



Buick Performance Group

THE BUILD SHEET

May 2003

Volume 2, Issue 2

Buicks at Norwalk

Great Friends-Fast Buicks-Plenty of Action



Stan and John Zerucha Quick 16 Winners!



The 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.

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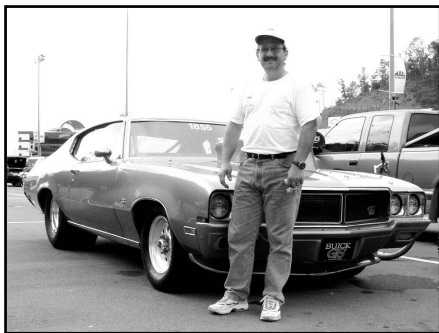
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If You Build It, They Will Come

By Rick Martinez

The wait is over! This article contains specifics of our concerns and discussions, as well as date and location info for our first National Club Car show/racing event.



Before we get into the specifics of the dates and times, I would first like to touch on a few things regarding the Buick Performance Group. Just about a year ago Jim Weise had an idea of starting up a new Buick Club. His concept was straight forward and simple, as our Mission statement states on the inside cover. Jim reached out to the following Buick enthusiast that spanned the country. I will take the liberty of proudly naming them all again.

- John Schmidt
- Bruce Hunter
- Jim Haas
- Brad Conley
- Rick Martinez
- Kris Burns
- Mike Bucy
- Mike Garrison
- Alan Faircloth
- Kurt Peterson
- Adam Whitman
- Steve Schepers
- Jeff Jarboe

- George Nenodovich
- Mike Tomaszewski
- Doug Hecker
- Mike Atwood
- Al Fiandaca
- Dave Burns
- Gary Fanning
- John Kirkland
- Tim Rife
- Roberta Vasilow
- John Gudatis
- Dwayne Heckman
- Darryl Roederer

The above people spent their time, money, and effort to help mold this club into the dynamic force that it is growing to be. We all shared the same basic concept, and even though we had different ideas and beliefs the ultimate goal was always the same. Hats off to them, as they are ALL responsible for creating a new Buick Club, a members club, the Buick Performance Group!

Moving fast forward in our short first year, we are now approaching 500 members in the BPG. I always urged my fellow directors to move the club in short steps, give it the time to show the people what we have, let the members give input and most of all listen to them. This leads me into the listening part of the club.

As Editor and a member of the current elected Board, my main objective and goal is the success of the BPG and its written Mission Statement. My personal views hold a second place to this. If at any time I, or any of the Board members fail to uphold this, then it would be up to the members to seek a change for the survival and better of the BPG. Please keep this in mind here. *So now lets get down to the nitty-gritty on the event.*

We have been kicking around the suggestions, ideas and comments on the various web sites and newsletter. Nearly daily board meetings, with your 6 elected directors have been taking place, over the last year. We have been getting input from many of you, and have considered each and every suggestion, to the full extent of its merits.

One of the toughest questions to answer is:

Where and When

Man believe me the comments and suggestion can make your head spin! But it's all taken in and researched. There are other factors that also effect the "where and when". The first move on selecting a "where" would be based logically on where the majority of the members and Buick enthusiast reside. Just about every major Buick Club out there has talked about this. Unfortunately you cannot make it work for everyone. We are aware of the BCA moving it's National Meet from place to place. That is the best solution, but the BCA is mainly a Car Show event, with just recently the advent of Performance Director Roberta Vasilow's test and tune day.

With an Annual Race/Car show Event, moving from place to place each year is a logistical and financial nightmare. Unless you have a ton of cash up front with a paid staff that can travel to the area and research the various accommodations. To lock in dates at any particular track you need at least a one full year notice with a nice sizeable down payment. I cannot see it being possible. The Club could never survive on doing this.

So back to where the majority of the Buick people are. AS some of you know, we divided North America into 7 geographical regions. Region 1 (Northeastern US/Canada) and region 3 (North Central US/Canada) account for a full 65% of our membership. Remember we have to maximize participation and spectators to make the event a financial success, which impacts the entire membership. The event has to be able to pay for itself, offer real national event payouts to winners, and yet still try to pull in some extra money to be re-invested on the following years event, or the clubs

ongoing restoration parts efforts. If the event is held at one corner or one end of the Country the participation will be less. If it's less, sponsors will stay away as they will not be able to reach a sizeable audience.

We have taken into account everyone's suggestions, while maintaining a pragmatic, business-like and reasonable approach. With one main objective...the Buick Performance Group, and the benefit to our members that our club brings provides. After researching this exhaustively we, your Board of Directors have determined that the central part of the Country would be the best area to hold the event in. To broaden our involvement with events, and provide a good event for the majority of the club members to attend, the BPG is unwavering in it's commitment to the Las Vegas and Kearney Buick events, and our event director, Jim Haas, is currently researching a "Snow Bird" event in the deep south, during the winter months.

Our goals are simple. To have a large national event, that a majority of our club members can attend, which will draw out major sponsors, and some of those "long lost" race and show cars. But at the same time, provide financial and other means of support to other regional events, in the more far-flung locations. And we feel we are doing just that, to the best of our ability, at this present time.

The next hurdle is the cost, availability of a facility and accommodations surrounding the facility which will definitely effect the "where and when" factors. Such example is Englishtown, NJ. The Northeast East GS/GN Club once inquired on renting the track for a Saturday or Sunday event. Forget it! You would need a second mortgage to get the track. In other words, some tracks do not want to lease out their facilities, they would rather do it themselves "IF" they will make some money on the event. So the fees are set way too high to discourage independent groups. This seems the case with large percentage of the "Big Name" facilities. So even though we may inquire on a certain track most times we already know the answer. Way too much money!

All right, onward to the Eastern part of the North Central Region to check out all the tracks that can be leased out without a Kings fortune. Accommodations! One big complaint is people have to drive about an hour to and from the track and all the hotels are spread out miles between themselves. Places to eat and gas stations are far and few between with the lack of stores. These locations are scratched we look no further into them. Once a track is located and the

accommodations are reasonable we now look into the availability and cost of the track. Norwalk for example is an excellent track; BUT unfortunately, (yet fortunate for Bill Wills and Roberta), Norwalk will not lease or hold any other Buick related event other than the highly successful Norwalk Buick Raceday Event. I have to say that Bill and Roberta are extremely lucky and fortunate to have this type of relation with the track owners. Scratch Norwalk, which is a great track that has excellent accommodations. So back to researching the various tracks and surrounding areas.

This brings up another hot tamale! When do we hold the BPG Event? For obviously reasons May is out, with Norwalk and the GS Nationals. Early June might be possible, but the GS Nationals has been undecided on moving their event each year either in June or May. The idea is we do not want to conflict with any other Buick events. Mid June is the Kearney Buick Meet out west and late June, July are can be extremely hot. August heat depends on location. Labor Day weekend in September you have the Buick Performance Weekend in New Jersey and early October is West Coast Buick Meet at Vegas followed in mid October by East Coast Buick Meet in Cecil County, Maryland. So a thought of having it late September was an idea, but the availability of the track is in question. There was also some concern regarding the dates, and the children of our club members, in regards to the school situation.

