

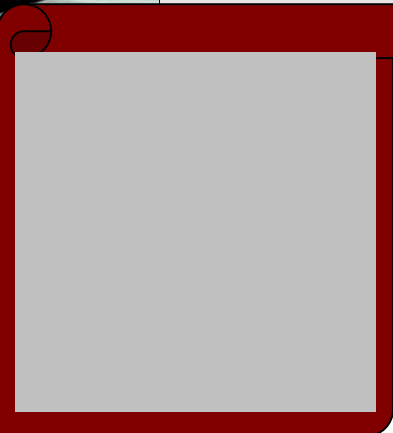
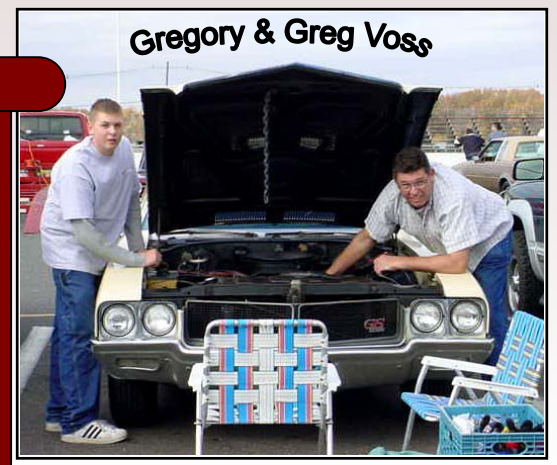
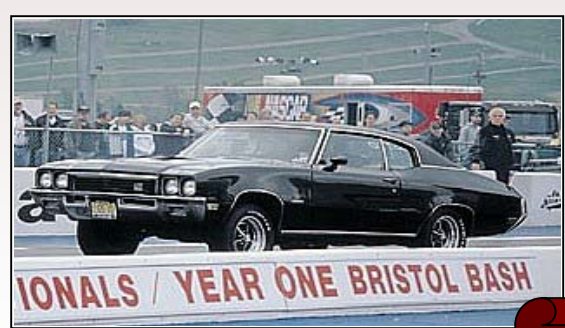


THE BUILD SHEET

January 2003 Edition Issue 4



Part 1 Father & Son Teams



The Buick Performance Group

Home office: Buick Performance Group
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Buick Performance Group Mission Statement

The Buick Performance Group (BPG) is a non-profit membership organization dedicated to the performance, preservation, maintenance and restoration of Buick powered performance cars. The BPG offers a member focused, family oriented community environment that encourages and promotes: (1) the sharing of information; (2) the development of new products; and (3) interaction and participation between all members.

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The Buick Performance Group is a non-profit, member run organization. We value all input from our members, and would love to include your car, tech tips and any article that you would take the time to submit to us.

To submit an article or your car for a feature, fax, email or postal mail your information and pictures to this address:

The Build Sheet

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Dues are Due

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Editors Remarks

I guess it's that time again to celebrate the end of a hard working year and the birth of a new year, which will bring us all the uncertainties in life. Hopefully for all, the new year will bring good health, luck and happiness! One certainty of the upcoming year is the BPG. Yep! We are now on solid ground moving forward, which some may feel somewhat slowly, but Rome wasn't built overnight. When the concept of this club was first discussed we all believed in doing things right and sometimes, in order to achieve that, you have to move slowly with a steady foot. There are always those who stand and wait for that fall. With a firm base of Buick enthusiasts I feel that the fall will not happen. We may stumble from time to time, but then it's up to the members to step to the plate to help correct things. Remember again, "This is your club too!"

I would like to start off mentioning that the basic idea of this club is to enjoy our Buicks and to have a great time doing it. Have some fun! Being part of the Northeast GS/GN Club for the last 22 years, we have always held on to this concept. To be able to joke and kid and yet stick together being able to help each other out when it's time to get serious. Friendly competition is healthy and good! We all learn from it and it builds lasting friendships between us all.

This brings me up to an idea I had a few years back, about one area of the country challenging another in team race for fun bragging rights, and hopefully some cash too! I have been working with Denny Moore, Bill Wills and Roberta Vasilow on having an East vs. West, bracket style Buick race to be held at Norwalk in the spring and Cecil County in the fall. It would consist of two teams with 8 of their fastest in attendance. The fastest would be paired and so forth to the 8th slot. Anything goes as long as it's Buick powered and a door slammer, run bracket style on a full tree. The winning team would keep the trophy and all the bragging rights until the fall re-match and the losing team would have something like a horse's behind, or maybe a Hemi or Ford car trophy. I will also be attempting to muster up some sponsorship cash for the winning team. We will keep everyone posted with the details.

I would like to take the time to thank everyone for his or her input, pictures and articles. It helps out tremendously! We have already been discussing the addition of another two color pages. We would use this as a centerfold pull out section. Also you will see that I have started a "Father and Son" series that will run for a couple of issues. I figured, as we are all getting older our kids are getting up there also. I have found that most fathers are sort of "passing the torch" to their kids. As we all are seeing more and more of a family participation in the racing effort. This is great to experience as being part of a club also helps bond the family together.

Two other topics I will be writing about, one will be your achievements with your Buick. I want to do an issue on the show awards or racing awards and your best elapsed times. I had posted a request on the web sites for this and so far I am receiving some great feedback along with some outstanding shots. Keep them coming! From this input I am now able to reach out to some of you to start a "Members Profile". It would be just a short bio on yourself and your Buick and future goals.

Lastly, don't forget to check this issue for your renewal cards for the new club year so you can continue receiving one of the best Buick newsletters out there! Dues are due!! ☺

On closing, again I want to thank everyone for their support and help with our club. You guys and girls helped make it happen! Let's not forget to thank our advertisers and sponsors too. Without those dedicated people our jobs would be extremely difficult in producing a top quality club and newsletter. For those also wondering, "Yes", we are looking into a National BPG event in 2004, again with the help of dedicated members and our fine sponsors; the National BPG Event will no doubt become a reality! Let's keep that train rolling! Best wishes for the Holidays and have a great and safe New Years to everyone!

Rick Martinez

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Father and Son Teams Part 1

-Rick Martinez

I thought of doing this series quite some time ago, figuring most of us long time Buick guys have since started families or our kids are now at that driving age. With today's fast paced action it seems that the traditional family values have fallen by the way side. What would be better than to share a bonding interest with your kid to help bring back some of that lost family tradition? With that in mind I didn't have to look far to see that many club members are already achieving this, at the track.

John & Stan Zeruka

Dad (age 62) and I (age 37) have been racing our cars together now for about 15 years. Before I was born Dad raced for many years. Many of his cars were Chevy bodies with Buick engines. I do remember his 401 Buick powered 53 Chevy with the wide white walled slicks, straight front axle and powder blue paint. I would love to have that car now!!!

When I started to race I was into Pontiacs and raced a 1956 Pontiac with a 428 Pontiac engine that dad helped me build. We then bought a 1966 Pontiac Lemans racecar from a guy here in Ohio. But there was one HUGE problem with the car. It had a 455 BUICK engine in it. I thought to myself and told dad "Why would someone want to race a Buick engine?" He then told me, "Hey... those Buick engines can really make some HP". After completing the car we had a choice to make. Remove this boat anchor (and yes, I used those words) Buick engine and install my race prepped Pontiac Ram Air II 400 engine. Dad talked me into keeping the Buick engine in the car until we had the chassis set up and tuned correctly. WELL.... the first pass was an 11.50. We were both shocked at this BOAT anchor Buick engine. Needless to say the Pontiac engine was soon sold and now I am sold on the Buick engines. We raced this 455 Buick powered 66 Lemans for 5 yrs. Dad piloted this car to the winner's circle once but had several 2nd place finishes.

Even though this car looked great and was running in the 10.00s, Gary Paine kept telling us "It sure would be nice to see that engine in a Buick body" He was correct. We then bought a 1970 Buick Skylark chassis car known as "Blew-By-You". When the car was finished it looked great and ran even better!



Dad and I have a special relationship. One that not too many father and sons are lucky enough to have. I even asked him to be the best man in my wedding. He thankfully declined but was there having just as much fun as anyone at the wedding.

Some ask why dad drives the car most of the time. Well, there are a couple of reasons. 1. Dad can drive the car and drive it well with the competitiveness and quickness of an 18 yr old. 2. My wife keeps reminding me that I am a husband and father of two young boys (ages 7 and 10). I say... When Dad feels he cannot be competitive he will let me know and then it will be my turn. I am looking forward to the challenge.

