BPG
Buick Performance Group

THE BUILD SHEET

November 2003 Volume 2, Issue 5

East Coast Buick Meet

Home of the "Down Hill Racers"

Q-16 Winner

Gary Paine

Check out page 4 to see why John is all smiles and eating cake!

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.

BPG National Board of Directors

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

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

The Build Sheet

Email: marti4@rcn.com
24hr fax: (845) 228-9895
Postal address:

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79 Chestnut Ridge Road
Mahopac, NY 10541

"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.

East Coast Regional Buick Meet

By Rick Martinez

Well they did it again! You guys from the Ohio, PA area invaded Cecil County, Maryland for the East Coast Regional Buick Meet, and for two years straight you clean up in the Quick 16. Huge congratulations to Gary Paine on winning this class. He worked hard at it and proved once again he is one of the guys to beat. The racing like previous years was fast and furious. Stan and John Zerucha ran their Skylark sporting a new engine just purchased from the Diabo's in Canada. With both John and Stan taking a shot they managed to click off some impressive high eight-second quarter mile times! Another front-runner, Doug Hecker was running hard all day and was stumped at the 9.0 mark in which he finally achieved the eight-second zone about a month later and Englishtown, NJ.

Cecil County Raceway has always been nicknamed the home of the "Downhill Racers" as most times racers seem to run their best times ever! John Schmidt powered his turbo powered Opel to his best mph ever and grabbing low et at the event with a 7.87 at 182.50 mph! Pete Bernard with his turbo GN was running close behind, running a best of an 8.36 at 162.8 mph. I would say that there was one guy that would take the showman award if there was one offered. Jack Cotton of Cotton Performance was pulling the wheels hard and far with his orange Turbo powered Regal, sometimes carrying the wheels past the 60 foot mark! I don't think the man stopped smiling all day as Jack ran a best of a 9.06 at 150.68 mph! I caught a glance of Jack while he was driving to the staging lanes and had to take a double look as he had a grin from ear to ear while smoking a cigar!

If you haven't got a chance to attend this two day meet, please try to in 2004. It is held on the Columbus day weekend in October, the weather is cool and if the rain stays away the air will be so good it will be like racing in a mine shaft! I can go on with the typing, but pictures always speak louder than words!

Front Wheel Drive Class:

Winner	Mike Annecchini	12.78 at 92 mph
Runner-Up	Chuck George	14.42 at 95 mph

V-6 Class:

Winner	Wes Dalrymple	12.50 at 108.80
Runner-Up	Tim Garland	13.07 at 96.67

V-8 Class:

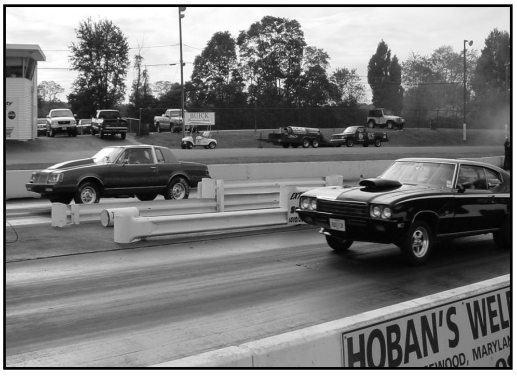
Winner	Dave Chait	11.33 at 117.75
Runner-Up	Mike Miller	12.44 at 102.79

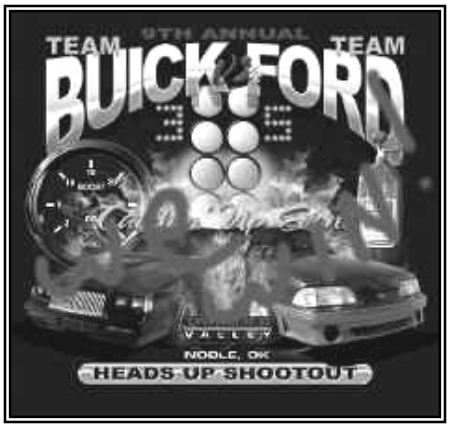
Quick 16 Class

Winner	Gary Paine	9.63 at 138.33
Runner-Up	Mike Pollack	9.51 at 138.07
Semi	Bruce Wilson	10.27 at 129.62
Semi	Dave Saye	10.83 at 123.84
Quarter's	John Csordas Jr.	8.76 at 159.83
Quarter's	John Schmidt	7.87 at 182.50
Quarter's	Rick Miller	10.38 at 127.58
Quarter's	John Stevens	10.53 at 125.81