So you see by now this can be like setting up a jigsaw puzzle. All the factors have to be in line; throw one out and your back to square one. Those of you online have often asked about posts that show up in the boards post counter, but were in our board of director's forum. Now you know what we were talking about.

The last point to touch on is the funding and cost. We need not to forget that Board Members John Schmidt and Bruce Hunter have been EXTREMELY generous on providing the financial basis to start up the BPG, and to hold this event. We should definitely be thankful of this, and members should thank two directors at every opportunity. They have made it all possible in such a short span of time. Please don't get me wrong others have donated and lent money to get the BPG started (BPG Member of the year for 2002 Scott Miller comes to mind here) but many others have given countless hours, and substantial funding to the Club, and they should all be commended.

In regard to the car show portion of the event, this will be independent of the racing program and run by the BPG, by Show Director Brad Conley. One huge suggestion by many of you is not to hold the Cars Show during the racing. This will definitely be done. Another suggestion is nighttime racing, or "under the lights action"! We are now looking into holding a Car Show during the day, let's say Friday or Saturday, and then late in the day, when the show ends, the awards are given out. Right after that, at the track we can have a late day BBQ prior to nighttime racing. These are just a few of the planning issues to be ironed out in the coming months.

Another suggestion is announced payouts, which we are working on. Once the sponsorship is in, we should be able to do so.

Keep the input flowing! We will be needed everyone's suggestions. We still want to make up classes, and make the event also appealing and fair to the Turbo racers along with the V-8 guys.

The Track? Quaker City Raceway

Salem, Ohio

The Dates? August 12 - 15, 2004

Why Quaker City?

- ❶ Quaker City does lie in the general region of the bulk of the members and Buick participants. The track is easy to access. Excellent facility.
- ❷ Accommodations: There are three major hotels with restaurants and lounges 10-20 minutes away, along with 6 other major hotels slightly further away. The immediate area of the 3 major hotels includes a shopping mall, stores, movie theatre and plenty of places to eat.
- ❸ Dates: Late September was booked; we had dates in April (wet and cold) May, June and July (forget that as mentioned) the first or second week of August and Labor Day Weekend. Weekend of August 15 was most logical to choose.
- ❹ Cost: Not a Kings Ransom, but fitting for a facility we can be proud of to hold our first event at.

Before going further I would like to touch on one last point that I know will come up. Why didn't the Board post the Quaker City selection for membership to decide on? This is a members club with members making the decisions. Good questions and I know it will be brought up. Just look at the web site now with the questions regarding the meet. I feel that we would never get a track selected. The topic would be discussed with barbs and insults along with comments (most good) forever. What is close to me is too far for you, what is too hot for me is OK for you, my kids are in school, I don't care I have no kids etc. it would just go on and on. We reviewed the sites sometimes placing a comment and took in all the useful information picked up the ball and ran with it. One of the responsibilities of the Board is decision making and with your input we did just that. In comparison, take you state elected Governor. The Governor is obligated to work on your behalf but also for the success of the state. The state must come first in his book even though he knows not every law passed, or everyone will like every tax that is raised. He has to take in all the suggestions and needs and walk that tightrope and make a logical practical decision; he has to show proper leadership. He has to step to the plate of responsibility and select the correct course of action. As Board members we have discussed this at great lengths. Everyone's input was also discussed. We had to come to a logical practical decision that would benefit the BPG.

Participation and decision making, yes we still need it from the membership and in this area it is extremely important. Show Classes, Race Classes, BBQ's, Judging etc. setting up when to hold the show, either Friday or Saturday, and even a name for the Event. Our job now as Board Members is to trek out to Salem, Ohio to talk with the local business establishments and lock in the hotel accommodations and see about getting discounted rates for both hotels and possible eateries. We have to finalize the event times and any other questions that may come up with the Track Management. We are currently in process of setting up the advertising and acquiring Major Sponsorship for the event.

It's going to happen people! The membership has been asking for a National Event. We now have one! August 12 2004 will roll around mighty quickly and no doubt our task ahead is a difficult one, but the end result of a successful National Buick event will be worth the effort!

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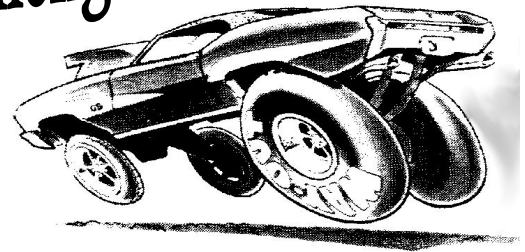
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gesslerheadporting@msn.com

2nd Annual Great Plains Buick Challenge



Kearney, Nebraska
July 19 – 20, 2003
Kearney Raceway Park

We have made arrangements financially for our beloved Buicks to have FULL PRIVATE access to the track on Saturday, July 19th, from 8 a.m. until approximately 3 p.m. in conjunction with their regularly scheduled "cruise night". This is DONE and in the books already!!!

The KRP schedule, as far as the cruise night weekend goes, has them opening the gates to the public at 3 p.m. and Test and Tune Racing at 4 p.m. along with a \$15 Jackpot race starting later in the day. This means that we will be there a full 7 hours ahead of the pack (which last year was a 2 mile wait, clear out onto the highway for those in attendance last year) and have several runs under our belts before jumping in on their Jackpot race. This also means that we will have our choice of parking areas too, so we will all be able to pit together as a "team".

Saturday, July 19th the entry fee is \$35 per car and includes the driver. Spectator fee is \$6 per day or \$10 for a weekend pass. At 11:00 A.M. - Buick Class eliminations starts with open class to follow the Buick Class. The Buick Class will be bracket style with Buicks only About 1 p.m. the Gamblers Race begins it will be a \$25 entry with a \$20 first round buy back. Following the Gamblers Race will be a "King of the Hill" race. At 3 p.m. gates open to the general public for time trials and another Gamblers Race. Your \$35 entry and spectator fee is good for all day except for the second Gambles Race.

Sunday, July 20th gates open at 8 a.m. at 9, time shots begin. 1:30 P.M. - Eliminations begin at 1:30 p.m. Street Legal Class has \$35.00 fee with 4 trophies, Sportsman Class has \$35 fee with 4 trophies, Pro Class (no electronics) is \$45 entry with \$400 to win, Super Pro Class is \$55 to enter with \$800 to win (based on a 32 car field). The Hot Rod reunion will also be going on this day and will have an entry fee of \$25 for pre-1979 cars, spectators is \$6. They will have 2 classes, Factory Street Legal and a Modified Class. The payouts are a split of \$1200 between the two. The Hot Rod reunion will be going on the same day. The organizers of the Hot Rod reunion are from a Pontiac Club in the area and a few shots have been "fired across the bows" already in regards to the Buicks and Pontiac sharing the same "turf" on Sunday. There is a "street legal"(Garrison style) G.T.O coming that could get into the 9's also there is a chance of a 2nd generation Camaro coming from Colorado that uses a BUNCH of NOS and is going to get into the 8's this year in the thin air of Denver. I am thinking mid 8's for him at Kearney and he would love to do a little "grudge racing" instead of joining the regular field. PERHAPS John Schmidt or Rod Hendrickson could be persuaded to attend and learn him a thing or 2 about Buicks. If anyone would be interested in doing a little "match racing" with these guys let me know and I will get a deal worked up with the track for something.