Sam Davis & June Cecil

All right, I may have strayed a bit, but Buick guys have always been a proud bunch to be different. This next dynamic duo from Garden Grove, California has been around Buicks for many years. The difference here is they are a "Mother and Son" team.

Most of us know Sam Davis as "Basketball Sam". One hint here, "What professional basketball team lost 1143 games straight?" Sam was on that team, and that team played every game against the Harlem Globetrotters! Sam has long since hung up his basketball shoes in place of being a Poker Dealer at the Bicycle Club Casino while spending his spare time enjoying his Buicks with his mother June. June Cecil, affectionately called Mom by friends, also spends time enjoying their Buicks and time with her son. June was taught to drive at age 9 in a Model "T" and her first boyfriend escorted her in a Duesenberg. So she was no stranger to the thrill of the automobile.

She was re-introduced into the scene by Sam with their Kleiner restored 1970 GSX. It was in 1989 at Beech Bend Raceway that June piloted their Saturn Yellow GSX down the quarter at the young age of 75! Track announcer Charlie Evans confirmed she was the oldest woman ever to make a run down the 1320! And "run" she did! June cut a .556 light and pushed the Stage 1 to 105 mph in

13.60 seconds! After that, she was hooked. We joke how she would try to pull rank on Sam and power the GSX down the track instead of Sam.

Their '70 GSX was purchased from the original owner in September of 1988 in Chicago. It had no rust or bondo and was in perfect shape. It even sported the original front spoiler and baffle still intact! The odometer had 39,900 miles logged in as this gem was in storage for over 11 years. The next stop after acquiring this piece of history was off to Dubuque, Iowa to be re-painted and brought up to show quality by Dave Kleiner of GS Enterprises. Dave had done a fantastic job as Sam has racked up numerous show awards on their GSX. And keeping with the Buick tradition, Sam frequented the quarter mile with his GSX, as he always says, "they were built to run. The GS Stage 1 was the fastest 4-seater ever made



Two other Buick beauties they own are their 1970 GS Stage 1 two-tone hardtop, and a 1987 Grand National. The Stage 1 seems to be Sam's favorite as he is always seen at local and also some long distant racing meets piloting his Stage 1 down the quarter, as seen on the front cover and above in the far lane. Sam latest achievement was making it to the finals at this past Vegas Buick Meet running his 1970 Stage 1 to a 12.72 @ 105 mph.



Got that buck with my '68 Buick.

Gregory and Greg Voss

Greg Voss has been involved with Buicks since first driving his 1964 Skylark back in 1972. He has since joined up with the Northeast GS/GN Club in 1986 and soon after sought out his first Gran Sport, a 1970 455 coupe which he still owns today running a best of a 12.79 at 105 mph. He added an '87 Grand National some time later, wanting to own Buick's new and old muscle.

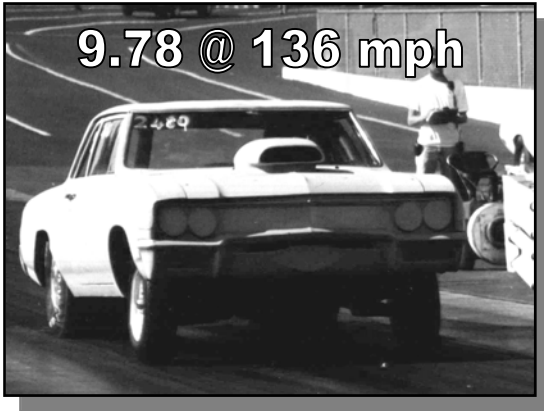
Greg's son, Gregory, was introduced to the Buick scene when he was about 9 years old, when Greg was taking him to various shows, race events and the local cruise spots around Seaford, Long Island, NY. As Gregory was getting older, he was also being taught well on the respects of the road and keeping the racing on the track. Now at 17, it was Gregory's time to own his own Buick and to be part of the Buick family. It wasn't before long that he located and bought a 1987 T-Type (shown below). I can remember the satisfaction and proud look Greg had on his face when we were on our way home from the BOP at Bristol, and Gregory called him on the cell phone to tell his Dad that he bought a T-Type on his limited budget. The body and interior is in nice shape as it is an extremely solid car, but a 307 Olds engine powers it.



So first on the project list was locating a Turbo 3.8 Buick engine and drive train. Once at home Greg started searching around. It wasn't long before he had acquired locally a wrecked Grand National. Their goal now together is to transform Gregory's Olds powered 1987 T-Type into a fire breathing street legal Turbo T-Type and have it ready for Gregory to take his first pass down the quarter mile in 2003.

It is nice to see first hand that the tradition of this hobby is passed down while building those good family values.

Bruno Jr. & Bruno DiPaola



Bruno DiPaola has been involved with Buicks since first owning a 1950 Buick years back. He always had that love for the “seat of the pants” torque that the Buick engines produce straight from the factory.

Some years later after starting a family Bruno had introduced the car scene to his son Bruno Jr. and it was around the late 1980's that he sold his 1971 Stage 1 to his son which started his love for these cars. While Bruno Jr. was busy powering his '71 GS to the 11.70's in the quarter his father was busy building a 1965 Gran Sport powered by a 455 Stage 1 engine. Together as a family they labored on the '65 to get it where it is today, running solid 9.70's in the quarter mile, while on a conservative budget and using factory Stage 1 heads! Bruno Jr. with the better reaction now pilots the '65 while his dad does most of the wrenching and tuning. Together they make a great family racing team. Many times you can see them between races discussing tactics and tuning the '65 working as a team and they always make themselves available to help out other Buick racers when help is needed.

When they are not at their local track with their '65 on the weekends, they would be found cruising the local spots together around Long Island with Bruno's '71 Stage 1, searching for some stop light action and showing up the Chevy boys.

Their goals together is to stay competitive with the other Buick iron head racers and with some extra research, and tuning hope to knock off the front runners getting their '65 Stage 1 into the 9.50's for the 2003 racing season. It's no doubt that with their determination and team spirit they will definitely reach their goals together.

Member Profile - Bob Peterson

Occupation: Heavy Crane operator (Retired)

Current Home: ST. Paul, MN

Family: Single, 5 Children,
and 10 Grandchildren

Current Buicks:

1987 GNX # 170

1987 T-Type Race car



- By Jim Weise

Bobby Peterson.... What can I say? He is the original “class clown” who is always fun to be around! And talk about a long time Buick Racer, his first car was a 1956 Buick Century, with a Roadmaster motor shoe-horned in, that went 15.90's, with a 4.11 rear end, on the tire of the day, a 9.20 Atlas Bucon.

In more recent years, Bob has been a dedicated Turbo racer, who has been running the single turbo combinations as long as anyone. His old car, a yellow '87 T-Type, named “six shooter” still currently holds the record as the fastest stock suspended, 10” tire, Single Turbo TR, at 8.87 seconds and 152 MPH in the ¼ mile. Bob was also the first to reach the 8 second mark, with a single turbo in that type of car. And that car was one wild wheel-standing ride, in Bob's own words “I never really know where that thing was going to go, when I let the trans brake button go”. Often times it went straight up, and has the scrape marks on the rear bumper to prove it. With a Stage 2 motor, at 3400 lbs, it was a crowd pleaser to be sure. And that was one rare car to bring with, in that it was a yellow T-type (1of 11 made) with a factory sunroof.

About 4 years ago, looking for even more speed, and consistency, Bob switched to his new car, a 1987 T-Type, which runs a fiberglass one-piece front clip and doors, and has a backhalf kit and 4-link suspension. His new single turbo combination employs Champion Cylinder Heads, runs a 274ci shortblock, and has run as quick as 8.50 seconds at 162 mph. On DOT tires, thru the mufflers, Bob was recently the #1 qualifier at a local track event, at **8.60 at 158 mph!**

Member Profile - Mike Atwood

As a young boy living in Iowa, there were always things to “get into”. Trouble being the easiest of these, I think my Father looked for things to keep my idle hands busy. I already had a great aptitude for any mechanical item, and could usually be found working on every bicycle in the neighborhood. At about 12 years old I was disassembling and reassembling everything that I could get my hands on. My Father worked at dealerships most of my young life as a mechanic or a service manager, so I got the opportunity to go with him to work every chance I could. I was working after school and in the summer all day long, learning how to detail cars and general maintenance.

