

BPG

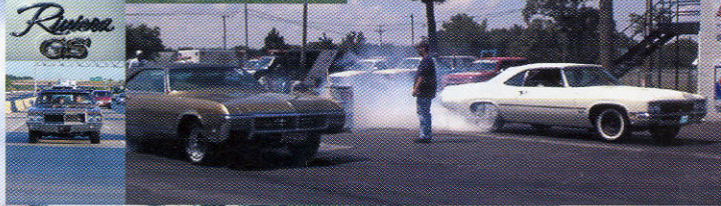
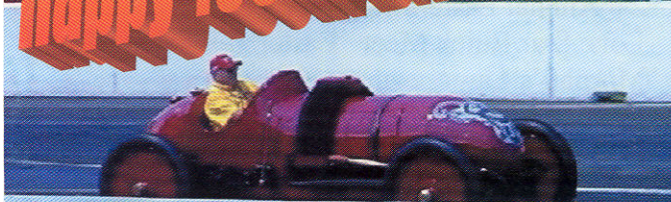
Buick Performance Group

THE BUILD SHEET

July 2003

Volume 2, Issue 3

Happy 100th Birthday Buick!



2nd Annual Buick Great Plains Challenge



Chris Lott's 1970 GS 350

The Buick Performance Group

Home office: Buick Performance Group
P.O. Box 22279
Robinsdale, MN 55422

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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“The Build Sheet” is a bi-monthly production of The Buick Performance Group Inc. This Newsletter is mailed in the last week of the odd number month that precedes the publication date...i.e. June-July issue mailed in the last week of May. Please notify the club office of changes in your mailing address, at least 2 weeks before the mailing date, to insure prompt, correct postal delivery.

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Driving High at Flint

By Rick Martinez

I wondered how to explain my experience when I attended the 100 Anniversary of Buick at Flint, Michigan. Let's see..."So many Buicks, so little time". I was told that there were about 2500 give or take 200 Buicks that were on display. They ranged from a restored 1906 to the future Wildcat concept car. You name it and it was there! A Buick ambulance, truck, and bus the Riviera Silver Arrow, fully restored 1965 Skylark Wagons, a ton of 1930's through 1950's. There were also some one-of-a kind proto-types such as Brad Conley's 1970 GSX and I even spotted a partly restored yet clean 1971 white GSX Stage 1. I believe that was the only '71 GSX at the event. There were even some street rods and low rider custom Buicks along with some mild track prepped Buicks. The list can just go on. I would strongly suggest keeping an eye out when the BCA has an official tape on sale. I would strongly recommend buying it. We will also let everyone know as soon as it is available.

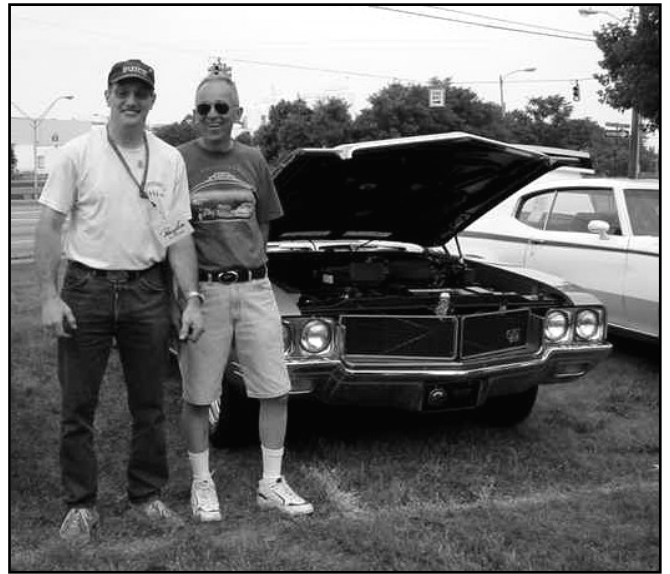


It was great to see Brad Conley's Prototype GSX on display with Buick's other prototype cars. Brad's GSX often drew crowds of admirers.

On my way out to Flint I decided to first check out Salem, Ohio, which will be the location of our first annual BPG Event. I arrived there on Saturday night and stayed until Tuesday. Some of the details will also be in this issue. As with the Flint trip I arrived on Tuesday with BPG member, Larry Hymowitz and my son. We met the Northeast Gang resting up next to the concept cars as the event was still being set up. We took

advantage of this and visited the Sloan Museum and Buick's concept car museum. Both were fantastic! All throughout the day Buicks were rolling in. A 1951 Roadmaster with a couple from California drove in with it. They were beaming like two little kids as they proudly mentioned the car ran great all the way. Another guy drove his restored 1955 Special all the way from the state of Washington. They were coming in from all over, even cars being shipped in from Europe.

Wednesday really kicked off the event the fairgrounds were filling up yet more Buicks were still arriving! We spent most of the day walking through the show fields while late in the day a B-24 Liberator buzzed overhead on its way to the local airport for the added attraction of Buicks war time effort. Late in the day there were seminars being held and we stayed for one interesting one featuring Dennis Manner (designer of the 455 and Stage 1,2 engines). Dennis after the seminar talked very freely with us and I have to say he is one hell-of-a nice guy. He is extremely knowledgeable yet very friendly and polite.



A very proud BPG Member, Carl Rychlik was beaming from ear-to-ear after Dennis Manner took time to talk with Carl and pose for a shot in front of Carl's frame-off restored 1970 Stage 1.



How about a \$3,000 Buick Roadmaster peddle cart! You could have found just about anything at the vendors row!

Thursday we all took a road trip to the Ford and Chrysler museums. After about 2 hours we couldn't find the Ford museum (figures) so we all hit the Chrysler museum. Not being a Chrysler guy I have to say they got a great museum with some rare cars! It was definitely worth the visit. We arrived back mid-day and further enjoyed the fairgrounds, which was still filling with even more Buicks! I had a great time finally meeting some fellow BPG members who were also at the event.



When it comes to Buick events, Sam "Basketball" Davis is there! Sam along with his Mom, June trailered Sam's Stage 1. Sam being no stranger to racing was also at Milan Dragway running his Buick!