Low Qualifier

John Schmidt 7.87 at 182.50 mph





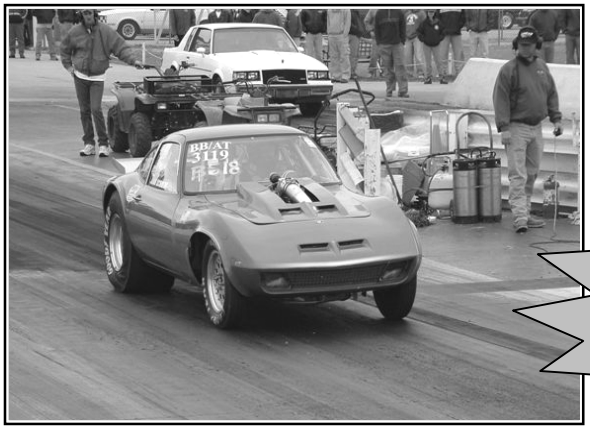
The Ninth Annual, Team Buick vs. Team Ford, Heads-up Shootout

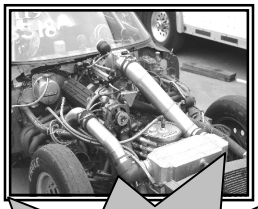
By Dick Walker

This past October 25, 2003 Buick racers spanning from over 6 states attended Thunder Valley Raceway Park, located in Noble, Oklahoma to challenge the Fords guys in the 9th Annual Team Buick vs. Team Ford Shootout event! With over 100 Buicks and over 100 Fords entered, it was an all day event. More than 1300 spectators came to watch this rivalry, and after qualifying runs were made, a ladder of 88 pairs made heads-up runs in order of highest et to lowest et. Buick still had 8 more qualified cars waiting for Fords, but none made the call.

When the dust settled the Buicks bested the Fords with a 55 to 33 win, making the nine-year score, Buick 4 to Fords 5. The 2004 Shootout will again be held in October of 2004 with the date to be announced soon. For further information regarding next year's event check out our web site at www.okbuicks.com. Any Buick or Ford powered cars or trucks can compete with no cubic inch limit, any power adder, they must be full bodied door slammers.

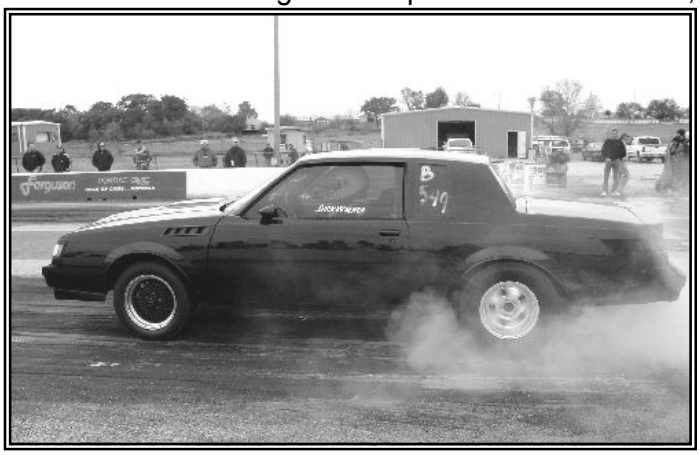
Some of the BPG Members qualifying were, David Falley in his clean 1970 GS at 11.622, only to break a crank and other parts in the final round. Mark Metdker qualified a 13.018 in his 1989Turbo Trans Am, Dick Walker qualified 10.685 in his 1987 Grand National, Cindy (aka Mankiller**)** Garrison qualified 12.913 in her 1970 GS**,** Michael Garrison qualified 10.349 in his 1970 GS, and John Schmidt qualified with an 8.376 in his very popular and fast Opel GT, while also posting the fastest speed of 172.21 mph! Greg Kring broke during qualifying. Our quickest qualifier was Lawrence Conley, with an 8.209 driving Preston Pugh's Category 6, Grand National.