ONCE AGAIN the "LIST" of our sponsors have been helping us out. I ask that you let them know how much we appreciate what they are doing for us. E-mail, maybe a quick phone Thanks. **The following are the generous sponsor to our event: TA Performance, Heartland Transmissions, P.A.E., Gessler Head Porting, Tri-Shield Performance, Evans Racing, Left Hand Trailers, The BPG.**

For more information and a better idea of what the schedule will be, give Dave Burns, the BPG Region 4 Assistant Director a call at 1-785-734-2337. Be there!



2nd Annual BPG Test & Tune Session

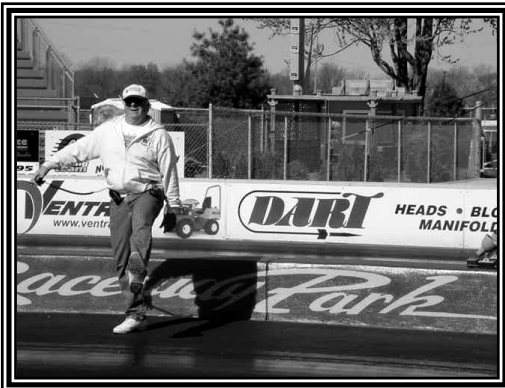
Norwalk, Ohio
July 31st

Norwalk Raceway Park

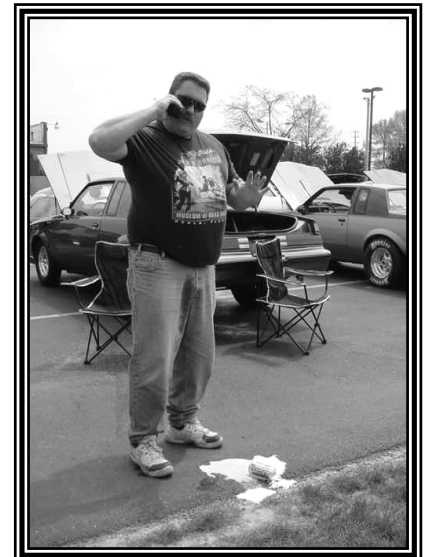
We will have our 2nd annual BPG Norwalk Test/Tune on Thursday July 31, 2003. Gates open at 830 a.m. and racing goes from 10am to 4pm. Cost per car is \$25 per car/driver and \$5 per spectator (this includes kids also!). Both lanes will be vht traction compound 300 feet out. Show up Wednesday night for the regular Norwalk test and tune program and stay for the BPG test and tune on Thursday. We will run on regular tree (3 bulb), no bracket style. We will have someone controlling the tree, and I will be taking pictures to hopefully be published like last year in the Build Sheet. We might even have gamblers race, but that will be a last second decision based on the number of entrants involved. We hopefully will get sponsors out like last year with *Brian Earick of Earick Racing Engines* out of Newark Ohio, Paul Ferry of HrPartsNstuff out of Kent Ohio, and Bruce (don't know last name) from Aggressive Performance out of Detroit Michigan.

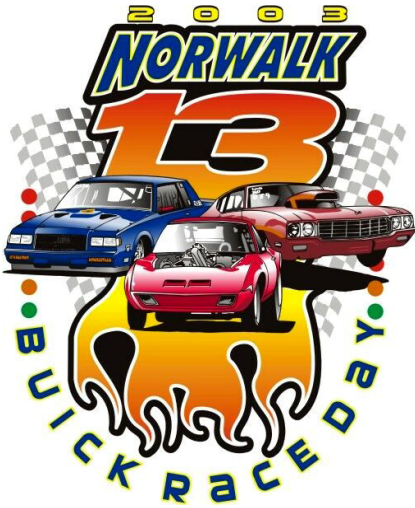
Last year had 20 plus cars and ran pretty well in the heat of the day. I really did try to get a June or earlier July date but they are all filled up. So I hope this works out for everyone, it might be hot and the dates are later than I wanted it to be, but that's what happened because the time slots fill up so fast. We will try and have some hot dogs, hamburgers and pop brought out, if someone brings a grill I will bring in the food. We will hopefully have some new BPG membership to sign up. It should be a well relaxed and a fun day along with testing out some new combos on your Buicks. We look forward on meeting new people and having a great time. Let's hope for great weather for a great time, and enjoy the racing, both on the track and in the pits! For further info you can reach Tony Rose at 1-251-716-8969. For direction call Norwalk Raceway at 1-419-668-5555

It All Happens At Norwalk



Seeing beautiful Buicks and super fast racing was not the only action in town! There was great traction, midnight ladies workshop, lemons for the host speaker, lots of refreshments and the casualties of the big guy dropping his beer. Plus much more loads of fun!





The Real Fast and Furious. Buick Heaven!



Great Friends, and Beautiful Buicks!

Talk about, "Like old times" and you will be talking about this past Buick Race Day held at Norwalk Raceway, Ohio! It was just that! We had a lot of laughs, late night bench racing, plenty of racing and one hell of a car show! If you missed it you definitely missed a winning Buick event! The track facility at Norwalk is top notch, clean and extremely friendly. The facility has a strip mall with a food court, a picnic area and even a fenced in children's playground. For the racers it's electric heaven with more electrical outlets than you can imagine and it's FREE! Traction was just as good with the track being constantly scrapped and sprayed with compound. I remember seeing Bill Wills doing his imitation of a fly stuck on flypaper on the starting line. He lifted his sneakers and the rubber soles were all gooey from the compound. For this year the event pulled nearly 400 Buicks and had the fastest Quick 16 field EVER! With their experience from the last 12 years of running Buick Race Day at Norwalk, Roberta Vasilow and Bill Wills had refined their skills. Both being racers and people that love Buick shows, they have learned to listen to the Buick enthusiasts and give them what they are looking for in a top rated event and not breaking your bank account to attend. Remember the dates for 2004, April 30 through May 1st for 2004 be there for all the action kicking off the 2004 season!

I arrived in town for the BPG Rental, which was a nice kick-off to the event. Bruce Hunter did a superb job setting up a barbeque, which had a generous supply of refreshments, burgers and dogs free for everyone! Thursday was a nice size crowd, which gave us an early insight of the fast Buicks that were coming in, and fast it was as the bump spot for the Quick 16 program on Sunday stood at 9.56! Unbelievable! We had Renee Moore who volunteered to help out at the front gate along with Bruce Hunter who was doing double duty also working the barbeque. Hats off to John Schmidt for his great organizational skills. John along with Bruce helped set the pre-event Club rental and devoted most of their free time keeping things running smoothly. As it looks now the BPG will again have the track on Thursday for 2004 so the early bird racers can fatten up on some track time for the highly competitive Buick Race Day, Quick 16 race program on Sunday!

The nighttime hotel action consisted of plenty of liquid refreshments including Renee and Roberta's secret "slushy" recipe drink. Also out front were some last minute transmission repairs and engine rebuilding along with the spectators and bench racing going on into the morning hours. The racers were starting to pour in on Friday for the open test and tune session. And judging from the amount of cars attending, you can realize that Sunday's race program was going to be packed.