On Friday some of us headed an hour south to Milan Dragway for an all Buick track rental organized by Roberta Vasilow. There were about 40 Buicks ranging from some Turbos to the big cars such as a 1971 Centurion convertible, to the ultra fast twin turbo Opel GT. Buick Division even brought down the 1909 Buick Indy car, called the Bug along with the Buick Blackhawk. Both cars took passes down the quarter mile and were available for picture takers. There was even a mid 1950's restored Wagon running some decent 16 second times! It was great to see many of the BPG members participating at the races along with the various cruises.



You could have checked out the B-24 Liberator (above) along with the B-17 WW2 bomber. Actually entering these huge birds gives you the up most respect for the sacrifices our veterans took for us, all for the name of freedom.

On the way back from the track we took a stop off at the airfield to view Buick's built Hellcat Tank and the B-24 Liberator along with a B-17 and some vintage WW-2 Buick military cars. You could have spent a full afternoon there. For those who had the stomach and cash they were giving rides in the bomber for \$400. We arrived back at the fairgrounds late in the day and I would say at this time all that were coming were here. The place was packed solid of Buicks! There was absolutely no time to sleep! At sundown there was a nice party on the grounds with a live band and refreshments were available. This was followed by an unbelievable fireworks display to end the day's events.

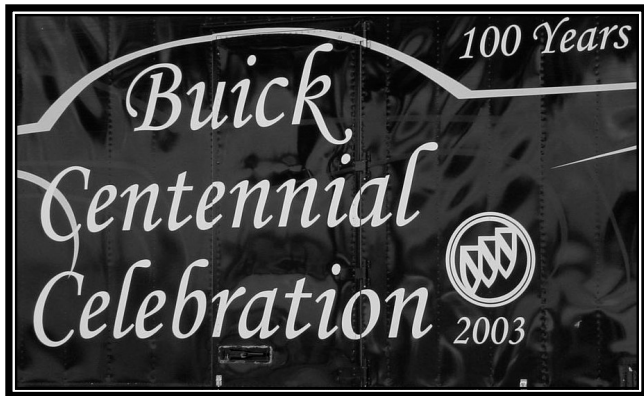
Saturday rolled in quickly, and by mid morning we were all back at the fairgrounds! I almost forgot to mention that each day there was also a huge Buick flea market area with a ton of venders. There was a lot of stuff for sale and you could find some deals but you had to look, as there was a lot to choose from. Saturday evening we enjoyed a nice outdoor sit down dinner followed by an evening celebration featuring guest speaker Roger Adams, Buick General Manager. After the awards and presentations, the special entertainment started which featured a concert by Huey Lewis and the News.



It was a perfect ending to a perfect event! A nighttime concert with Huey Lewis and the News!

Sunday early morning rolled in way too quickly and after all of the "Good-Byes" we started our exodus out of Flint. Again I have to say, this event was the best! I kept telling my son that we were part of history this week by attending the celebration. I did manage to pick up some parts and literature for my '73 Centurion 455 convertible. On the way back along with the trip to Flint we average 16 mpg, and that was with the a/c going and cruising at 70-75 mph. Like most people I also checked the count on how many other cars like mine were at the event. I only counted seven '73 Centurion convertibles and of the seven, mine and one other had the 455 option. So I was glad I brought the car. I almost forgot to mention, every Buick entered into the display show was

given a brass commemorative license plate. Again I felt proud to be there and to be there with fellow BPG Members being part of Buick history!



So on closing, if you happened to not make the event, please pick up the tape once it is available. It should be part of any Buick enthusiast collection. Now if I can only figure on how to live for the next 100 years...and hope that Buick Motor Division does also.

Friday started out for most as a travel day and friends started arriving mid afternoon. Kris and I were there early to finish up some last minute business and meet up with our "local support team" Scott King. When we hit the motel to check in, the parking lot was full of Buicks and the fun had already begun. And this was still the day before the racing started. Around 5 p.m. we all started a Buick caravan of racecars headed to the track. Once we got to the track we settled in and just had a great time meeting and talking. Donations for a BBQ were taken, and Kris, Cindy, Sue, Michelle, and Karrie made a trip to the local market and gathered needed supplies, of the food and liquid varieties. In no time at all everyone was enjoying an evening of good food, bench racing, and for some, experiencing the Buick family atmosphere for the first time. We stayed at the track until almost midnight just talking and enjoying the evening. And for me this was worth the ticket alone. Just to sit and talk and have fun with a bunch of Buick guys and gals that are all there to make and meet new friends. Just a great evening in my opinion.

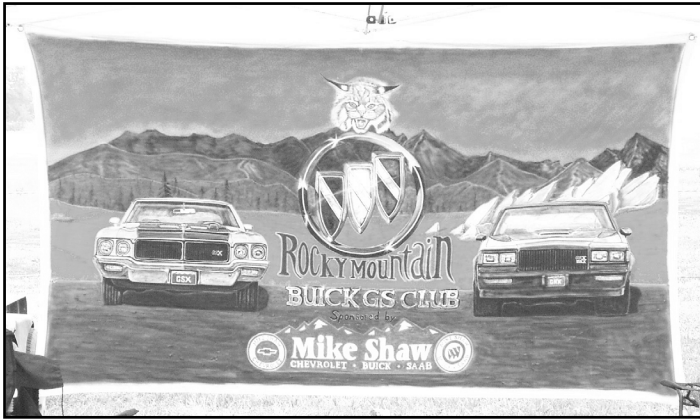
Saturday was raceday and the time was for worrying about the small things had come and gone. It was time to let the cars run. A last minute decision by me changed our program completely. We had planned on an open class for friends that came to participate without a Buick. But of the 33 cars in attendance we only had 2 non-Buicks and 1 Buick with a BB Chevy in it. So seeing the opportunity to be able to pay more to the Buick racers in prize fund, I slowed the program and we ran an all run bracket race. A single class, for all to run in. Rolling the dice like this was not something I was looking forward too, as I had donations by sponsors that had asked it be paid out to Buick competitors. But, I put the faith in my fellow Buick racers and took a shot that they would take care of the "brand-x" cars. Which they did, in the first round! Problem solved. Eliminations were started around 12:30 with 32 cars making the call to lanes for the first round. We had 1 Corvette, 1 Hemi Dodge, 1 BBC powered Skylark, Eric Schmelzer's 350" Century. 6 turbo cars including John Schmidt's Opel, and 22 big block cars. Everything went very well with just a couple incidents of parts breakage. The semi-finals were made up of Todd Borland's 11 second 69' stage 2, Steve Parrots 10 second BB Regal, David Payne's 12 second 70 G.S. and Randy Messengers 13 second 71' G.S. David and Randy met with Randy taking the win in one semi, and Todd let Steve go to "another" final in the other semi. In the final Randy took the win away from Steve in a very close race by running closer to his