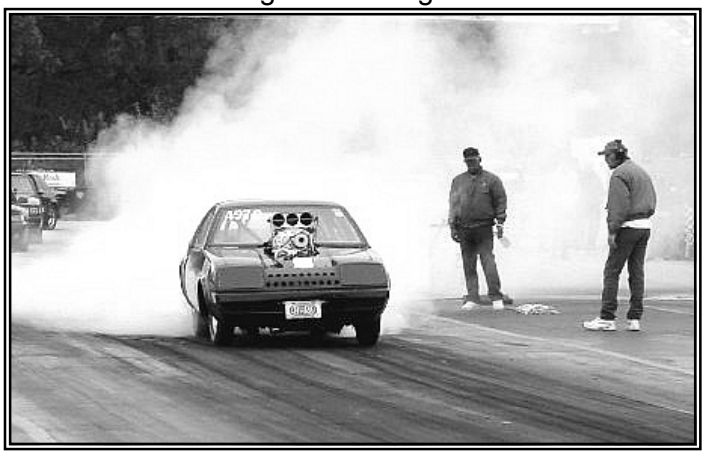




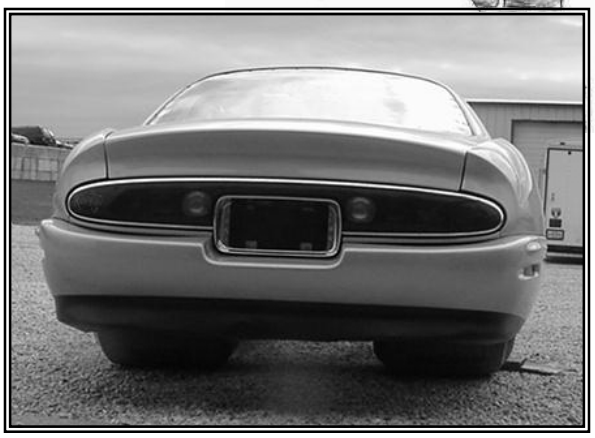
Check out the back cover for some more

Oklahoma cars made up over 50 of the qualifiers, with Texas making 27, Kansas 14, Arkansas 6, Colorado 1, and Ohio 1. The full Shootout Results can be seen on the www.okbuicks.com site, showing both Buick and Ford names, qualifiers with time and speed. A BIG "Thank You" to all those that support this fun event and to the great competitors of Team Ford, you all make it come together for a great event!

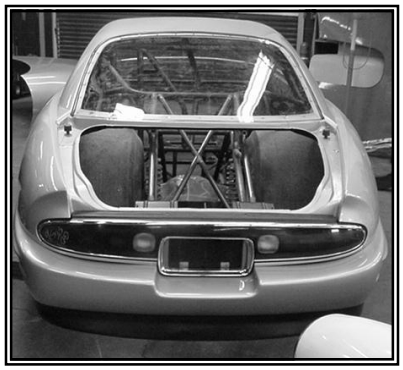


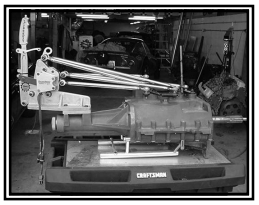


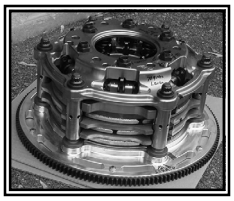
Merry Christmas John Schmidt. It was a long wait, but well worth it.
You were a real good boy the past few years.
Best of Luck !