Starting from 1980, we acquired many more Buicks than we already had. I had been driving a 1972 Oldsmobile 442 until it was wrecked while my mother was borrowing it. My Dad had gone to a local auction and purchased a 1970 Buick GS to replace it, which I owned for several years until an out of state move in 1985 forced me to sell it. I moved back to Iowa the same year, and again worked with the family business for the next 5 years. All the time I was always looking for another GS to get my hands on. In the early 80’s we had owned a ‘65 Riviera, ‘69 Skylark, ‘65 Gran Sport Post, ‘72 Riviera, ‘72 LeSabre, and a ‘79 Regal, not to mention the dozens of GS’s and Rivieras that we restored to resell.

In 1990 we decided to move away from doing a lot of wholesale work for other dealers, and purchase a larger place. We found the building that I am currently still in. We slowly tapered off from the wholesale work and restoration work from other dealers and a local collector, and concentrated on doing our own cars that we could resell. Instead of making money for the big dealers in town, we could now make a little bit of profit for ourselves on retail work and reselling cars that were repaired by us. We have been doing just that for the last 13 years with good success. My Father passed away from cancer in 1998, leaving my Brother and myself with a very hard decision of whether to try to continue with only the two of us plus my Mother to help in the office. Our business, Four Guys Auto, has continued to prosper and we have had some of the most profitable years since. My brother, Scott, and I have continued to run our business with the belief that honesty and integrity

should be the center of every exchange we have with a customer. I service everything that we sell here, and stand behind every car that we sell. I think it’s the only “right” way to do business. I also maintain our own web site with current inventory at www.fourguysauto.com, and also maintain a few other business’s web sites that I deal with.

In 1997 I went to another body shop to visit with a friend of mine, when I saw the rear end of a 70 GS sticking out from a prep bay. Being curious, and anxious, to get another project going I asked my friend who’s car it was and what he was going to do to it. As it turned out, I knew the guy that owned the car and he comes into my shop a few times a week. I purchased the car from him for about what he said he had in it, and also got a ton of parts and all the original chrome and new sheet metal to do the repairs. The car was ready, but it would take me another couple years to get everything I thought I would need to get the car back on the road. I also had to deal with the loss of my Father, which also cost me the loss of interest for some time in the car. I had hoped to have his many years of experience to look upon when preparing for the engine work. I finished the outer restoration in 2000 and have been quite happy with the results since then. I have added many items to the engine and transmission to give a little better performance.



In early 2002 I was checking out some of the online bulletin boards, when I heard of a new board that had just come online. I checked it out, and liked what I saw on this new board. The board was V8Buick.com and seemed to be the friendliest place I had seen online. I offered my help one day making the board’s owner a logo and doing a few design ideas for him. That is when my friendship with Jim Weise started and my involvement in starting up the BPG and designing the club web site and all the graphics came to life. Since I can remember walking, there has been a Buick of one kind or another sitting in our driveway. As long as I can drive, there will always be one there.



Keith & Amanda Egan's Ten Second Grand National

In February of 1987 I went to my local Buick dealer and ordered a 1987 Grand National with every option except for digital dash and side moldings. The car was delivered on May 7th 1987, my plans where to put wheels and tires on it and maybe a Chip. This was my keeper, the one that won't get away. In 1988, factory stock she ran 14.00 @ 96 mph, 1989 and with just a Kenne Bell Street chip, 13.80 @ 100mph. In 1992 I installed a K&N Air Filter, KB Pro Chip, test pipe and cat back exhaust took it to the track and improved to a 12.70 @ 108 mph. In 1994 I started to get a little more serious, I bought a small turbo, built a stretch intercooler, injectors, converter, slicks, etc. It was at the end of the 1997 season I ran a few 11.70s and got tossed from my local track because of no roll bar. So in the spring of 1998 a friend installed a 6 point roll bar for me, that was the first thing I did where I actually cut a hole in the car. Now that it was legal, it was time for greater improvements, more turbo, more injector, front mount intercooler, 9" converter. By the end of the 2001 season I ran a 10.96 @ 122 mph with a 1.51 60 foot time. I still had the factory stock long block, stock heads, timing cover and the intake had never been off. I was at the end of what the stock motor was capable of considering and I had my 30-psi boost gauge pegged the whole run.

The winter of 2001-02, I built a spare motor with a stock block, steel caps, stock ported heads, hydraulic roller cam, all the same bolt-ons as the factory motor, best time at the end of the 2002 is 10.58 @ 125 with a 1.44 60ft at 26 lbs of boost. This summer I drove it work on the hottest most humid days, it has the best A/C of any car I own, and put about 1000 street miles on it. Plans for the next few years include a 70 series turbo, Trans brake, Wolf style rear sway bar, better shocks, and hopefully a low 10-second time slip.

Specifications:

- **Short block:** 109 block, .020 over, Wisco pistons, 8.1 to 1, factory crank .010 under, King Bearings, Stock Reman Rods, oil passages enlarged, PTE front cover, CAS 7 quart oil pan. Machine work and Assembly by Motor Masters, Erin WI
- **Heads:** 8445 Factory iron heads, Manley Valves, ported by Motor Masters.
- **Cam:** Comp 218/212 hyd. roller cam, TA Performance Roller Rockers.
- **Turbo and Exhaust:** PTE 54, CAS V2 intercooler, Terry Houston Down Pipe, ATR Single shot exhaust
- **Stock Computer** with modified drivers for 72 lbs Injectors, Max-Effort 16 position chip, Direct Scan scanner
- **Transmission:** 200R4, Billet shaft, drum and servo, Built by Jimmys Transmissions. Precision Industries Non-lockup Torque Converter 3200 stall
- **Rear End:** Stock 8.5 with 30 spline Moser Axles and C-Clip eliminators, Eaton Posi, Tubes welded to center section. Kenne Bell traction bars, cheap NAPA shocks. 2 Airbags.
- **Front Suspension:** sway bar removed, 6 cyl non air springs, 90/10 shocks, Global West Bushings.
- **Wheels and Tires:** Holeshot Holepros, 15x4 and 15x8, 26X4.5 MT front-runners and 28X10.5 MT slicks.
- **Body Mods:** Fiberglass bumpers and hood. Roll bar and misc fabrication by Kanehl Race Cars

Best Time to Date 10.58 @ 125, 1.44 60ft, 3625lbs





Jamie Barnes - Junkyard Dog

I stumbled onto my '70 GS 455 quite by accident. I called a guy at Arizona Desert Specialties in Tucson, Arizona (his name is Jules and he owns the place, I believe) about some parts I needed for my '70 Skylark Custom Convertible. He happened to mention that he had a '70 GS 455 car that he wanted to sell, just in case I knew someone who would be interested. The more I thought about the car, the more I wanted it. I had never owned an actual GS before, but I was not at all inexperienced with Buicks. My friend "Big" Earl Talley and I had even transplanted a 455 into a Pontiac Grand Prix (in place of its Buick V-6) and had a blast on the street and at local tracks.

To make a long story short, I bought the car (sight unseen) and had it shipped to me on the back of a flatbed truck along with the parts that I had purchased for my convertible. We had to do some creative maneuvering (to say the least) in order to get everything unloaded. Once the car was back on terra firma, I was able to see that it was pretty complete. Just about everything was there except the GS breather, the fan shroud, the GS grille, and the original wheels. The jack, lug wrench, and tire cover were all in the trunk along with a steel 14" wheel that looked to be the original spare wheel. The car wasn't without problems, however; it had been damaged in some sort of accident and the passenger side door and rear quarter were damaged. Also, the original Cornet Gold paint was quite faded and the interior was rotten. Luckily, Jules was good enough to include another door and quarter to fix the car when I made the deal with him to purchase it.

Earl and I fell into working on the car, just to see if we could get the engine to turn over. It had been about 14 years since the car had been licensed, so we were expecting the worst. To our surprise, the engine was not stuck. Closer examination revealed engine oil that had the

consistency of tar, so I disassembled the oil pump, cleaned, and primed it. Also, I poured some solvent into the engine and let it run out through the opening in the oil pan, hoping to wash away some of the tar from the internals, including the oil pick-up tube. Once all this was done, new oil was added, and necessary tune-up chores were performed, we attempted to start the car. Not only did it start, but once the point dwell was checked and the idle was readjusted, it ran quite smoothly! After receiving all the paperwork, I learned why to some extent. From what the documents stated and from what I could tell by looking at things like the original timing gear set and the brake pedal pad inside the car, it seemed that the odometer reading was correct, with a reading of only 58,830 miles! Apart from some leaky rocker cover gaskets and other minor problems, the engine still runs like a dream.