By Dave Burns, event director

Hot and humid are about the best two words you can use to describe Kearney, Nebraska in July. But the weather had no affect on the fun had by the folks that came to run their Buicks at the Great Plains Buick Challenge. And run they DID! I know that there were a couple people that made more laps down track in one day, than some can say they have in a month. Cindy (formerly known as the "man-killer") Garrison I know took home 26 time slips for the day. Including the Challenge, and the KRP test & tune. If you were there, and wanted to run, you could.

dial. As a short sidebar, all Steve does is come to Kearney and leave with winnings. He took the runner up and then went on to win the KRP gamblers race. And when I asked him about the track, all he said was "I love this track". I don't think we'll be able to keep him away next year.



Members of the Rocky Mountain Buick GS Club trekked down to help support the Kearney event.

Randy made the comment to me that on every run he made the car in the other lane was "right there" and these guys are tough. The racing for the day was really close and driving the finish line as regular bracket racers do was not an option. Driving it out the back was what you had to do, and hope you hit your number. It was some great, close racing in every round. And more than once I heard the "I didn't know who won" comment after a race.



It's lock and load time...heading for the starting line!

Before I list the payouts I am going to once again list our sponsors for this event. Without these fine folks helping us out in regards to funding the prize monies, I wouldn't have been able to do this. And I hope they will all stay onboard for next year's event.

Our Fine Sponsors

Heartland transmissions
TA Performance Products
P.A.E.
Gessler Head Porting
Tri-shield Performance
Evans Racing Engines
Left Hand Trailers
And, of course, The BPG.

These are the people that made this event the success that it was. And I would like to thank them again for everything they did for us. THANK YOU all VERY much!!!! The following are the payouts and awards given at the event.

- 1st place Randy Messinger** \$650 and the Championship Belt
- 2nd place Steve Parrot** \$350
- 3rd Todd Borland and David Payne** \$125 each

Special appreciation awards for our lady competitors went to Tina Coniloge, Donna Coniloge, and Cindy Garrison. They received hand made table runners as a gift from Kris for racing against the guys, and doing quite well. I know that in the quarterfinals Tina and Cindy were "positioning" themselves apart in the staging lanes to try and make it an "all girls" final. Didn't quite work out, the "man-killer" had tree blazing r/t in the 600's as I recall, and Tina lifted on her run, because she though she had Randy (our eventual winner) covered at the finish line. Maybe next year girls.

Also I gave out a "Good sportsmanship" award this year to Jim Gibson. He is the owner of the 67' skylark with the BB Chevy motor. He took A LOT of ribbing (especially from Mike Garrison) about the motor all weekend. Yet he took it in stride, had a great time, and is looking forward to next year already. I heard a rumor in the pits that he was talking about having to build a Buick motor now for the car. So with this in mind he received a Gessler head-porting certificate to use when he gets started.

I would also like to take this time to share a few things I realized. Our small race out here is growing. We do have a few Buicks out west here and they are starting to come out, and I know the folks that came this year are already looking forward to next year's event. We have tried to set up a race here that is family oriented just like all the

big races. And this year I saw it start to happen. I know I saw Todd Borland's dad with him, and Dave Falley and his dad. The same with the Coniloges from Colorado, they brought the whole family. They all showed up, cousins, dads, moms, uncles, grandkids, etc. In fact I know Ed Coniloge, John and Chucks' dad, DROVE Chucks 70 stg.1 350 miles so that Tina could race it. Then got back in it and drove it home. For those that weren't there, Chuck's Stage 1 would fit just as well in a car show as it does running 13's on the track, it's a gorgeous car. This is the type of race that I want to happen for many years to come. As the director I will continue this as tradition. For those of you that couldn't make it this year, I hope to see all next year. YES I'm doing it again and we're going to be back. I have a verbal agreement now in regards to the track rental again. And as soon as I get the dates confirmed, I will get them out to you all so that you can try and come enjoy the fun. I have a few ideas in the works to make the day better in fact so watch out. I'm learning, we're growing, and there isn't any way to go but up.

Cover Shot, Christopher Lott's GS 350



Coming back from lunch at a local hamburger joint, I spotted what I knew to be a '70 GS in Aqua Mist with a white top out of the corner of my eye. I caught a glimpse at about 45 miles an hour as I was on an access road about to get on the highway. Needless to say it was only a few hours later when I drove back by to confirm my sighting. I was right, and this time I had a friend drive and I took a pair of binoculars to check the fender badge. Sure enough it was a '70 GS350. It took about a week before my father and I finally stopped by to check the car out.

We proceeded to look the car over and found that it was Aqua Mist with a pearl white interior and a white vinyl top, all-original. It had bucket seats, console, 14x6 super sport wheels (Painted rally rims with trim rings), AC, PS, PB and no other real options to speak of. The car had 99,996 miles on it before we test-drove it. It was fairly straight, but a fair share of dings and a few large dents. It coughed and sputtered during the test drive, and this coupled with the owner needing cash for home improvements gave us the opportunity to settle the deal several days later. After about \$100 worth of tune-up items and later a re-built carb, it runs much better now.