The show on Saturday at the local Arby's was packed! The hotel is directly next-door and the lot was used as vendors row, which was also filled. Vendors such as *Earick Racing Engines*, *Bull Dog Performance*, *HRpartsNstuff* plus many more. They were all on hand and available for any of the questions. I didn't get a car count at the show, but I can tell you that the lot was filled with a beautiful selection of Buicks. Sunday's race program seemed to go off flawlessly and the surprise to everyone was the Quick 16 Bump was at 9.56. The field was pretty much an even split on Turbos and V-8's with the final four contestants being one Turbo car and three V-8's. One particular car that I liked was a 4,260 pound 1970 red Riviera Sport Coupe. Russ Ervin owns this Riviera, which just about pulled the wheels off the line running some impressive low 12's passes. Russ had all the street goodies in it making the Riviera one heck of a street cruiser! Another was Bill Lagna's Estate Wagon, which was running some mid-low 10-second passes! One extremely unfortunate incident was Sonny Seal hitting the wall three quarters down the track totaling his '69 350 Buick which was the fastest 350 Buick in the world! Sonny did walk away from the wreck just shaken. He said that his car slid sideways across the line

tripping the clocks at over 100 mph. If you can find anything good about this tragic incident is that all of the safety equipment that we all tend to dislike, worked and most likely saved Sonny from any serious injury. John Schmidt immediately offered Sonny a '69 Skylark body to be used for the rebuild. Hopefully we will be able to see Sonny back racing with "Tweety" next year at Norwalk. For the Ladies, Renee Moore driving her '70 GS took the win over Leanne Jones with her 1970 GS. Leanne dialed in at a 15.09 and ran a 15.05 against Renee's 11.95 run on an 11.95 dial-in. During the Semi-Finals Renee took down Roberta Vasilow, running a 12.00 on an 11.95 to Roberta's 11.59 on an 11.43 dial-in.

Below is the race and show results. We would like to congratulate all winners and participants, you all helped make Buick Raceday at Norwalk a top-notch premier event!

BUICK RACEDAY 2003 Race Winners

Ladies

Win	Renee Moore	1970 Gran Sport	11.95	0.614	12.008	107.48
R/U	Leanne Jones	1970 Skylark 350	15.09	0.715	15.053	89.97



Quick 16

Win	Stan Zerucha	1970 Skylark	9.55	0.505	9.556	138.00
R/U	Gary Garrett	1993 Century	9.52	0.521	9.563	143.05



Bracket 1

Win	Dennis Hallady	1969 Gran Sport	10.79	0.555	10.834	118.82
R/U	John Pentak	1985 GN	11.06	0.599	11.086	119.16



Bracket 2

Win	Hal Wahle	1987 Regal 455	13.12	0.558	13.230	101.74
R/U	Dave Smith	1972 Gran Sport	12.22	0.500	12.191	102.54



2nd Chance Race

Win	Rich Brouwer	1970 Gran Sport	10.07	0.526	10.167	116.23
R/U	Chris Dursa	1965 Skylark 462	12.00	0.710	11.92	109.87

Top Qualifier

Jim Dotson Turbo 7.56



BUICK RACEDAY 2003 Show Winners

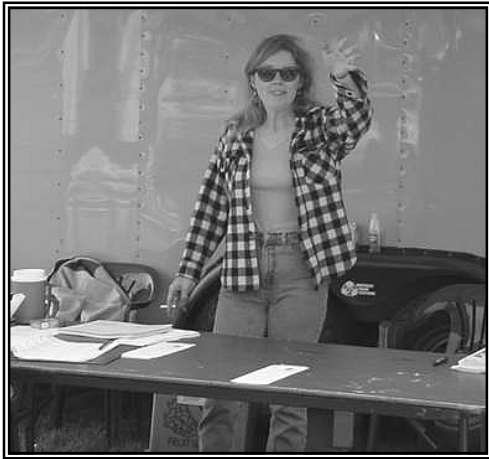
A (Race Cars)	1 st Bruce Hunter, '71 GS 2 nd Leanne Gray, '23 Buford
B (Modified Turbo)	1 st Chris Harrington, '86 T-type 2 nd Jeff Fortner, '87 T
C (Modified, Non-Turbo)	1 st Scott Striedl, '72 2 nd Mike Kunkle, '71 GS
D ('64 -'69 GS.Skylark)	1 st Pat & Phil Dayen '69 GS 2 nd Dave Moore, '64 Skylark
E ('70-'74 GS/Skylark)	1 st Doug Smith & Steve Schalter, '72 GS 2 nd Glen Stringfield, '70 GSX
F (Turbo Stock)	1 st Alison Ritchie, '87 GN 2 nd Tim Vaught, '87 T
G ('59 and older Buick)	1 st Joe Taubitz, '37 Special 455 2 nd Terry & Sally Neff, '36 3-window coupe
H ('60 and newer Buick)	1 st Ken Wilford, '60 LeSabre 2 nd Tom King '65 Wildcat
I (Convertible)	1 st John & Lisa Maurer, '70 GS 2 nd Ron Schlater
J (Special Interest)	1 st Frank Huhn, '55 Roadmaster 2 nd Pat DuMaire, '62 Skylark Turbo
K (Under-Construction)	1 st Roberta Vasilow, '70 Skylark 455 Race Car 2 nd Dave Dechent, '68 GS350, 455 Race Car
L (Convertible, Full Size)	1 st Al Kuehn, '70 Wildcat 2 nd Beau Kinnear, '70 Electra
Best of Show	Al Kuehn, '70 Wildcat



Shots From Norwalk

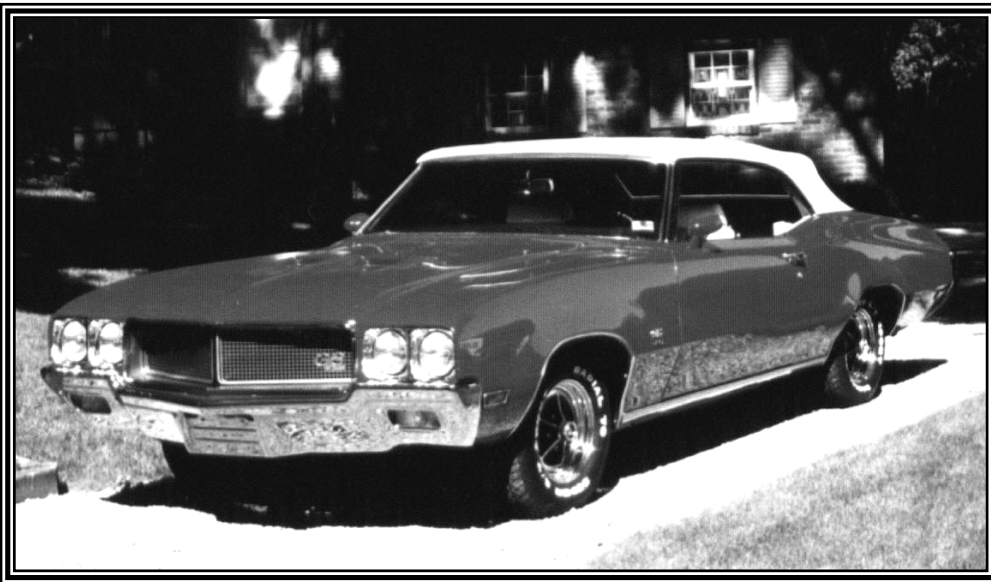


If you can't
big boys, g
and go sit



Top Page: There were plenty of vendors, including Earick Engine Performance Inc. on hand to help out. While Bill Wills, Denny and Renee Moore were setting up for the Show Awards and raffle announcements. Above: Robin Stevens helping out at the registration desk, while a future Buick racer checks out the view from behind the seat. At Norwalk Buick Show you could have found all types of Buicks! They were all there, Oldies, Street Rods, Blown Pro Street Buicks, Turbo Street Cruisers, along with the all out Buick track brawlers!