Once I decided that the car would function well enough to drive around, I did just that! I licensed it (**the GS became known affectionately as Junkyard Dog**), added some 15" X 7" chrome Buick wheels, and drove it back and forth to work for some time. I also tried it out at the local track (Beech Bend) in its stock configuration. Its first outing netted some 14.50s; consequently, this was done with the stock, non-posi traction rear. After more driving, I ended up breaking two of the original type 8.2" units before I switched to an 8.5" rear with a 3:42 gear and posi unit. Even after that many years, the torque was still there.

Finally, I decided to park the car and begin work on it. Paint and bodywork was completed in 1999 and just this past summer, I finished rounding up missing



interior pieces with the help of BPG member Jeff Jarboe and reinstalled everything inside the car. The interior looked new again for the first time in years! Originally, I had intended not to finish the car for regular outings until I could prepare a stock-appearing engine for it, but it became so tough to let the GS just sit there knowing that the engine runs as well as it does. So, after the interior was installed, I added a mandrel-bent 2.5" exhaust (with a Dr. Gas x-pipe and Walker Dynomax mufflers) and began having some fun again. Recently, we took the car to the B.O.P. Nationals at Bristol and raced in the bracket classes. We didn't bring home

any hardware, but we did run 14.0s. With some additional tuning, we believe ole' JYD is capable of even more.

Recently, I won the B.O.P. class at a local car show with the GS (thanks to "Big" Earl once again for the detailing work), helping to increase my personal satisfaction even more. My kids (Justin and Paige) really enjoy riding around in the car, and Justin has even begun to express an interest in Buicks - of the turbocharged variety. I still plan to build a stock-appearing engine for JYD one of these days, but that's a few miles down the road. Even though it's not a complete restoration, it is a head-turner...and a whole lot of fun to drive. My GS is a survivor, and I'm proud to have had a hand in helping it along the way.



This is no trick. Club member Carl Rychlik of Connecticut, was at a cruise night, took the above photo. Take a close look at the plate of this GTX, and what it says, "JUNK"

Jill Gorisky is wearing the correct shirt when she is with her boyfriend, John Csordas Jr. Jill happens to be a pastry chef and had made the cake below from scratch for the N.E GS/GN Club's Christmas Party. The entire cake is edible including the Buicks! The cake was delicious it was a shame we all ate it. Yummy



Year One Bristol Bash Stock Appearing F.A.S.T. Event

-By Greg Gessler

Congratulations to YEAR ONE. They put on an amazing event, their second annual Year One Bristol Bash! I cannot say enough good things about this event and Year One.

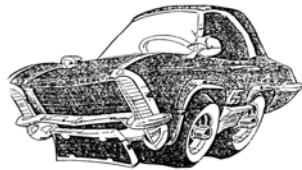
I saw very few Buick guys at the event this year, all I can say is you missed it! This is without doubt the finest racer/family oriented event that I have ever participated in. The **YEAR ONE** Bristol Bash has something for every one. I'm not kidding. Full tilt car show with a \$5000.00 grand prize, multiple drag race classes for street legal cars. Heads-up drag racing for the F.A.S.T. (Factory appearing stock tire) class. Autocross, Dyno challenge and probably more that I didn't get to see! Then there is everything for your family to participate in. Let me just list some of the attractions that I saw... Kids playground, about 6 huge inflatable kids rides (slides, tunnels, forts/house, bouncing room). Then, there is the rock climbing wall and NASCAR simulator, slot car racing. Oh did I forget to mention a huge (approx 60x150) ice skating rink. Yes, ice-skating! Year One supplies the skates! I also saw balloon tired tricycles for kids to ride on the ice with. How about remote control racecars. Let's see... there were face painting, clowns, and T-shirt giveaways being shot out of a cannon into the grand stands. Don't let me forget the manicures for the ladies and shuttle buses to nearby shopping malls all day. And it was all complementary, yes all FREE! Anyone that knows me can tell you that I don't get overly excited easily.

This event IS that GOOD!

Year One associates are top notch; they are all super friendly and helpful. I'm sorry if this sounds like a paid advertisement (it isn't) It's just that I want to let everyone know about what a great event this is. I almost forget, they had exhibition cars for your enjoyment, 2 nostalgic nitro funny cars (Jungle Jim's car was one) a jet car, Pat Musi was there with 2 pro mod cars, Arnie Beswick was there with about 4 nostalgia cars, and a Sox and Martin super stock car. There was so much I can't remember it all. Put this event on your calendar as a must attend family vacation for next year. Visit the YEAR ONE web site at www.yearone.com. Trust me; you don't want to miss this one.

B.O.P. at Bristol

-By Rick Martinez



The B.O.P. at Bristol or as I like to call it Buicks at Bristol, being the majority of the cars racing and showing are Buicks! For us it was like always a long wet trip as there was a hurricane in from the Gulf. My wife always shakes her head, thinking what kind of nut loads up a racecar and heads straight towards a hurricane to go racing. The threat of a total wash out unfortunately plagued again one of the many Buick events. Geez, if they want to rid us of the drought they should just hold a Buick event in their town.

Getting back to Bristol, I have to say that Jim Haas must have a double, because the damn guy seemed to be everywhere. You didn't have to look far or long before you spotted him helping out and making sure things were run smooth and people were satisfied. That alone can be an exhausting job! I have to take my hat off and congratulate Jim, his great supportive family and crew for organizing a great event. Not forgetting a big thanks to the management of Bristol for their fine hospitality and great facilities. I stayed with a bunch of the Northeast members at the LaQuinta hotel, which seemed to be packed with Buicks and owners from all parts of the Country! Pulling into the lot the very first person I saw sitting out front was Harold Rolls Rolls with his lovely wife Ann. Harold was like the "Gate Keeper" making sure only Buicks are let into the lot. Actually they were relaxing after their long trip down from Canada, taking in the sites and greeting everyone as they arrived.

A couple of highlights at the hotel were Renee, Moore along with Roberta Vasilow setting up the blender making some great tasting slushies! All it took was one glass and you were feeling great! The Maryland gang was on hand already settling in. It was getting like the old days when we used to stay up past midnight hanging out bench racing. On one particular heavy night of drinking slushies a semi 16-wheeler trailer truck pulled into the rear lot on one side and a huge commercial bus pulled in on the other side. Jim Weise, Roberta, a few others and myself started taking bets on who was getting stuck and of course making sure no Buicks or tow vehicles cars were hit. I believe it took nearly a half hour for the truck to back out and then the bus had to maneuver around the rear lot to leave.

My highlight was the chance to even the score with my long time friend, Doug Hecker on bragging rights to a grudge run. Sorry Doug, it's been too long since I choked letting you beat me at Bristol a few years back. Well John Schmidt along with Jim Weise and Mike Bucy decided the night before (over slushies) that we were to run \$10 for the best light and \$50 for the win.



Above: Doug Hecker, Mike Bucy, myself and Jim Weise discussing the terms before I "crushed" Doug©. While John Schmidt was waiting patiently in the shadows to verbally abuse the loser.

Doug and I had been racing nearly identical times so now it's off to the line for our usual massive John Force burnouts. The lights came down and, we're off! Well, let's say I'm off, Doug...zzzz. My .525 light was nowhere near Doug's .707 light. With a ten spot in the bag I charged on nipping him for the win and the \$50 big ones and most of all I earned the right to abuse him until a re-match. Anyway I ended up going a few rounds in the Quick 16 running in the 9.90's until my trans-brake solenoid self-destructed off the starting line. There was also a one-shot deal gamblers race to see who can run the nearest to their dial-in time. John Csordas Jr. like a clock won it running exactly on his dial-in for the win with his 8 second Stage 2 Skyhawk!

There were plenty of other members on hand as we brought a slew of the V-8 cars down to pound the Pontiacs and Oldsmobiles. Needless to say we did. Guys like Mike Modena, Rob Chilenski, Tom Wagner, John Massoud, Bruce Wilson, Bill Lagna, Rick Miller, and plenty of others devoted club members were on hand. The BPG booth was set up with Jim Weise, Mike Bucy, John Schmidt and Bruce Hunter, on hand to answer any questions and to help out. Not to forget Renee Moore, she did double duty, lending a hand with the BPG while helping Jim Haas with the BOP event.

