A polished stainless trim piece was fabricated to match it to the original steering wheel. It was formed from stainless tubing in a hydraulic press. The shifter lever and shifter boot are self-made out of stainless, as well as the turn signal lever. The shifter knob is a one-off custom piece made of spectrolite (a gemstone found in Finland). The bullet-shaped chrome tach under the dash is an eBay-find. Sill plates were made from stainless sheet, engine-turned and polished. Door lock buttons were machined from billet stainless.