**John and Lisa Maurer's
1970 Gran Sport 455**

First Place Convertible Class

In The Beginning: In August 1997, John and I started looking for a classic car. My husband had never owned a car at that time because his first car was a 1966 327 four speed Marina Blue Chevelle. However, in the Auto Trader, there was listed a Buick Gran Sport Convertible very close to where we lived. So, John asked me if I would look at it. I said "yes" and away we went. We found the house and the car was parked in the driveway. As we walked down the driveway, I thought to myself that we were only looking, and what trouble could we get into. But as we rounded the corner, I saw the "car". It was love at first sight for my husband and I. At this point in time, we had no knowledge about Buicks so we really had no idea what a Gran Sport was all about. The car is a convertible with pearl white interior, fire red in color and of course the 455 cubic inch engine. John started going over the car and I just stood back and waited. He came over to me and asked what I thought and I said I liked the car. The owner and John went back and forth over the price while I sat and talked to his wife. I found out that the reason they were selling the car was to use the funds to help send one of their sons to college. His wife and I sat and talked for a long time and then she went over to talk to her husband. As it turns out, she was the deciding voice over who would get the car. There were other people interested in the car but after talking to us she was swayed our way. She seemed to think that we would give the car a good home and she was definitely right. So, John came back over to me and asked what to do. I told him if he wanted the car to buy it. The only money we had was the funds we were going on vacation with in a couple of days. In addition, the seller's wife wanted to keep the car for one more day for sentimental reasons. So the next day, we decided we would meet the seller to exchange the title. That night, John and I were excited about buying the car. However the next day, we both thought maybe we were crazy for doing this and both our stomachs were upset. But when we saw the seller coming with the car our fears seem to go away. So as it ends up, my summer vacation for that year was in the front seat of the convertible.

The Project Starts: The seller had this car for 12 years. From what we could tell, there had been no detailing under the hood, the interior or anywhere else. So the first step John did was to replace the master cylinder and all four wheel cylinders. I was glad he did this because the master was black slime. In 1997, John started under the hood taking parts off and painting. Also, he painted the underneath of the hood, underneath of the car and behind the back bumper. I had the job of cleaning the interior. For the next three years, John and I did basic detailing and the car looked very nice. When we took our car to the Vintage Grand Prix, a serious problem occurred with the gasoline tank. After running the car, when stopped, gasoline would pour out over the hot exhaust pipe. As a result, we replaced the gas tank and fixed the fuel vent surge piece. To do this, John had to remove the bumper to reach the gas tank. Since the bumper was removed, John replaced the gas tank sending-unit and put in a new wiring harness for the taillights. After all this, John still did not seem satisfied. We did not drive the car on long trips because John did not have a lot of confidence in the engine. We did not know the history of the car. Therefore, we had no idea how bad the engine was used. So in 1999, John and I decided to have a new engine built by Automotive Machine and Performance. In the month of November, the engine was done. Since this was my husband's busy time at work, our friends Pat and Dayen offered to go to Kentucky to pick up the engine. Little did they know what they were getting themselves into. Since

we do not have heat in our garage, the new engine sat until 2000. During this period, we also purchased a Rossler Transmission. With the help of Bill Wills, we picked up the transmission at one of our Penn-Ohio Chapter meetings and left our carburetor to be rebuilt. Then the fun begins. We began to remove the car parts surrounding the engine and detailing them. Our game room had car parts all over it. I kept asking John if he really knew how to put everything back together again. One thing he did do was to take pictures before he took off a part because it is very easy to forget where something goes after several months. Another helpful hint is to label every nut and bolt you take off.

In the beginning of April 2000, we began the process of pulling the old engine. The first step was to remove the hood. I never realized how heavy a car hood could be. Then we pulled the engine. What a greasy mess. Next, we painted the firewall, the booster and anything else we could think of. We also replace the inner fender pads. John and I almost got a divorce trying to put the staples in. On June 14th 2000 with the help of Pat and Phil, we were ready to put the new engine and transmission. First, we decided to pull the old transmission. Now, John and I do not have an air compressor. So any bolts that have to be removed have to come off by using just brute strength. John and Phil were under the car trying to remove the bolts that held the old transmission mount. John was actually using his entire body weight to move the bolts and finally they broke loose. You can guess what expressions were coming out of his mouth at the time. But Phil kept him focused. The unexpected event was the transmission mount edges were completely rusted through. They just crumbled. Fortunately, we ended up finding a new one with the help of Bill Wills. Now, we had to get the old transmission out. We had the car jacked up all the way but the transmission would not come out from under the car. We ended up taking a rope, tying it to the transmission and lowering it onto a piece of cardboard. Then with all of us on the garage floor, we pulled and pushed the transmission out from under the front of the car.

Next, we decided to put the engine and new transmission in at the same time. We put the new transmission on a creeper to help when attaching it to the engine. Then we put the engine mounts on. All of us verified that John was attaching them at the correct position by looking at the old engine. Next, Pat and I made sure the comforters were all placed on the sides and front of the car. With the engine hoist, we began lofting the engine and transmission into place. This made all of us nervous. That is a lot of weight to be lifting. So, we got the transmission and engine in position but we could not get the engine mounts correct. As a result, we ended up pulling everything out because we had attached one of the engine mounts wrong. Once that was corrected, up went the engine and transmission again. This time, everything was lined up and went right in.

In addition to detailing all the various car parts, we also detailed the drive shaft. The Buick drive shaft has a light blue and brown stripe. These stripes have to be so many inches away from the end yoke, so many inches away from each other and so many inches wide. I began the process of masking off the drive shaft. It took me several hours to complete and only 5 minutes for John to spray paint. This makes me wonder why we do what we do? You have to love this hobby.

While working on the car, John also replaced the main engine wiring harness and headlight wiring harness. Also, we had the starter

and alternator rebuilt. So, now we were ready to put all the parts back in. Once all the parts were back in, John and Phil decided to start up the new engine. I wisely decided to work in our backyard away from the garage. Fortunately, the engine started right up and they began to set the timing. Then came the test run. The car ran great but there was a problem. The car would not open up the four barrel. John tried everything he could think of but could not find the problem with the carburetor. We called various friends for help and advise. On Saturday, they decided to come to our house to work on the car. We met them for dinner and then went to our house to start working on the car. As it turns out there were two problems with our car. First with the carburetor, a vacuum part was broken. Fortunately, Bill had brought several carburetors with him for spare parts. The second problem had to do with the transmission. The transmission was not going into low gear when starting out. The kick-down switch was not working properly. By 1:00 in the morning, we had the car running great. Throughout the night, I don't know if the neighbors appreciated John riding up and down the road to test drive the car but we never heard a complaint. John and I are very thankful to our friends for helping us solve this problem. In this hobby, it is nice to know that there are friends who will share their knowledge and skills with you.