2002 Year One Bristol Bash F.A.S.T. Race

For cars that look and sound stock

- By Greg Gessler



This was the 2nd annual F.A.S.T. race (Factory Appearing Stock Tire). The Rules are simple; the car must use original factory castings. Externally the engine must appear completely stock, stock intake, heads and cast iron exhaust manifolds running thru a full 2 ½" exhaust system. The car must also sound stock, no lumpy super-stock cams here. Original size tires must be run on all four corners, they can be reproduction bias ply or radial equivalent. Most racers are using the repro bias-ply's, as they are a little more forgiving if traction is lost and they make the car look 'period correct'. Many of the cars in this class are show cars that run 11's!

In 2001, the cars were running as fast as 11.90's at 118 MPH. One year later the cars are going a lot faster. The Hemi's are covering the ¼ mile as quickly as 11.58 at speeds up to 123 MPH! That's with a full weight stock appearing car, (Someone) was overheard saying..."Dem Hemi's are awfully strong". A ZL1 Camaro (all aluminum 427) was rumored to have dipped into the 11.4's at his home track.

Preparing for this race was a last minute thrash. I tried changing transmissions and torque converters to no avail; my old trusty TH400 with a Kenne-bell switch pitch converter was reinstalled 1 week before the 2002 race. So far this trans has worked the best for me with my stock G-60-15 Goodyear Polyglas GT tires. I built a new engine for my car using a lightweight .038" over flat top pistons with Total-Seal piston rings. I had developed a new design, Stage1 cast iron race cylinder head for a few racers and I wanted to try a set of these in my stock appearing application. Due to tight time constraints I reused my old cast intake and exhaust manifolds and I would have liked to develop a custom cam for the engine but there just was not enough time, so I used a proven design the TA 230/245.

Normally Saturday is qualifying and Sunday is eliminations, but due to impending rain expected on Sunday, the Year One crew decided to move up the eliminations to Saturday. Year One ran this event so smoothly it's unreal, FIRST CLASS in every aspect. Due to the rain there was only one qualifying run, although we did get at least 2 time trials that morning.

The cars qualified as follows:

Dave Dudek Jr.	1970 Hemi Challenger	11.76	121.34
Greg Gessler	1972 GS 455 Stage1	11.78	116.30
Joel Nystrom	1967 Hemi GTX	12.02	122.78
Jim Haas	1970 Nova LT1	12.17	114.57
Jack Irons	1969 Hemi Roadrunner	12.30	118.05
Dave Dudek Sr.	1969 Hemi GTX	12.60	111.12
Mike Wowk	1970 Roadrunner 440-6	12.70	108.34
Scott Pennington	1969 Camaro 396	12.73	108.70
Terry Pennington	1969 Camaro ZL1-427	14.95	69.30
Pat Wendling	1969 Firebird Ram-air IV	20.64	66.00



Before Eliminations it was announced that the best reaction time of the round would get a bye run due to the uneven number of cars. Normally the first round of eliminations is an easier race because the fastest car races the slowest qualifying car. I was scheduled to run the #9 qualifier, Terry Pendleton and his ZL1 Camaro, he had problems earlier with his ZL1 car, but I heard that he sorted them out and ran an 11.7 in the last time trial before eliminations. Terry was favored to possibly have the quickest car at the event.

We both did a quick burnout and staged. When we saw the lights flash (.400 pro tree) we were off. Terry ran an incredible 11.70 @ 119.14 and I ran a good 11.82 @ 116.30 but my reaction time was better, allowing me to cross the finish line first. Dave Dudek, driver of the purple Hemi Challenger ran an incredible 11.67 @ 121.00 and easily won his round. I ended up with the best reaction time of the first round, so I had a bye into the semi-finals. For the next round of eliminations, Dave Dudek Jr, was paired up against his Dad, with his Hemi automatic car. Dave, Jr. took an easy run to make it look close for the spectators and easily won with a 12.59. Joel Nystrom with his 1967 Hemi GTX 4 speed had his hands full with Jim Haas's 350 Nova.

This small block screamer (Mighty Mouse) ran very consistent all day in the 12 teens @ 114 MPH! Joel won the race when he put together a solid 12.03 @ 122.67 run. I ran my bye trying a different starting line technique, the car spun, but I still mustered a 12.06 @ 115.11. Interestingly enough before the 2nd round of eliminations I was informed that the best reaction time of the 2nd round will get the bye into the finals, even if it was me! I never heard of someone getting 2 bye runs. Anyway, guess who got the next bye run, yes, me!

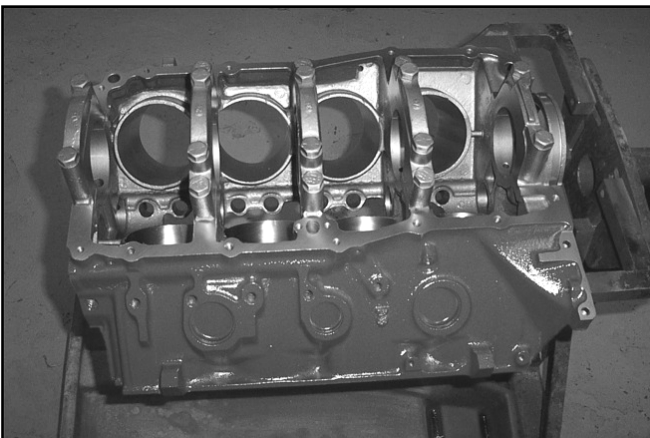
So in the semi-finals with 3 cars left, Dave's Hemi Challenger, Joel's Hemi GTX and my Stage1 GS. (I just can't get away from all these HEMI'S☺) Dave and Joel were paired up for what should be a good race. Dave ran an 11.87 @ 121.27 to Joel's 11.95 @ 122.49. But Joel tree'd Dave by cutting a light and took the win (by .007) proceeding to the Finals. Again with a bye I experimented again, and again I went up in smoke at the starting line, (about the 100 ft. mark is where the problem was). So now I'm going to the Final round and the last 2 attempts to get down the track ended up in smoke, I needed to get back to where I was before and get the car down the track!

Joel ran 11.70 @ 123 a few days earlier on a test and tune at Norwalk in Ohio, so I knew that I had my hands full with his strong Hemi. The Hemi has a very strong top end charge (123 MPH!) and since I only run 116 MPH, I need to get out in front using the Buick torque and hope that I am out in front enough so that I cross the finish line before he can catch me. Both cars were staged. Joel was using G-70's redline tires with a 4 speed trans, I had my stock Goodyear Polyglas G-60-15's and automatic trans. I jumped out to an early lead and by the 1/8 mile mark; I started looking over my shoulder to see the Hemi charging hard! Luckily I was able to cross the finish line first with an 11.85 @ 116.05 to hold off Joel's 11.99 @ 122.76. Unbelievably, I won the F.A.S.T. race for the second year in a row. Congratulations to all participants in the FAST race and a big thanks to Year One!

This racing format, Factory Appearing cars racing on Street tires, is a lot of FUN! It receives a lot of attention from various magazines and auto related TV programs. Hotrod TV and Horsepower TV will both be airing F.A.S.T. footage on their programs. We need to get additional Buick's involved in this racing to put on a strong Show. This year there were 4 Hemi's in attendance and only one Buick!☹☹ Getting started in this type of racing is easy, talk to competitors at these races and ask questions, most are very willing to help someone out. The participants and Year One are very excited about this race class, It's the most fun I've had with my car in years. Just plain FUN!! Contact me if I can be of service to you.

Greg Gessler
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Rare Stage 3 Block Update!



This is an exciting time in the Buick community! This is one piece of history that will now take its rightful place, and be shared with those who would have never had the opportunity to see something like this. We can all thank Scott Miller for the more than generous donation of this block and costs to bring it back to a "viewable" state. The ultra rare Stage 3 block project is still under way! The block is now cleaned and machined, painted Buick red and coated. *Thanks again to BPG member Scott Miller. This project is brought to you with the co-operation of Scott, the BPG, and Tri-Shield Performance. We want anyone interested to be able to view this block, so it will travel for a while, and then be put on display at the Sloan Museum, in Flint.*

BPG at the WEST COAST NATIONALS LAS VEGAS, NEVADA

-John Schmidt

The Buick Performance Group was a contributing sponsor for this years West Coast Nationals held at Las Vegas Motor Speedway on November 8 and 9. High winds and surprisingly cold weather forced the cancellation of the Friday night Test & Tune session, forcing all of the anxious Buick racers to find a watering hole and do some serious bench racing. The host hotel, The Main Street Hotel and Casino, was the consensus gathering spot for the gearheads. Expectations were shared, friendships were created, and ET's were going down faster than the draught beer. All in preparation for Saturdays race.