The history of the car is the interesting part. The car was sold new here in Austin at Covert Buick. The owner was a member of the faculty at the University of Texas, and was a meticulous note taker. Not only did he take notes on all of the problems, he kept them in a folder that I now have. The car was picked up on December 30th, 1969 and

stalled at the airport that night. On January 22nd 1970 the car stalled at a local restaurant. The notes go on to include the 1500 mile tune-up, and repairs done around 1800 and 1900 miles. A letter to the insurance company explains how a wheel fell off of his '61 Ford Galaxie in Houston, this being his reason for him buying the GS. Other notes break down the cost of the '70 GS compared to a similar '70 Skylark with the options he wanted. According to a few notepad slips, the GS he decided on had a \$4525 sticker but he paid \$3900, only \$69 more than the '70 Skylark he first wanted. Notes read on to calculate a dealer profit of \$281 and monthly payments of \$112.05. Other documentation such as the Protect-o-plate, New Vehicle Pre-Delivery Service and Adjustment Check Sheet, Window Sticker, Business Card from the salesman, Build Sheet (perfect), and credit union information were also included.

He owned the GS until the 2nd owner bought it in September 2002, a month after which I purchased it. So other than a one month period, the car could be considered a one owner car. A full restoration is planned, but until then the car is driven.

350 block, with '72 intake and heads, and was rebuilt in '96, in mild street fashion. Has a 2.56 posi rear, so it's great on the highway, but gets off the line very well also. I upgraded to a TH350 in '95/'96, which was also rebuilt then, I had no idea what stall speed it was. I did figure out the block came out of a 71 LeSabre w/4bbl. (TD code). The interior is black bench seat. It's non-air, power drums, power steering, tilt, Barry Grant sport wheel, has chrome wheels with Mitch Romanowski repro wheel centers, "highly recommended". Right now my Buick has 14" 235-60 street tires. I'm in the middle of assorted small projects with it. I plan on driving it during the nice summer days.



Chris Cornett's of Dearborn Heights, Michigan
My name is Chris Cornett and here is my car. 1971 GS 350 convertible 4-speed car, which is 1 of 51 ever built. I bought it in the spring of 2000. I drive my GS as much as possible in the summer to shows and cruises. It's a real clean car and always catches the eyes, especially when the top is down.

BPG Member's



Profile

David Gramlow of Fargo, North Dakota
I bought my 1968 GS350 in Sept 2001. Took the Greyhound bus from Fargo ND to near Seattle WA just after 9/11, since my flight was cancelled. Then drove it the 1400 odd miles back home. There isn't much original stuff on the car anymore. It has a 71

David Kelsch of Glenshaw, Pennsylvania
My car is a 1971 Skylark that I had bought from a retired railroader in May 2002. The car had 56,000 miles at the time of purchase. It is a non-AC car. The interior has a tan dashpad and pearl white bench seats. I was quick to remove the hubcaps and added 14" rally rims. I also changed the front

grill to the other 71 Skylark style since the picture was taken. I have replaced the 350 with a 455 from a '71 Electra. I added a 1 1/4 front swaybar and a rear swaybar. I still have a ways to go. A posi rear-end and maybe a GS hood would be great



additions!

Joe Kelsch of Glenshaw, Pennsylvania
I bought my silver 1970 GS 350 in July 1997 with 51,000 miles on the odometer. It currently has 54,000 miles with a black vinyl top and black interior. The previous owner repainted the car and the 350 engine has a 10.25:1 compression, SP code 350/TH350 with a 3.23 posi rear. The only performance modifications that I had made, was a B&M shift kit and an HEI distributor. Otherwise the car is all original. Options include: A/C, am radio, power steering, power drum brakes, bench with an armrest, and a maplite. The car doesn't have the three spoke "sport wheel" but a two spoke plastic type with a metal trisheild horn button.

Greg Gessler of Blairstown, New Jersey
My GS is a 1972 Stage 1, black with a black interior



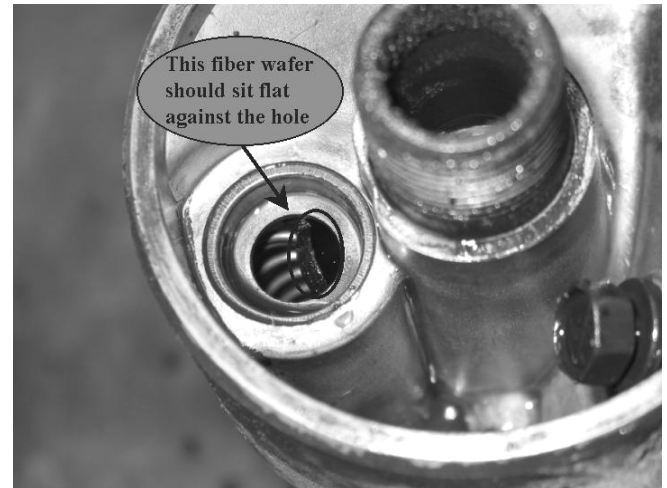
and black vinyl top. I have own the car almost longer than I can remember, as I like to think of it

as part of the family. I currently run my '72 in the F.A.S.T Class. My GS has gone 11.57 @ 120.47 on reproduction Goodyear Polyglas GT's G-60-15 Bias-ply tires, with a best 60 foot of a 1.799. I am still running with cast iron intake, heads and exhaust manifolds, in which I did all of the port work and assembly.

Technical Tip

By Adam Whitman

Here is something I have seen first-hand twice that I remember. Once on the 430 I built right out if high school, and this one in the photo on an engine I recently bought at a junkyard. Whether you use Fram, or the best filter money can buy, the job isn't getting done if you see this after spinning the filter off. So take look....



Unscrew your filter and look in the adapter. If the wafer isn't sitting flat in the hole shown in the picture, you'll need to do some poking and prodding to get the wafer back where it should be.