So finally, we had our car running great! We enjoyed driving our car all summer. In the fall, John decided that he wanted a new interior. In the month of October 2000, we had a new interior and convertible

top put on. By the end of November, the job was completed. The car looks gorgeous! During the winter, I decided to paint the wheels. This is another time where it took me several days to mask the wheels off and John only an hour or less to paint them. I have to start to wonder why I am always getting the masking job? By spring 2001, the car was ready to be driven. During that year, John and I put over 2,000 miles on the car and had a lot of fun in the process.

The Project Continues: The spring of 2002, we decided to have the trunk of the car re-painted, the dashboard painted and other spots of the car touched up. Unfortunately as they were taking out the windshield, it broke. However, the metal around the dash was still in good shape and did not need to be replaced. During the summer of 2002, John and I decided to have the original engine and transmission rebuilt to keep the car numbers matching. *The engine was rebuilt by Brian Earick* and was completed in January 2003. During this time, John was deciding what he was going to do with the race engine that is in the convertible. As it turns out, we found a 1970 Skylark hardtop to put the race engine and transmission in. This will be John's project car when he retires. I guess I will be working to support this hobby! So in a couple of weeks, John, Phil, Pat and I will be pulling the engine and transmission again. We want the car ready for Norwalk in May. Well, here we go again! Listed below are the names and telephone numbers of vendors that we have used during this process of our continuing restorations. I guess this process never ends. We definitely enjoy Buicks!!

<i>Automotive Machine and Performance</i>	<i>270-729-5556</i>	<i>Year One</i>	<i>800-932-7663</i>
<i>Legendary Auto Interiors</i>	<i>800-363-8804</i>	<i>Earick Racing</i>	<i>740-366-6672</i>
<i>Cars</i>	<i>201-369- 3666</i>	<i>Poston</i>	<i>800-635-9781</i>
<i>Rossler Transmissions</i>	<i>330-530-0066</i>	<i>Eastwood</i>	<i>800-345-1178</i>
<i>Branden Enterprises (Paint)</i>	<i>215-322-1098</i>	<i>Rich's Auto Upholstery</i>	<i>724-444-8888</i>
<i>Bacchus Brothers Auto Body</i>	<i>724-625-9511</i>		

Tom Spresser's 1964 Skylark



I have owned and raced Buick's since I was in high school back in 1969. In the late 1990's I struck a deal with a friend of mine to purchase his 1964 Skylark. He had owned the car for many years and had lots of memories in it. But I never could appreciate his engine choice. He had a small block Chevy in it with a four speed. I bought the car less engine and transmission. I have owned several 1969 and 1970 GS cars but found the body style of this 1964 something special.

In 1997 I had Mike at TA Performance build me an awesome street-strip 455 that turned out better than I could have hopped for. It is a 10.24 compression engine with iron Stage I heads that have been mildly ported. I had it painted and changed the interior color to black to better go with its bright red paint. My '64 has seen its share of weekend cruising and almost 200 passes on the quarter mile. My best e.t with it to date is an 11.83 at 114 mph. The car has no roll cage so for most of my bracket racing I try to slow the car down to low 12 second passes. One of my biggest moments with this car was to get a full two-page story done on it in Popular Hot Rodding magazine back in the September 1998 issue.

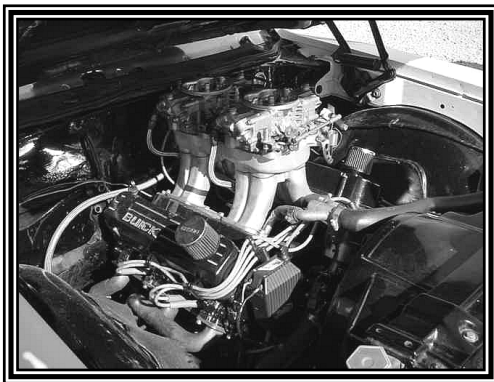
Sonny Seal's 1969 Skylark, Fastest 350 Buick in the World

By Rick Martinez

From all my years of racing Buicks and attending the various Buick meets I always got a thrill out of seeing Sonny Seal racing his 1969 Skylark 350, affectionately named "Tweety". From what I have seen, Sonny has always been a quiet, polite yet determined guy. I have to respect that, as he has been around the race track longer than I. Even after the tragic crash at Norwalk in which the car was totaled, Sonny was still able to keep his good wits about things, looking on the positive side of the incident, which many other people that I know would not be able to do so.

The cover shot taken of Sonny standing next to his car was most likely the last shot as soon after he was off to the starting line for that last pass with the car. I asked Sonny afterwards if he knew what had happened, and he explained that the car felt good and all of a sudden it just jerk hard to one side and then slid across the center line crashing head on into the wall. He further said that he tripped the clocks at 100 mph going sideways! He wasn't too sure what had caused the car to pull 90 degrees in one direction. There were a couple of possible factors that he was going to look into. The most important fact as he said, was all of the safety equipment worked, as it should. Allowing him to walk away uninjured.

Prior to the run, Sonny explained that he had owned the car since 1983 and was slowly building up the 350 deciding to see how far he can push it. The engine is a 350 Buick punched out to a 366 with all the go fast goodies including a custom grind cam. On the dyno this powerhouse 350 pushed out 540 horsepower, which propelled the 3,540 pound Skylark down the quarter to a best of an 11.06 at 120.56 mph! Sporting 4.56 gears the Skylark was getting 1.47 sixty-foot times! I like what the Tweety Bird says on the decal, "Bwing on dem big bwocks & toebo's". This was one potent small block. Hopefully Sonny will have it back for the 2004 season. Best of luck Sonny!



1968 GS400 Convertible Production Totals

Total 1968 GS400 Convertible Production = 2454

Trim		Number Produced
152	Split Bench / White Interior	329
158	Split Bench / Black Interior	494
171	Bucket Seats / Blue Interior	208
172	Bucket Seats / White Interior	597
178	Bucket Seats / Black Interior	826
1	White Convertible Top	1086
2	Black Convertible Top	1251
8	Avocado Convertible Top	116

Information taken from 1968 GM "Daily Car Report".

Factory Stage 1 Registry

Marc Conigliari
455stage1@comcast.net

Home Phone – (973) 731-2768
(Please no calls after 8pm Eastern)

This is a request for anyone who owns a factory Stage1 to please consider joining the Stage1 registry. The purpose of the registry is to document all surviving cars, in addition to comparing various original colors/options. It's important we keep a historical record. Currently, over 150 Gran Sports registered. The registry can be viewed online at <http://mywebpages.comcast.net/455stage1/registry.htm>.