Saturday brought fair skies and mild weather. Winds were gusting and the racing gods were shining down on the LVMS.

The BPG was well represented at the event. John Kirkland, BPG Region 7 Director, drove his 70 GS 462 miles to race. Gary Fanning



(Hugger Orange!!!) came over from Elko, NV to lay down some serious smack on Renee Moore. Bruce Hunter and his lovely friend Michelle flew in from Cleveland, Ohio. Bob and Donna Martin flew in from Columbus, Ohio to help out with the BPG promotion and get the Opel running. Tony Zimmerman, the unofficial BPG accountant, flew in from Wintersville, Ohio to take in Vegas. Basketball Sam came over from the left coast to show off his GS. Mike Tomazewski, TA PERFORMANCE, brought the new V6 block out for everyone to drool over. What a nice piece of work. The V6 guys are going to be buying that like hotcakes. Not to be outdone with the block, Mike is working on a new set of aluminum heads that will provide the complete package for the sixbangers. Jon Whittington, organizer of the event, hosted a BBQ at his shop on Sunday. Many of the racers stayed over and joined in on the good food and company. Thank you Jon, GREAT TIME.

A special BPG thanks must go out to Bruce Hunter for mingling throughout the pit area and spreading the BPG word. Every racer received BPG information and many thanked the BPG for its

efforts to support another fine Buick event. Rumor has it that Bruce was so "Race Crazy" that he guaranteed he would be racing his GS at LVMS in 2003. Anyone else game to join the Convoy? A great time was had by all. It's going to be a long winter!!!!

For more information about the 2002 and 2003 West Coast Nationals, log on to the BPG website and read up on the event. There are links to videos and some very interesting stories. Till next time, "Just havin fun". John Schmidt



**NHRA
SS/DX
Record
Holder**



Above is John Kirkland waiting and ready to go!



Standing next to BPG Headquarters is Judy Schmidt, Tony Zimmerman Donna Martin



Restorations

- By Mark O'Neil – Classicar.com

The following article was written for publication in a local magazine back a few years in the home area of Land Yachts where the author has discovered, since he opened up his doors to the public, he found that most people are greatly misinformed as to what restoration is. To those of you who are seasoned restoration customers, a lot of what this article is about is common sense, but you may find it interesting anyway. For those of you who have never had professional restoration done before, even if you have done some amateur restoration yourself, this article is required reading. Any resemblance of people in this article to anyone, living or dead is purely intended. The names are changed to protect the guilty.

Let's examine just exactly what restoration is. Where automobiles are concerned, restoration is simply, a complete disassembly. If the part shows too much wear than the OEM recommends that the part is (1) replaced with OEM new part, (2) replaced with an OEM or secondary market remanufactured part or, (3) refurbished by local shop or subcontractor to a level equivalent to new OEM specifications. Part or restoration is surface repair. All metal rusting surfaces must be treated. Pieces that are not rusting must be protected from future rusting opportunities. All upholstery, and fabrics, including all new fasteners and seals must be replaced. Any interior trim displaying age or damage must also be replaced. Prep and finish the exterior of the vehicle with modern finishing systems as called for by the particular level of restoration. And end by replacing all exterior trim which shows age or damage.

A true restoration will return a vehicle to as close to brand new as possible, as the original method of manufacture is not available. Restorers recognize two types of restoration, show and street. The main difference between the two is, show vehicle restoration is sometimes called "over-restoration" where the vehicle is brought as close to perfection as possible, disregarding cost. A show restoration is better than the best brand new, fresh off the assembly line vehicle. A street restoration is as close to factory new as possible. Show restorations

are generally only shown at a few, serious shows, and never driven on the street. These cars are entered into judged competitions, and are expected to win. Street restorations are intended for the pleasure of driving. These, however, are still driven only infrequently. Restorers do not like to do "partial restorations". Though the reason should be obvious, let me see if I can explain why. Joe Below Zero brings his 1962 Frania Oblongatta boattail shooting brake to ABCD Goldfish Restoration Co. to fix the rusted panels on the floor and paint the body and rechrome certain small finish trim parts. Joe cannot afford to rechrome the bumpers. Joe also plans to effect all other repairs to the vehicle as well as its complete reassembly. Joe has, for years, been a serious amateur automobile collector and part time repairer of his own projects, and thus believes himself competent enough to handle tasks not meted out to ABCD Restorations to do the complete restoration. Since Joe does not work for ABCD, they have no control over the quality of his work. Joe brings his completed project to a show. Tom asks: "Say Joe, who did your restoration work?" "Why, ABCD did, of course!" Tom wanders over to Brad and says, "Jeez, I'm never going to have ABCD do anything for me! Look at what a crappy job they did here in the engine compartment!" End of story! Now there are amateurs out there that are very good. In fact, so good, I've tried to hire them! But the vast majority of amateurs simply do not have the skill and experience or equipment to equal the quality of my carefully selected middle-aged professionals, who have spent their entire adult lives working as automobile restorers.

My local restoration customers, reflecting the nature of the Tidewater market, fall into the following categories: 95% budgeted repair work, 4% street restoration, 1% show restoration. Why so little real restorations? The simple reason is cost. Let's explore this issue. The vast majority of my local customers are first timers. That is, when they bring me their project, it's usually the first time they've ever had restoration work done by a professional. What they are familiar with is paint and bodywork done by collision shops. The philosophy of collision repair industry is to get it done quick and cheap! This is mainly because the typical collision customer is in need of the lost transportation, thus necessitating a short repair interval. A large insurance company is usually paying for the repair. Whose bottom line is, control the cost. Collision shops use an estimate system often provided to them by insurance companies, that closely approximates the real cost of the

repairs. Thus, the final cost rarely differs from the original estimate. They can do this because the average age of vehicles they work on is 5 years. Parts are in good supply, repair techniques are simple and variance from these techniques are at best nonexistent or at worst very predictable. Yes, Virginia, many aspects of vehicles are better made today! The diagnosis and repair strategies are easier, thus requiring less skilled technicians and the results are cheaper. Even when there are "additions" to the original estimate, the additional cost is still not usually felt at the customer's pocketbook, since the collision shop will usually negotiate directly with the insurance company.

The average age of projects flowing through my shop is 40 years. All of the first-timers coming into my shop generally are infected with the belief that I can spend several minutes looking over a 40 year old vehicle and come up with a collision industry type estimate, or in other words, a firm bid! I can come up with a firm bid for you right now; I don't have to get out of my seat, I don't have to look at your car, in fact I don't even care what it is! 60K! Of course if you want a reasonable accurate estimate to restore the car, I will give you one as soon as we have completely disassembled the car. This is, of course, not an insubstantial operation and could itself cost upward of a thousand dollars! And then there is always the risk that we would discover the cost to restore, or even just repair the vehicle would far exceed any expectation on the part of the owner. Thus at that point he would have to discontinue (at least with us) after having already spent upwards of a grand.

What should a restoration cost?

First let's deal with some quaint notions about this.

Quaint notion #1: "Gee, I'm tinkin' of buyin' dis car (X amount of money), havin' yooz restore it for me, and den I'm gonna sell it for (Y amount of money) and make a profit!" Rather than address the foolishness of this belief for its merits, I will dispense with it in this way. If it were possible for someone to buy a car, have me restore it in such a way that I make a profit. Then sell the car for an additional profit, then I'm going to buy this car, I'm going to restore it at my cost and I'm going to sell it and I'm going to make that profit! In fact, if this were routinely possible, I would never deal with another customer again! I know of a restorer, who has two retired militaries driving all around the country, buying old cars they see on back roads and in small towns, never paying more than \$500, then shipping them back to him. He does quickie "restos" on them, and bangs them out to auctions.