GS
Gran Sport



STAGE 1
AUTOMOTIVE



GN
Grand National

COMPLETE PERFORMANCE SPECIALIST
Rob Chilenski, Owner

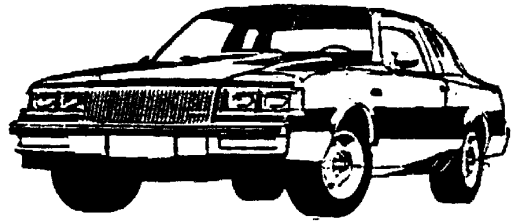
- Custom Engine Re-Builds •
Cams - Intakes - Headers Installed
Complete Engine Swaps
Gessler Porting Available On An Installed Basis

- C-Clip Eliminators Installed
- Mechanical Restorations
- Rears • Welding
- We Do ALL Types Of Repairs On All Stock & Custom Cars



ASE
CERTIFIED

- Custom Suspension Work
- Fabrication Our Specialty
- Ring & Pinions



Oth

Regal Production Record

Auto Info-Oshawa Car Assembly G.M. Canada

The Regal was first introduced in 1973 as a line extension of the popular Buick Century. Originally, only a two-door hardtop model was available. Powered by a 350 cubic inch two barrel V-8, its three-speed manual transmission was complimented by "AccuDrive...Buick's total readable suspension system." The Regal curb weight of 3,996 pounds sat atop one of four available tire combinations, each featuring whitewall tires. Protective body side molding and door edge guards were available but not standard. Buick produced 91,557 model 4AJ57 Regals in 1973.

Total Regal Productions by Year

1973	91,557
1974	66,845
1975	67,372
1976	141,616
1977	192,506
1978	236,652
1979	273,365
1980	214,735
1981	240,200
1982	225,418
1983	228,239
1984	224,754
1985	124,546
1986	91,230
1987	65,285
1988	129,997
1989	129,997
1990	57,823
1991	143,980
1992	114,891
1993	99,654
1994	92,250
1995	103,519
1996	124,113
1997	24,258

Production starting in 1987 includes Canadian-built Regals shipped to the United States, retained in Canada and shipped overseas. In 1982 and from 1984-1987, 30,022 Regal Grand Nationals were produced. In 1987, 547 GNXs were produced.

- 1974 Four-door sedan was introduced
- 1975 Added a 3.8 litre V-6 as standard
- 1978 Restyled the Coupe and introduced a turbo V-6 in a special "Limited" Sport Coupe.
- 1982 Regal added sedans in standard and limited models and a four-door, two-seated wagon named the Regal Estate Wagon.
- 1983 Sport Coupe renamed T-Type
- 1984 Wagons discontinued
- 1988 Redesigned front-wheel drive Custom and Limited Coupes with 2.8 litre V-6, 4-speed autos.
- 1989 Gran Sport package introduced.
- 1991 Custom, Limited and Gran Sport sedans added. A 3.1 litre was standard, 3800 V-6 was optional.
- 1992 Gran Sport coupe and sedans became distinct models. Anti-lock brakes standard on Limited, Gran Sport, optional on Custom.
- 1993 Sedan restyled. Modified 3800 V6 w/TPI. New electronically controlled 4-speed automatic.
- 1994 A 3.1 litre V6 newly standard in Custom models. Driver side airbag & anti-lock brakes standard on all models.
- 1995 Front passenger airbag, restyled exterior & interior. 3800 V6 standard on Limited sedan.
- 1997 All-new Sedan model as LS and GS, Supercharged 3800 V6 standard in GS.
- 1998 25th Anniversary Regal introduced.

Turbo Regal Production Figures

1978	Sport Coupe (4 bbl.)	27,811
1978	Sport Coupe (2 bbl.)	2,697
1979	Turbo Coupe	21,389
1980	T-Type	6,276
1981	T-Type	2,891
1982	T-Type	2,022
1982	Grand National	215
1983	T-Type	3,732
1984	T-Type	3,401
1984	Grand National	2,000
1985	T-Type	2,100
1985	Grand National	2,102
1986	T-Type	2,384

1986	Grand National	5,512
1986	LeSabre/GN	112
1987	Turbo T (WE4)	1,547

1987	Base Regal w/Turbo	4,268
1987	Regal Limited Turbo	1,035
1987	Grand National (WE2)	20,193
1987	GNX	547

Second Annual BPG Eastern Region Picnic

This past June 7th at Holmdel, New Jersey was the second annual BPG Eastern Region Picnic. After the success of last years event when BPG members invaded Duane Heckman's home we decided to move the event to a larger area that may accommodate some 30 or so Buicks with about 60 plus members and guests. We move the event to Holmdel, New Jersey in a state park with all the necessities that we needed. Unfortunately Mother Nature did not want to cooperate, as she dumped a rainy day on us. Yet knowing how die-hard Buick owners are, we held the event rain or shine. We had rented a 30' x 60' banquet tent in case of the wet weather, and it did prove to be useful. There was plenty of food on hand for the 40 or so brave souls that took the trip along with about a dozen or so Buicks. A special thanks goes out to Nick and Denise Rabi of Toms River, New Jersey was kind enough to make up 100 event T-shirts for free, to all that came. Nick and Denise own a custom art wear business in Toms River, NJ. I wouldn't be surprised to see these T-shirts at events many years down the road. Also to Larry and Marco for setting things up.



Above is Zach Liberman's 1973 Electra 225, which he set sail from Lenox Dale, MA to attend. Above right, John Schmidt's 1971 Stage 1 convertible beauty, John came in from Ohio.

We had members coming in as far north as New Hampshire, MA. as well as PA, Ohio, Maryland, Delaware, CT, NY as well as NJ. The rain didn't arrive until late morning and continued throughout the day, we did have some time spent around the cars comparing tips and projects along with admiring the Buicks that braved the threat of rain. Once the rain became steady we retreated to the huge tent to start up the bench racing sessions and to feast out on the BBQ food in which everyone pitched in bringing to the event. Later in the day we did take up a collection to help pay for the tent and we tallied \$100. Some of it we gave to Nick Rabi as a "Thank You" for the shirts, and the rest will remain to help defray any costs towards our next event.



Above Carl Rychlik of CT. braved the weather, bringing his 1987 Grand National, along with Paul Manuel of Delaware with his 1972 Skylark 350 convertible.

How about our New Hampshire members, Jim and Rich (and Rich's wife, sorry forgot her name) took the 4-5 hour drive, each way, in Rich's 1972 GS455 ragtop to join us, and this is the 2nd time they did it! You guys rock! Another distance Buick traveler was John Campbell who came down from MA with his buddy in his beautiful red '72 Stage1 (4 plus trip). We had the Maryland contingent driving their cars, Alex in his 1972 GS, Paul Manuel in his 1972 Skylark. I cannot believe Alex attended with his newborn child. Then we have GS Johnny who drove his 1967 Skylark down from CT with his son, and Zach Liberman coming in from upstate NY (3 plus hours) in his 1973 Electra 225. Our usual NY crew of Rick Martinez in his 1973 Centurion and Alan Wander took 'Goldie Lox' (1969 Skylark) this time around to show her off to any potential buyers. New acquaintances Dan and Sandy drove their 1968 GS from the Philadelphia area.