Please note that **NO** personal information is contained on the registry for general viewing, only a first name and a last initial. The car serial # (last six) is not displayed, nor is the location of the car. Privacy is important

Available Documentation –

- **Early 1970 (VIN before 193,xxx)** – Contact the Sloan Museum at (810) 237-3450 or at their website (<http://www.sloanmuseum.com>). They charge \$20 to research a VIN.
- **Late 1970** – Contact Wayne Roberts at 248-879-2113. He charges \$50 to research a VIN.
- **1972, 1973, and 1974** – VIN numbers depict engine options. Sloan can also provide all sales codes.
- **1969 & 1971** – No ‘third party’ documentation is available, so the following documents are proof – window stickers, Protect-O-Plate, build sheet, import sheet, Body Production Order, or Glove Box option card.
- **Please Note** – For any year, if you attest to either the ‘matching VIN’ engine code (ending in ‘S’) or the matching transmission with codes ‘BB’ or ‘OW’ in 1971 only, that is a Stage1. I am not looking for proof or pictures. If you state the numbers/stampings indicate a factory Stage1 car, please register.

If you have an *authenticated* Stage1 car, please send me the following information –

- Owner Name, address, telephone number, E-mail address and Web page (if applicable and you want it listed). Please tell me when your car was first purchased by you (CCYYMMDD).
- Full VIN and COWL plate information, specifically Fisher Body #, trim code, paint code, and cowl build date. Also, list anything special about your car you'd like to share (restored, basket case, drag car, etc...)
- All Option Codes – Option codes are contained on the ‘New Car Order Forms’ found on the registry website. All years are available, including 1970 GSX. If someone wants to register their GS, and does not have internet access, please call me and I will gladly mail or fax you a copy of the ‘New Car Order forms’.
- Source of Documentation (Sloan, Window Sticker, Matching ‘SS’ block, ‘BB’ transmission, etc.)
- If you wish, here is a form you can fill out – <http://www.71gs.com/stage1.html>

Some final points to consider

- Again, **NO** personal information is contained on the registry for general viewing, only a first name and a last initial. The car serial # (last six) is not displayed, nor is the location of the car. Privacy is important.
- It's free! I only ask for your help in obtaining information.
- For those who have the 5-digit dealer code (xx-yyy), please include the dealer name/address so we can continue to build the most complete Buick dealer information database available.
- I am able update this registry once a week, so please be patient if you send me any information.
- E-mail is preferred. To speak with me during the day please call (732) 817-8104 (8am-4pm).
- **No guarantee is made for any information contained in the registry.**
- **Tell your Friends! THANK YOU!**

How it all started...

Believe it or not!

The first drag racers were Roman Soldiers. They would tie people to their chariots and drag them until the horses got tired. Horsepower was important even to Romans. As popularity of the sport spread, it became a regular thing at the coliseum. It was here that innovative promoters started the side-by-side competition and created classes based on weight and horsepower, just like Super Stock today. The fastest class (3 horsepower, 100 lbs. and under Christian) was quite a favorite with the crowds. But greedy promoters looking for bigger crowds invented the lion feeds, and the sport quickly died.

Drag racing resurfaced again in Europe in the Middle Ages. The Europeans adapted the sport to fit their times. It still was straight-line acceleration, requiring great horsepower. But promoters want the finish line at the center of the stadium for greater crowd pleasure, so the format was changed to start at each end, race to the center, and spear your opponent. This stupidity is why this era is referred to as the Dark Ages. One good thing came from this, though; the driver's suit was quickly invented.

As the world entered the industrial revolution, drag racing was lost for a time. When Henry Ford made the automobile affordable to almost everyone, things really changed. In the old days, drag racing was a sport only for the elite; you had to own a horse. Now for the first time, the average man had transportation. The car! You could drive it to the store, have sex in it, and best of all, drag race it. In the early years people drag raced everywhere, whenever they met. After the big on (WW2) things really got organized. Promoters started setting up big events and even paid the winners. Large associations evolved with thousands of members holding events everywhere.

There is one very important lesson to be learned from all this history. The individual

racer is just a small cog in a huge entertainment machine. He always was and always will be...but this does not mean you can't have fun!

Songs of faith and inspiration

By Ira R. Malek

Start you Car Blessed Assurance

<i>0 to 20 mph</i>	<i>I Believe</i>
<i>20 to 40 mph</i>	<i>How Great Thou Art</i>
<i>40 to 60 mph</i>	<i>On The Jericho Road</i>
<i>60 to 80 mph</i>	<i>There is Power In Thy Blood</i>
<i>80 to 100 mph</i>	<i>Whispering Hope</i>
<i>100 to 120 mph</i>	<i>Nearer My God To Thee</i>
<i>120 to 140 mph</i>	<i>Life's Railway To Heaven</i>
<i>140 to 160 mph</i>	<i>Take My Hand Precious Lord</i>

And if the accelerator sticks to the floor...

Shall We All Gather By The River

Note: *Beyond the quarter mile track is the barren river mentioned at times, in jest by track announcers.*

<i>If you red lighted.</i>	<i>The Lords Prayer</i>
<i>If everybody beats you.</i>	<i>Just As I Am</i>
<i>If you beat everybody.</i>	<i>Go Tell It On The Mountain</i>



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One Day, Commuting Will Be A Breeze...

For Cockroaches

By Dave Barry, Columnist for Miami Herald

I have found writer Dave Barry to be extremely creative on the way he makes a point on a subject matter. The following article is quite amusing yet sort of true. Hope you enjoy it.

According to a recent newspaper article that I carefully clipped out and then lost but I remember the gist of, traffic, traffic gridlock in the United States is very bad. It's getting to the point where many commuters arrive at work, use the bathroom, then immediately begin commuting home.

Fact: The average American commuter whose car radio is tuned to a "Classic Rock" station spends more time singing along to the Kiss song "Rock and Roll All Night" than talking with his or her spouse.

Fact: I made the preceding fact up, but for all we know it could be true.

What is causing this traffic congestion? According to a report from the US Department of Transportation, which recently completed a six-year, \$187.3 million study of the problem, the root cause is only part of the problem. The other part is: highway construction. I happen to travel extensively, because of the nature of my profession. I would estimate that, at present, approximately two-thirds of our nation's highways have been rendered impassable by "construction" crews. If there had been this much highway construction going back in 1804, Lewis and Clark would never have gotten any further west than Atlantic City.

I honestly believe that when all these highway projects are finally done, the world will be a better place. Unfortunately, that will be 17 million years from now, and the only living things left on Earth will be cockroaches. As they crawl along the wide-open, obstacle-free highway system, they'll wave their feelers at each other, communicating the message: "I'm so glad they finished this thing before they became extinct!" The problem is, at the current rate of progress, 17 million years might not be enough. To understand why, let's take a closer look at how a typical highway construction project works.

Phase 1: The Division of Traffic Cones (motto: "Over Our Dead Bodies") sets out the hundreds of thousands of cones that form the heart of any highway project. Often, in fact, they ARE the project. What happens is, a crew will strew cones all over a stretch of highway the length of Tennessee, and this effort will use the entire budget for that particular project, leaving the highway department with no financially responsible choice but to abandon it and move on to the next project in the Master Highway Construction Plan. Which was originally developed during World War 2 by Nazi undercover agents seeking to bring America to its knees. If there is any money left over, the project moves to:

Phase 2: Large, angry men come with jackhammers and do not leave until every square inch of usable road surface has been smashed into pieces no larger than a standard Chiclet.

Phase 3: Nothing happens in Phase 3, which typically lasts six years.

Phase 4: Workers from the Division of Great Big Machines That Will Never Actually Move litter the construction site with huge, powerful-looking pieces of construction equipment, many of which do not have engines. Eventually these are worn away by erosion.