Under a different name, he sometimes makes a profit. He still deals extensively with customers! I think he does the spec stuff mostly to keep his large crew of minimum wage workers busy during slack periods. During the 80's, when Wall Street yuppies were buying up "E" Type Jaguars for \$70,000, restorers were doing ground up restorations from rusted frames found in junk yards and making huge profits! For those of you who have been asleep for the last decade, that market crashed and now I could make a career out of restoring the junk that was pumped out during that era!

Quaint notion #2: My car is worth \$12,000 restored (according to 'Old Cars Price Guide') so it shouldn't cost more than \$12,000 to restore it! The market value of classic, antique, vintage, or custom cars is affected by a lot of factors. Supply and demand, unusualness of design, original quality of manufacture, and endorsement by some recognized agency (such as AACA) the phases of the moon, etc. almost anything but the real cost of repairing it. What should a restoration or repair cost? Let's start with a stumble through a history lesson. In 1971, a Lincoln Continental Mark 4, cost Ford \$950 in parts and labor to manufacture. The car was sold retail for \$12,000. The dealer profit was \$2,000, factory profit was \$2,000, administration overhead was \$2,000, and \$2,000 was for company debt service, \$2,000 was for advertising and \$1,000 was for product liability insurance. Amusingly (or ironically) the actual cost of manufacture was the least expensive item. This car was on an assembly line for approximately 7 hours and over 60 people (and in those days, only 3 robots) worked on it. Assuming that during that 7 hour period, the vehicle was being physically worked on only half of that time, simple multiplication says that it took 210 man hours to assemble that car. The parts for this car are manufactured or purchased by Ford by 10,000 if not 100,000! Ever heard of a volume discount?

Now let's jump 25 years into the future. I picked this number, because a lot of people suffer from the mistaken notion that a car automatically becomes a "valuable" antique at 25 years. Sorry about that! Stick with me long enough and I'll attack every notion you have ever acquired! A Continental Mark 4 now sells for \$42,000 retail. At least a decade of hyperinflation has helped expand that \$960 to over \$4,000! You want me to take your 1971 and restore it, so let's examine the physics of that. I don't have an assembly line, no restorer does. We have to do it the old fashion way, by hand with small teams, like Rolls Royce used to. First, we have to

disassemble the vehicle, something Ford didn't have to do. Would you like me to use an air wrench to speed things up? Oops, I just broke a stud off because the nut was rusted to it! Looks like I am going to have to spend an hour drilling and tapping it! Hmm, I guess I better move slower and try and do less damage! If I can only act like a collision guy and just zip, zip, zip it right apart!

So let's say this car is a good restoration candidate. So I only have to replace or repair for arguments sake 35% of the components. Guess what, I'm just like you, I have to buy almost every one of these parts retail. I'm not buying 10,000 at a pop, so we can forget the discount! The suppliers of antique car parts consist of junkyards, individual or small company rebuilders and a number of small companies that actually have in some quantity reproduction parts manufactured for them, usually in countries like Taiwan. All of these entities will deal directly with a customer as well as a professional restorer. Only some of the small companies offer discounts for a certain minimum annual volume. I, like a fool, generally pass that discount on to you. I suffer from the old-fashioned notion that in return for your business, I should reward you by allowing you access to my discounts. In fact, my real intention is, to discourage you from bringing in your own parts and expecting me to warranty them! Let's get down to actual numbers. Assuming you have a good restoration candidate, and I apologize for one more digression. I know you are on the edge of your seat waiting for the numbers. A good restoration candidate would be a vehicle driven regularly for 5 years for about 50,000 miles. Then, stored in a well sealed garage for 20 years, being driven downtown say once a month. A vehicle driven 100,000 miles and stored outside for ten years but well maintained would be somewhat less than a good candidate, but not necessarily a poor one. A vehicle with only 5,000 miles on it, but stored for 20 years under a pine tree, would not be a candidate at all, (I've seen 'em!) A vehicle with 100,000 miles on it and stored outside for ten years with a car cover on it will most likely be a poor candidate.

A good restoration candidate is generally a very well kept vehicle, properly exercised and stored, very much better than average. Of the 95% of vehicles coming through my shop from the local area for what I described as simple repairs, not a single one was what I would consider a "good" restoration candidate. That is why they were merely repaired. Most professional restorers in this country are located in either Florida or California. Why? Two reasons primarily, (1) the people in those

places have much more disposable income than you and I, but particularly (2) the climate in those regions allows for a good restoration candidates. But back to numbers. We are finding that the average good restoration candidate takes 350 man hours to completely restore. That's pretty good relative to the 210 man hours Lincoln assembly especially considering there is disassembly time in that 350 figure. My general restoration rate is (1998) \$30 per hour, \$45 for the mechanical phase of it. The average for a typical restoration works out to \$37 or so. That is probably near the lowest of any restoration shop anywhere in this country. I have heard that there is a guy in central North Carolina who charges \$25 per hour. I also heard he hasn't been to a dentist in 20 years! Doing some simple math, the labor cost appear to be in the neighborhood of \$12,950.

For a typical American car from the mid 40's to the late 60's (with some notable gaps, such as early 50's) the parts cost for a good restoration including items such as engines, (we just install them) transmissions, interiors (usually subcontracted out) can run a minimum of \$10,000. As the quality of the candidacy of restoration declines, both those numbers go up. If the car is a rare model in that range, think about doubling the parts price. Though it doesn't happen too often, we sometimes find a particular part is made out of a material called unobtainable. What do we do then? We fabricate, of course! If you feel compelled to ask the cost of that for any reason other than, (1) you believe in the occult numerology, or (2) you were hoping to obtain a good random number sample to play lotto, then you cannot afford it! Here is simple sad fact, almost all vehicles manufactured in this country and Europe from the mid 40's to late 60's in excellent condition (but not restored) are worth between \$2500 and \$30,000, with most of them being worth less than \$15,000. Given the above minimum cost of restoration that says that most of these vehicles are not economically restorable. Incidentally, these market values are about half of what they were ten years ago. That is to say that these vehicles are economically repairable, most of them are. But I must caution you as to your perception of what a repaired vehicle is versus restored. There are many forces that affect the aging of vehicles. Yes, just like we humans, trapped by the unsympathetic laws of physics, automobiles do age. Some of the aging factors are exposure to oxygen in the atmosphere, causing oxidation of most metals, electromagnetic radiation (light particular ultraviolet) infrared radiation (heat from the sun) cosmic radiation, (I'm

not kidding) and thermal cycling (simple mechanical wear from physical contact between non-deformable parts, i.e. bearings, pistons and the like). Simply replacing every obviously non-functioning and damaged part in a 40 year old vehicle, for instance, does nothing to prolong the life of every other 40 year old part in that vehicle that still happens to be functioning at the time of repair. Most of these parts are at or near their service life, and if one believes that they have the equivalent of a restored vehicle, they may be lulled into a sense of false confidence. That hey can treat the vehicle as though it were new with extensive and vigorous use thus hastening the failure of these worn out 40 year old parts. You could leave my shop after a 6 month intensive (and expensive) repair job, and have the car break down on the way home from the failure of a part that was not replaced. I cannot anticipate the near term failure of any part which I have not disassembled for inspection, and once I have done that, you may as well replace it. I am a restorer, not a magician! I recently had a 60's Continental Convertible in my shop for almost a year for seemingly routine repairs. No less than 13 parts failed while we were testing the vehicle after replacing or repairing other non-functioning parts. The primary point is, if you are unwilling to bear the cost of a true restoration, then do not delude yourself into thinking you have a vehicle with brand-new dependability. I could make one of my mathematical arguments here such as, I have 3 Techs and 3 apprentices and about 30 projects underway at any given time. Thus, 6 times 40 (hours per week) divided by 30 equals 8 man hours per car per week. For a 350 hour restoration, simple math yields 44 weeks. In the real world, ground up restorations typically take 75 to 150 weeks, with waiting for parts being a major delay factor.

Reproduced Tail Light Lenses For 1970 Skylark / GS Body Style

We (me included) all complain about the lack of parts for our cars and the need for reproduction parts. Well, here's an opportunity to step up to the plate and show you mean what you say when you want parts reproduced. As most of you know, I am busy arranging production of a NUMBER of much needed parts for our cars. However, I cannot and will not produce parts that do not sell. So, if these lenses do not sell, then I will have to seriously reconsider doing lenses for other year models. ALL profits from our reproduction parts arte used for the development of OTHER reproduction items (lenses, grilles, tail light bezels, etc.). Prices include both lens (correctly painted) and matching gaskets.