It's later in the day, and we are in the parking lot saying goodbye to gs-johnny and a car is approaching. We turn to Johnny and say, "That isn't no new car coming in this park". It gets closer and it's John Schmidt from Ohio in his beautiful triple black 1971 Stage1 convertible!

We had a late '50s/early '60s dual quad nailhead that showed up. The guy was from Bergen County NJ, about 2 hours north. That was one sweeeeeet ride. We had a couple turbo cars show up, Doug Hecker in his 1987 Regal and Carl Rychlik in his Grand National. It was great to meet many of you face to face that we have conversed with on the BPG and V-8 Buick board. It was great to also see many of the friendly faces we have all become so familiar with through the past years.

We didn't let the rain stop us from having a good time. Like Bill Lagna stated, once we were under the tent, sheltered from the downpour, it was a meeting of old friends and greeting and getting acquainted with new friends. It's all about friends, right? The Buicks are the icing on the cake. You guys are the BEST!



Great Friends
Great Cars
Great food
A
Great Time



Part 2 - Second Annual BPG Eastern Region Picnic

Duane Heckman

Well here is the long awaited announcement; come one come all to the Berwyn Buick Bash!

My friend Ken Smith is going to hold a picnic for any and all Buick fans on **Saturday, September 20, 2003** at his house in Berwyn Pa. This party is open to everyone, you don't need to be a member of the BPG or own a Buick to attend. He has a good size property and can accommodate 40 cars in his yard and driveway, before the first car needs to be parked along his front street. For those of you that met Ken at my party, he was the guy that rode the beautiful Turquoise Harley.

We will have some tents for shade, and plan on having 2 grills going. The rain date for this event will be Sunday, the 21st.

We will be posting some directions later, but to give you some type of reference, he lives 17 miles from me. If you have any questions you can post them here or call him. Here is his address and phone number, if you have any questions you can post them here or call him. Here is his address and Phone number;

Ken Smith
8 Revere Rd.
Berwyn, Pa. 19312
(610)-651-2949

Also we would like to get some idea of the number of people and cars that can attend, so let us know.

If you are wondering what to bring, extra burgers, dogs and soda couldn't hurt. Extra chairs will definitely be needed and most of all bring your Buick and a camera! Further details will be posted on the BPG Board. Let the Buick party begin!

Lone Star Buick Brand X Bash

Phil Green

We have decided on a place to have the 1st **Annual Lone Star Buick Brand X Bash**. It is to be held on September 27 2003 at Temple Academy Raceway by Little River, Texas. The Event scheduled for the date is a 10.5 tire plus street legal shoot out. Gate fee is a whole \$10 for spectators. If you race see attached URL for more information. I have contacted representatives from the Houston and Dallas groups. Imagine everyone's face when 80 Buicks show up for this event. We are looking to get as many Buicks as possible and show them what Buick power is all about! And just to get the Texas Buick people together and have some good food and bench racing. Gates open at 3pm. For info on there regular event check out <http://www.templeacademy.com> or call 254-982-4512 for info on our crashing of the party call me at 214 629 7429 or email at fast86gn@attbi.com

Buick's Nailhead Torque Monster



Lockheed SR-71/J58 AG30

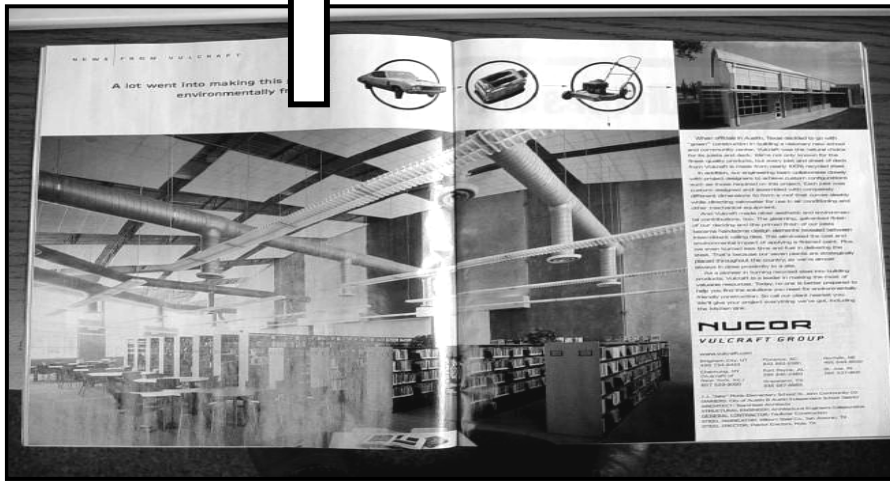
Start Cart

The AG30 start cart was developed exclusively for the Lockheed SR-71's Pratt & Whitney [J58 turbojet](#) engines. The cart used two Buick Wildcat V-8 racing engines, each of 425 cubic inch

displacement. Together the engines produced over 600 horsepower and were tied to a common gear box to deliver torque through the starter drive shaft

to the J-58s. The aircraft engines had to be run up to at least 3,200 rpm for ignition.

I swear we get no respect...