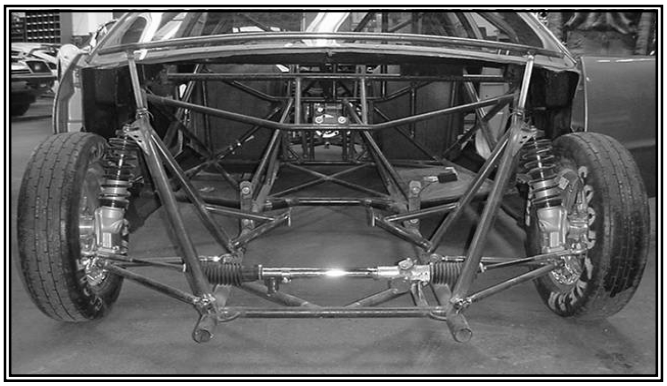


As most of you Internet members have seen, John Schmidt's secret is out. He had been sitting on this project for 2 ½ years waiting for the body and chassis to be completed. Many of us were hard pressed on guessing what his project was to be. The winner was John Massoud, though John Schmidt never wavered letting on that he was correct. This all custom fiberglass Riviera has been perfectly built with all the top-notch stuff. The chassis is all chromemoly set up to meet both NHRA and IHRA standards. John had mentioned that race ready weight is about 2100 pounds and the power plant will no doubt be all Buick, sporting a Stage 2 Turbo V-6 pushing over 1200 horsepower! John plans on having his Riviera ready and running at the **1st Annual BPG** event in August of 2004. I would NOT want to miss this event as John's turbo Riviera may shatter all previous quarter mile runs by any full-bodied Buick ever!



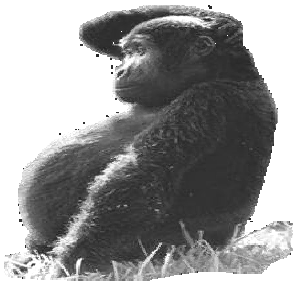






UNDERSTANDING ASSEMBLY MANUALS

By Duane Heckman



If you are restoring a car the most important thing you can do is purchase an Assembly Manual and then spend some time studying it. These are the actual drawings that were referenced by assembly line workers while the cars were being produced. These manuals not only show the parts and part numbers, but often show letter codes, colors, paint stripe identification colors and locations, and the proper routing of parts. They show when the various production plants substituted different parts, and also list their respective part numbers. They can also answer questions regarding "apparent" discrepancies between different factory reference books; I will go into this later. With a little bit of detective work, you can even get an idea of what parts were brought into the plant as sub-assemblies and from this infer how these parts were painted before being installed.

The one major drawback is that the manuals available to us as reproductions are often incomplete, and many are the original issue documents, or are early in the production year, so all the pages/revisions are not available. Even so, there is an incredible amount of info that can be gathered, and hours and hours of time that can be saved by installing the parts in the right order and routing them correctly the first time. There is nothing more aggravating then having to take apart a freshly painted assembly because something else had to be done before it was installed, believe me, I have been there.

REVISION DATES

One of the biggest problems I see people having with these manuals is understanding revision dates, and determining how they relate to their cars. Often restorers look at the sheets as "pictures" only, and assume that they accurately show the correct parts for their cars. The reality is very different; each drawing **ONLY** depicts the most up-to-date information. Changes occur throughout the production year, and as they occur the drawings are revised to correctly represent these changes. By understanding and using revision blocks we can see when these changes took place and know which parts are correct for our cars. I will give 2 examples that will help explain what I mean.

In the 70-assembly manual, page 2-3.1 lists the frame and body mount information for A-body Buicks. If you look at the revision block in the upper right hand corner, it lists Revision "H", dated 12/12/69 as "Color Orange to Violet". (See attached Chart) Now looking at the drawing and finding "H" you see it is referring to the body mounts at the firewall, and the color for these are Violet. (See attached Drawing) It is also important to note that revisions A thru G are now part of the drawing, so the only revision that is "called out" on the drawing will be the last one, in this case revision "H". All earlier changes/revisions will only be listed in the revision block. Now, if you go to page 20-7 in the 70 Chassis Service Manual, that was printed at the beginning of the production year, you will see the same drawing, but here it lists those same body mounts as Orange in color. (See attached Drawing) If you search that page for the revision letter you will find it is an earlier revision, namely revision "C". The assembly manual lists revision "C" as dated 5/23/69, so now you can see that the body mounts were originally orange, but changed to violet sometime after 12/12/69. Now I know this particular change is not important in the grand scheme of things, but you get the idea.

Here is an important example from the 71-assembly manual. Pages 12-8.8 and 12-8.9 show the batteries and cables for 350 and 455 cars respectively. Both pages have revisions dated 2/22/71 that list changes for battery part numbers and note that the cables were also revised. Both drawings show side-mount batteries and cables, but if you look in the 71 Chassis Service Manual, that was printed at the beginning of the production year, on page 120-6, you will see they list that top-post batteries were standard equipment for A-body Buicks. This date of 2/22/71 is important because that was when the drawings show the batteries were changed from top-post to side-mounts.