Intro GROUP DISCOUNT price:

\$249.95 a set or \$129.95 each

Regular Price: \$279.95 a set or \$144.95 each.

Shipping: \$9.95

Single Gasket: \$10 each or a set of 2 for \$15

Shipping: \$3.50 (US Priority Mail)

Let me assure you that these lenses are PERFECT reproductions of the original lenses with EVERY detail reproduced EXACTLY. All markings, all numbers, all symbols, all angles. EVERYTHING is perfect.

DO NOT SEND MONEY! We are only accepting credit cards. The reason is that we need FIRM commitments from people, monetary commitments. However, our policy is to charge only when we are ready to ship an order and supplier delays really screw this up by delaying things. Having CC info allows us to charge when the item is ready without having to deal with payment delays. Plus, it helps ensure we get orders and not expressions of interest. We need to sell 25 sets of lenses to meet the Producer's minimum production quantity requirements.

We have 2 production dates. The first is the 15th of December. They can only promise me the minimum quantity (25 sets). The next production run is not until late February with arrival in March. I am doing the intro price on the first 25 sets.

To order call 678-431-1408 to reserve your set. Again, MasterCard and Visa only. Orders can also be faxed at 678-574-4298.

Thank You,
Alan Faircloth

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Skylark Police Cruiser

4-DOOR SEDAN/MODEL 3369



Standard Equipment

- 3-speed Manual Transmission (synchronized in all forward gears)
- Fireball 250-1 Six Cylinder Engine
- Full Flow Oil Filter
- Automatic Choke
- Oiled Paper Pleated Air Cleaner Element
- Closed Crankcase Ventilation System
- Controlled Combustion System
- Mechanical Fuel Pump
- Choke-type Thermostat
- Pleated Paper Gasoline Filter at Carburetor
- Fine-mesh Fuel Filter in Fuel Tank
- Cross-flow Radiator
- Manual Brakes—Duo-servo, Self-adjusting
- Manual Steering
- Molded Extruded Brake Linings
- 14 x 6.00 Steel Wheels with Safety Rim
- G7B-14 Fiberglass Belted Tires (equivalent to 8.25 x 14)
- 6,000-mile Lubricated Front Suspension
- Roller Rear Wheel Bearings
- Full Perimeter Frame
- 12-volt Electrical System
- Delcotron Generator
- Body by Fisher
- Crank-operated Front Door Window Vents
- Counter-balanced Hood
- Heater/Defroster

Special Car Order Police Options

AVAILABLE ON SKYLARK 4-DOOR SEDAN MODEL 3369

U.P.C. Code	Description
W16	Heavy Duty Seats—Police Car (Includes Front and Rear Heavy Duty Springs and Front and Rear Custom Padded Cushions)
B34	Front Heavy Duty Police Car Mats
K81	60 Ampere Delcotron (Police Car Only—V-8 Engine Required)
U11	Police Cruiser Speedometer (Not Available with Speed Alert or 3-speed Manual Transmission)
P24	8.25 x 14 4-Ply Blackwall Firestone 500 Nylon Tires (Police Only)
Y40	Heavy Duty Cooling—includes Fan Drive Thermo Control, Fuel Return Lines on 350 cu. in. Engine, 55 Ampere Delcotron, Heavy Duty Radiator (Police Only)
U90	Wiring Harness with Brace for Roof Flasher (Police Only)
K32	Manual Throttle Control (Police Only—V-8 Engine Required) (N.A. with Air Conditioner)
These options plus any of those available for a normal production model as specified on the Skylark Series order blank may be ordered. The prices for the options listed above will be announced at a later date.	

1970 Buick Safety Features

Occupant Protection

- Seat belts with pushbutton buckles for all passenger positions
- Shoulder belts with pushbutton buckles—driver and right front passenger
- Two front seat head restraints

- Energy absorbing steering column
- Passenger guard door locks with forward mounted lock buttons
- Safety door latches and hinges
- Folding seat back latches
- Energy absorbing padded instrument panel and front and intermediate seat back tops
- Contoured windshield header (except convertibles)
- Thick laminate windshield
- Padded sun visors
- Safety armrests
- Safety steering wheel
- Side guard beam

1970 Buick—the complete line

There's a particular 1970 Buick model well suited to whatever your fleet may be—police cruisers, fire department vehicles or administrative.

The Sportwagon, for instance, provides over 83 cubic feet of cargo capacity—ample space for average carrying or personal transportation. The all-new Estate Wagon has even greater capacity, plus the kind of luxury appointments and extra performance that make it ideal for VIPs or company officials. Every inch a Buick is the intermediate-size Skylark—a smart buy on any budget. Sedans and coupes in the LeSabre, Wildcat, Electra 225 and Riviera series are notable for their clean, contemporary styling, fine craftsmanship and traditional Buick quality.

The complete line of 1970 Buicks offers you other very practical advantages for fleet use.

Reasonable operating costs, for one thing.

High resale value, for another. Buicks consistently retain more of their value than the majority of competitive makes—often more than many of the low-priced three, at automobile auctions across the nation.

Include Buick in your fleet plans. You'll be ahead in the long run.

For more information about Buick... see your fleet listing card for the Buick Fleet Sales Manager in your area.

Buick Motor Division, General Motors Corporation, reserves the right to make changes at any time, without notice, in prices, materials, equipment, specifications, and models; and also to discontinue models. Some of the equipment shown on the cars illustrated is optional at extra cost.



Litho in U.S.A.

LeSabre 455 Police Cruiser

4-DOOR SEDAN/MODEL 6469



Standard Equipment

- Wildcat 455-4 V-8 Engine
- 3-speed Manual Transmission (synchronized in all forward gears)
- Full Flow Oil Filter
- Automatic Choke
- Closed Crankcase Ventilation System
- Oiled Paper Pleated Air Cleaner Element
- Controlled Combustion System
- Fine-mesh Fuel Filter in Fuel Tank
- Cross-flow Radiator
- Pleated Paper Gasoline Filter at Carburetor
- Manual Brakes—Duo-servo, Self-adjusting
- Molded Extruded Brake Linings
- Manual Steering
- AccuDrive Front Suspension
- 15 x 6.00 Steel Wheels with Safety Rim
- H7B-15 Fiberglass Belted Tires (equivalent to 8.55 x 15)
- 6,000-mile Lubricated Front Suspension
- 12-volt Electrical System
- Counter-balanced Hood
- Heater/Defroster
- Comfort-Flo Ventilation
- Deluxe Wheel Covers
- Carpeting, Front and Rear
- Front Door-operated Interior Lamp
- Depressed Park Recessed Windshield Wipers
- Ash Tray and Glove Compartment Lights

Special Car Order Police Options

AVAILABLE ON LESABRE 455 MODEL 6469

U.P.C. Code	Description
W16	Heavy Duty Seats—Police Car (Includes Front and Rear Heavy Duty Springs and Front and Rear Custom Padded Cushions)
B34	Front Heavy Duty Police Car Mats
K81	60 Ampere Delcotron (Police Car Only)
U11	Police Cruiser Speedometer (Not Available with Speed Alert or 3-speed Manual Transmission)
B01	Special Body (Police Car Only)
Y70	Radio Conduit (Police Car Only)
P24	8.55 x 15 4-ply Blackwall Firestone 500 Nylon Tires (Police only)
Y40	Heavy Duty Cooling—includes Fan Drive Thermo Control, 55 Ampere Delcotron, Heavy Duty Radiator (Police only)
U90	Wiring Harness with Brace for Roof Flasher (Police only)
K32	Manual Throttle Control (Police only) (N.A. with Air Conditioner)
These options plus any of those available for a normal production model as specified on the LeSabre Series order blank may be ordered. The prices for the options listed above will be announced at a later date.	

1970 Buick Safety Features

Accident Prevention

- Side marker lights and reflectors
- Parking lamps that illuminate with headlights
- Four way hazard warning flasher
- Backup lights
- Lane change feature in direction signal control
- Windshield defrosters, washers and dual speed wipers
- Wide view inside day/night mirror (vinyl edged,

- shatter resistant glass & deflecting support)
- Outside rear view mirror
- Bias belted fiberglass tires & tire tread wear indicators
- Dual master cylinder brake system with warning light
- Starter safety switch
- Dual action safety hood latches

Anti-Theft

- Anti-theft ignition key warning buzzer
- Anti-theft steering column lock



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