Phase 5: The project is actually completed, and a giant talking cucumber from Mars dances the hula.

I don't mean to be overly critical of highway-construction workers. They're only doing their jobs. I'm especially grateful to the unsung employees of the Division of Really Helpful Signs. Think of this crack unit the next time you're trying to get somewhere, traveling at roughly the same speed as the Chrysler building, creeping past miles of cones and immobile construction equipment. Some of which vines growing on it, and at last you come to what is, as far as you can tell, the only working machine in the

entire highway project: A generator-powered electric sign, flashing the vital message: "EXPECT DELAYS". Yes, gridlock is indeed a problem. What can we, as citizens, do about it? Plenty! We can form car pools with our co-workers, so that instead of being stuck in traffic, we'll be stuck in traffic smelling our co-worker's bodily odors. Or we can take mass transit, defined as "transit that does not go where you need to go". Finally, we can demand that Congress take action, in the form of laws requiring "Classic Rock" stations to play some different songs. Working together, we CAN make a difference! Then we can rock and roll all nite, and party everyday.

Vendor's Profile



HrpartsNstuff, Inc. is owned and operated primarily by myself, Paul Ferry. Some may know of me as the one who broke my neck swimming in the ocean in June of 2000, which I am recovering well from. I am also a co-owner of our family owned Machine Shop in Kent Ohio, MRF Machine & Hydraulics, Inc., which is equipped with state-of-the-art CNC equipment.

Since 1989, we have had the dream to expand into the automotive performance arena. HRpartsNstuff made this dream official in 1999, after a growing interest in the performance parts that we were creating for my own car, an '87 Buick Grand National. HRpartsNstuff invents, designs, tests, manufactures, and retails, many of the new performance products in this catalog. Our goal is to produce new and innovative products of the highest quality, that improve our cars performance, safety, and appearance. We also design tools that make working on our cars much easier and faster, which provides us with more time to drive them. We include a 1 year limited warranty (compared to 90 days with most) on most of our products that we manufacture, which applies under racing conditions as well (unlike most others). We also accept credit cards, which are never billed until the day the order is shipped, and confirmations are sent out with the shipping information and tracking numbers as an added convenience. We are also expanding by offering several other manufacturers products, of only the highest quality.

My background started with my grandfather and father both owning and racing several different cars, the last being a street conversion of a 1935 Indy car. My oldest brother also drag raced for years with a '69 GTO, equipped with anything from a 302 SB Chevy to a 454 BB Chevy. My next older brother was into Trans-Am's back then, and is now into killer V-8 powered Datsun's on the street.

Myself, after owning a '75 Camaro with a built 350 Chevy back in the '80's, I stepped up to a '69 454 BB Chevy Pro-Street Camaro. It wasn't long until I was bored with that, and I went in together with my 2 older brothers for an ex-Top Alcohol Rear Engine Dragster. Setting it up for some low 8 second runs, we put a .070 over 427 BB Chevy (441 cu.in.) together with a Powerglide and a 5500 stall converter. With a huge cam, 1050 Dominator, and 2-1/4 headers blasting out over the tires, it got a lot of attention to say the least. Working too much overtime and waiting for some decent "Ohio" weather made it hard to run it.

In 1995, I traded the Dragster for an '87 GN and bought out my brothers interests in the Dragster. We started with a 49 turbo, Hooker downpipe/stk elbow, and red stripe injectors, running 12.20's on pump gas through the mufflers with a 235/60/15 radial tire. It was not long until a multitude of turbo, injector, and chip upgrades, along with some intercooler and converter swapping started to happen. My personal goal was to make it go fast without just throwing money at it, so I upgraded the rear suspension, installed Poly Motor Mounts, and I ported my own stock cylinder heads with stock valves.

The end result was a stock shortblock/heads/headers/intake, bolt-on performance items, and our new Rear Control Arms, Airbag spacers, and Poly Motor Mounts. This combo netted many upper 10 second runs, with a best of [10.71@125](#) mph. The best part was the consistent low 1.4's for 60 ft. times, with a best of 1.401 which was a feeling you just can't put into words.

I have now turned my attention to a stock '53 Buick that I plan to convert into a twin turbo fuel injected V-8 street terror, with Buick Nascar heads, that should rev to 8500+ rpm.

Thumbs Up!

🏆 Basket Ball Sam Davis and John Osborne recently won the Bracket 4 Race Class at the GS Nationals with Sam's 1970 Gran Sport Stage 1. They ran a best of a 12.54 at 105.72 mph! In the final round they ran a 12.57 at 105.12 mph for the win.

Reproduced Tail Light Lenses For 1970 Skylark / GS Body Style

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 are 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.

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

www.carmotorsports.com

New Products – Remanufactured Parts

I have been reproducing several of these parts for years (20 actually on a couple of them). The following is a list of what I have available along with the prices. I hope these parts can help.

- Th400 Console Shifter Cable Bracket \$20.
- Th300-400 Console Shifter Lever \$20.
- 4-Speed Lockout Bracket \$35.
- 4-Speed Reverse Lockout Bracket Stud \$12.
- 4-Speed Reverse Lever \$14.
- '69-'70 Fan shroud Hose hook \$20.
- '70-'72 Skylark/GS Core Support Repair Kit Left Side \$99.
- '70-'72 Skylark/GS Core Support Repair Kit Right Side \$99.
- '70-'76 Console U-Shaped Shift Handle Clip (Polished Aluminum) \$40.
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- '70-'72 Transmission Crossmember Repair Kit \$15.
- '70-'74 4-Speed Reverse Lockout Rod \$29.
- 4-Speed Rod Clips .50
- Block Stud for the Zbar \$18.



Now Available!!

*1967-74 4-Speed Bellhousing inspection cover –
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If anyone would be interested in any of these email me at mrbuick@networksplus.net or call me even at home 785-246-2661 between 6-10 pm central time.

**Michael Garrison
5220 North East Ashby Lane
Topeka Kansas 66617**

New for 2003 The GSX is Back!

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Finally, Buick has jump-started the performance again! Working with SLP Auto Group, they have re-created the GSX. Yeah, we know it's nothing like the original, but hey check it out! And check out SLP's web site for all the info on the "new" GSX! (see above)

STAGE 1
SLP Performance Plus
Adds 15 Extra Horsepower to GS and LS models.
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• 100" Throttle
• Revised Idle Relearn Program on all SLP Custom Full-Track
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STAGE 3
SLP Performance Plus
For the hardcore enthusiast, Stage 3 adds 25 hp to LS and 30 hp to GS models.
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• 15 hp's and 100 lbs torque for 1.8's and 150 hp and 150 lb torque for GS's
• Stage 3 Exterior Badge

SLP AG's comprehensive list of options also includes:
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 • Hot Vacuums
 • Machined Cold Air Induction System
 • Hot Vacuums
 • 100" Throttle
 • Revised Idle Relearn Program on all SLP Custom Full-Track
 • Stage 1 Performance Package
 • Stage 2 Performance Package
 • Stage 3 Performance Package
 • 1.8 Higher-Stroke Engine Arms and Pistons (LSX Only)
 • 15 hp's and 100 lbs torque for 1.8's and 150 hp and 150 lb torque for GS's
 • Stage 3 Exterior Badge

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