This advertisement was in a business magazine and was posted on the V-8 Buick Board. Take note, the company Nucor prides itself on recycling used materials. Wouldn't ya know it, they included a 1970 Buick GS along with an old lawnmower and a toaster to be recycled! Talk about no respect! The grill alone is worth a few hundred. ☹️

Murphy's Law & the Automobile

- Rule 1:** If anything can go wrong, it will.
- Rule 2:** Interchangeable parts won't.
- Rule 3:** Any wire or tube cut to length will be too short.
- Rule 4:** Availability of a part is inversely proportional to your need for it.
- Rule 5:** Tolerances will accumulate unidirectionally towards maximum difficulty of assembly.
- Rule 6:** After a part has been fully assembled, extra components will be found on the bench.
- Rule 7:** A dropped tool will land where it can do the most damage, or where it will be most inaccessible. Sometimes it will do both. (Known as the Law of Selective Gravitation).
- Rule 8:** Components that must not and cannot be assembled incorrectly, will be.
- Rule 9:** Any error that can creep in, will. It will be in the direction that will do or cause the most damage.
- Rule 10:** All constants are variable.
- Rule 11:** The most logical way to assemble a part will be the wrong way.
- Rule 13:** If a part can be installed incorrectly, that is what you will do.
- Rule 14:** An Adjustable spanner used to remove a component will either be too tight or too slack to replace the same part, even if you try to replace it immediately.
- Rule 15:** Hermetic seals will leak.
- Rule 16:** After the last 16 screws are removed from a component, you will find that you are dismantling the wrong part.
- Rule 17:** To estimate the time an automotive project will take, carefully work out how long you expect the job to take, then triple it. To estimate the cost, carefully work out all known expenditures, then quadruple it. You will still be wrong, but not as wrong as You would have been if you had believed your first estimates.

Of course, you won't always find that the first 16 rules will apply at the same time, however Rule 17 operates constantly. Even so, it can be postulated as Rule 18 that a random percentage of the above rules will always be operating to your disadvantage

2003 BUICK GS NATIONALS

By Mike Modena

The journey to Bowling Green, KY would prove to be quite successful this year. After coming to the GS Nationals for fifteen years and racing for ten it was very rewarding to finally win this prestigious race. I used to think the trip from NY to KY was a haul, now I travel double that distance just to get there from AZ. My trusty travel companion JD (my dog) and I got to KY in two days even with a flat trailer tire in NM.

After getting a good pit spot and settling in, a few time shots were in order. The traction at Beech Bend for the first couple of days was as expected marginal at best. My car was not getting any traction at all. 60' times were roughly 1.45's when my best 60's were 1.34-1.35. The car wasn't doing its usual stare at the sky wheelstands. So not only was the car slow but it wasn't even fun to drive. I began to be discouraged and start trying to plan on dialing wheelspin for first round of Wednesday's gamblers race. I had anticipated this before leaving AZ so I ordered a two-step from MSD and installed it right before first round and estimated my dial in. Previous to the two-step I would leave on the trans brake at 5000 rpm. With the two-step I chipped it down to 3800. The car worked perfectly and I went six rounds to win the gamblers race. The race paid \$270 for winner and \$135 for runner-up. I lost in the second round on Thursday's gamblers race to my good friend John Massoud in his teal green '67 GS. He had me on the tree and backed into me on the top end to take the win.

Friday would start a whole new day. The weather was questionable for Saturday so after qualifying the drivers took a vote and decided to race the Super 16 program on Friday. Four rounds later I was the winner of the Super 16 Big Block class. One more round and I became the King of the Hill. The car was very consistent; my 60' times

were within .005 of each other. The track held, and my lights on the tree were not that great but consistent. Much to my surprise the race only paid



\$410 for the Super 16 big block and an additional \$250 for the King of the Hill. Money isn't the only reason I race but it certainly is rewarding after spending so much to get these cars to do what they do. It was great just to be in KY and racing

“Scrappy” again. It is always great seeing and spending time with friends from all over the country especially my very missed friends in the Northeast Chapter. Special thanks to Doug Hecker and the Csordas' for always making me feel welcome and at home. Thanks to Rick Martinez for not showing up, that just meant that I would move up a spot in qualifying!

A little bit about the car: It is a 1969 Skylark. Steve Hamilton in Chicago owned it for many years. He had the back half and cage done ten or twelve years ago. He had the car running mid to high ten's. The car has been dormant for the past six to eight years until I picked it up almost two years ago. It seemed as if my work consisted of putting my drive train in from the original Scrap Iron Screamer. If only it was that easy. After diving into the car a couple of months before last year's nationals I found that this car needed a ton of work. For example: The rear was supposed to be 4.56 gears, they were 5.14 with ten broken teeth. This could explain why Steve kept on putting “windows” in his engines. Fuel system had kinked lines, upper control arm bent, electronics looked like spaghetti, window net and belts were obviously outdated etc.

My brother James flew in to help rebuild “Scrappy” 2 but every time we turned something else was wrong. After putting the engine in the car leaned about two inches to the right. We checked all spring installed heights and changed every single front suspension component I even pulled

the engine back out and brought the rolling chassis to a frame shop to make sure the frame was not tweaked. This was all a few days before the 2002 Nats. Every thing was back in the car and turnkey by Wednesday night (the second day of the Nats). Decision time: Drive for two days to KY (1800 miles) just in time for Saturday's race. Get two time shots and a first round pass in a car that hasn't been front end aligned yet and then drive home for another two days. Or do some thing safe and smart for once. I must be growing up. I decided to miss the Nats and get the car working properly. It proved to be a good idea when I put the car back in the garage, the line lock seized up. I had taken that as a sign that I made the right choice. At the end of the summer I made a pilgrimage to NY to visit friends and family. I stopped at my good friends Jeff and Melinda Peoples home in MS. Jeff and I scaled the car and found that the car had 60 extra pounds of preload on the wrong side of the car. After we straightened that mess out it was off to NY. Here a lot more work transpired. I think at this point it would have been easier to start building a car from scratch. I made my first pass in NY the car left the line like a dud and went 11.00 at almost 130mph. I went directly to my good friends and sponsor Select Performance Transmissions. They made me up another torque converter to spin those big 14x32 "gorilla biscuit" tires, and a low gear set for the trans and lo and behold my wheelstands are back. The car ran a best e.t. of 10.17 at the Mid Atlantic meet in MD. Sixty-foot times were a best of 1.34. Not too bad for a fairly heavy car.

The engine is a 464 with JE pistons on stock rods that I polished myself. They probably have 300 runs on them. No block girdle is used. The crank is stock and std. never been cut. The cam is a TA 308s solid grind twisted by a double roller chain. The heads are Stage 1 cast iron. They flow about 268 cfm on the intake and 194 cfm on the exhaust. Dual springs and 1.65 roller rockers complete the valvetrain. Compression ratio is about 12-12.5 to 1. Manifold is a port matched TA with a Barry Grant 1025 cfm Gold Claw carb. Ignition is all MSD. Billet distributor, 7AL2 box and 8.5 wires. The transmission is a Select Performance unit with a lightweight aluminum high gear drum. The gear set is low with a 2.75 first. The torque converter

is a Select Reactor 9" with a 4900 rpm stall. The valve body is a Select piece with their own trans brake. The rear end is a Chevy 12 bolt done by myself with a Strange spool and axles. The gears are 4.10 Richmond's. The rear suspension is a ladder bar with Koni coil-overs. The front is stock with Moroso trick front springs cut down to set ride height. The car still has a glass windshield and all bumpers are steel. There are no fiberglass parts on the body. Car weighs in at 3363 with me in the seat. Best times are 10.17 at 129 mph.

Special thanks go out to my brother James, Jeff and Melinda Peoples, everybody at Select Performance Transmissions, Rick Rausch, and my



consultant James Fusco. If not for these people this car would not perform as it does now.

Above and below: Mike Modena shows the crowd on how to be a winner! Mike with Scrap Iron 2, '69 GS has been a consistent combination that has put a many other competitors back on the trailer. Mike's close friend John Massoud is seen below running a close round against Mike during the Quick 16 race. John became another notch on Mikes win list.



From the Editor's Desk

-Rick Martinez

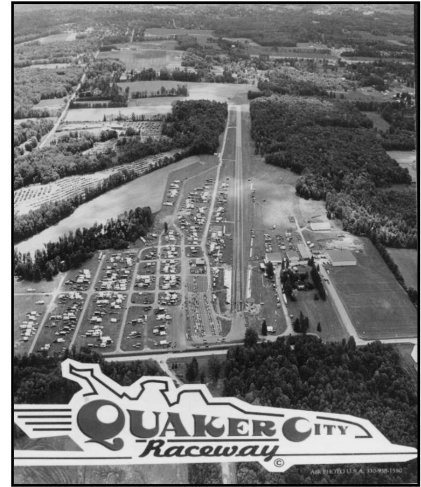
I am going to try to touch on a few topics here, so please try to stay with me on this. First off, keeping with the belief of the mission statement of the am going to lay out some facts here to all of you and to show you the direction your leadership is going with the BPG. I am placing the cards on table here gang.

The newsletter, topic number one in my book. Yep it's late. Why? for one thing I won't make a story up and blame it on the mail and those working mail carriers like some other publication has done habitually. The honest truth here lies mostly with obtaining enough material to piece together a good newsletter. I take some pride on putting together a newsletter that is interesting and worth reading, not one that you would line birdcage or cat's litter box. My goal in every issue is to make it a full 20 plus and most of all, interesting to you, the members. You may not realize it but rely on everyone one of you, because at different times of the year you send in material to be put in the newsletter. We, the Board members are extremely appreciative of this. Keep in mind a member may not make it to every event, but just by sending in material to us is just as good as participating at an event. This is your club and you help make things happen here! The fact that material was difficult on obtaining is why the tardiness of this issue. Now this is not always the case in every issue, but at times the well does run dry. Please keep in mind I am not writing this to chastise anyone and I'm not here throwing out excuses. I am very thankful and many of you have been sending me material. Those that may not know I have been doing the Northeast GS/GN Club's newsletter since 1989, this problem is not isolated to the BPG. This dilemma also strikes at other GSCA Chapters. I am just setting down some realistic facts here. Just try to keep in mind, if you finally got your Buick together, have a tip or planning a project or some accomplishment at the track or show, or an upcoming event, get the information to me, or one of the Board Members. And feel free to follow up, reaching out to me to make sure I have it. I am extremely easy to reach, as (some of you have heard) the "infamous Prozac letter/postcard writer" who has been getting "his" rocks off mailing letters to me has known for years.

Speaking of which, this will be my next topic. We have been told and have copies of various letters and postcards that BPG Members have been receiving. The contents are childish and rude; we have learned that all the material is coming from one source. This source does not want the BPG to survive, so in a futile attempt this mindless person actually thinks letters and postcards will work. I actually find them quite amusing and plan on bringing them to the BPG Nationals posting them so everyone else can get a good laugh too. Don't be deterred by them, we are dealing with the problem, and like most, this "problem child" will just fade away. If anyone receives such trash, please reach out to one of the Board Members.

This brings me to discuss the BPG Nationals at Quaker City Dragway, Salem, Ohio. Yes, we are well aware that the track is for sale. Regardless we are moving ahead, as the agreement set will be binding to the next owner, if the track is sold. Now the 2.7 million dollar question; is the track going to bought and shut down. In all probability, no. Can it happen, yes. We also have looked into alternative sites and had made contacts, but like I said in all probability, the First Annual BPG Nationals will be at Quaker City Raceway, Salem, Ohio. We are making up plans to be posted regarding hotels locations, maps, stores, cruises, and some big name racers with their Buicks on attending. Most of the details will be announced in September on the BPG website and V8 Board along with the Buildsheet. As far as the event particulars, Brad Conley has been hard at work setting up details of the show and classes. As with the racing we are still hashing out the different classes. Two facts have been agreed on by the Board: YOU DO NOT HAVE TO BE A BPG MEMBER TO PARTICIPATE IN THE EVENT (though we would like you to be a member, we will not force someone to join) and THERE WILL NOT BE ANY "SPECIAL" REGISTRATION FEE ADDED TO PARTICIPANTS. We are working on the payout schedule and we firmly agree on having a "**posted guaranteed payout**" for each of the race classes prior to the event. Not to mention a payout worth traveling for, not a payout that won't even pay for your gas money.

Just to re-cap here. If you have a suggestion, story, tech tip show or race event or anything you would like to share to the Board Members and the membership, send it in to one of the Board Members or me so we can include it in the newsletter. As with the "problem child", forget him, he's old news. The most important item is the "BPG NATIONAL EVENT" held on August 12-15, 2004. All the details will follow. Hope most of you along with your family and friend will be there!



with
BPG I
the
Well
hard
God's
your
pages
I do
guys

Just Imagine...if



Buick's 100th at Flint

Where memories were made and remembered