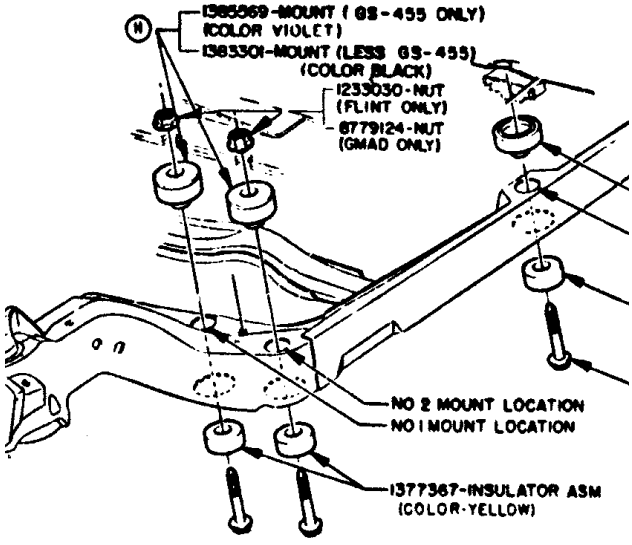
Now, I would like to add a few words of caution here, the above date is the date for that particular revision drawing. This does not necessarily mean that this change was implemented on this date, or that every production plant introduced the change at the same time. To assume something like that would be ludicrous. I work with drawings everyday, and while some are developed months in advance, others have your boss breathing down your neck, because they are needed right away. I am sure this was also the case when these drawings were being produced.

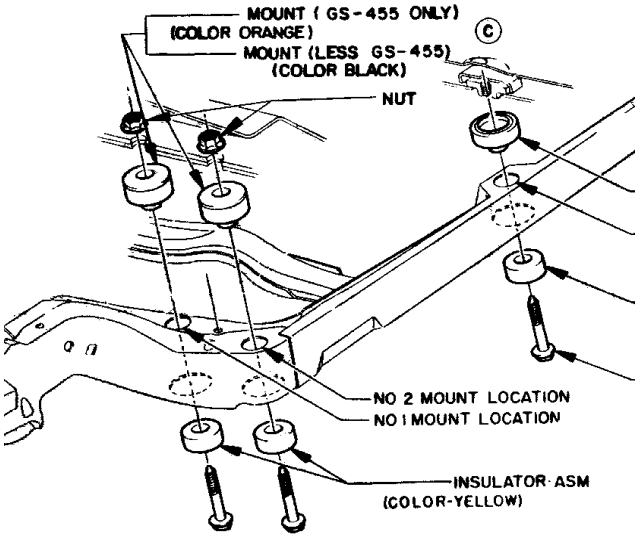
What we can say for sure is that before 2/22/71 all batteries installed in A-body Buicks were of the top-post variety, and that sometime after that they were switched to side-mounts. The next revision date for these drawings is 3/22/71 and shows that the negative cable was rerouted due to a change in an Air Conditioning hose. From this we can further pinpoint the battery change to sometime between 2/22/71 and 3/22/71. To get closer to the actual date this change was implemented, you would need to look at original cars from that time period, but with cars being made at different plants I don't know how useful this would be.

To sum everything up, using assembly manuals and understanding revision dates can save you both time and money. They not only help with installing parts correctly the first time, but also show which parts are correct for your car. If using an assembly manual stops you from buying just one incorrect part it can save you more then the $30.00 or so that they cost to buy. I hope this helps make your assembly manuals more useful for your restorations.

DATE	SYM	REVISION RECORD	AUTH	DR.	CK.
2-11-69	A	X REMOVED		WG	AT
4-10-69	B	GS 400 TO GS 500			
		(2 PLACES) &			
		GS 400 REMOVED	74311	WG	JK
5-23-69	C	GS 500 TO GS 455			
		(2 PLACES)	74544	MA	ND
7-15-69	D	1235008 ADDED	74751	WG	JK
8-6-69	E	(FLINT ONLY) & 8779124			
		NUT GMAD ONLY) ADDED	74874	MA	AT
9-3-69	F	3960737 TO 1235293			
		& CODE XW TO BT	74951	GG	JK
9-5-69	G	3960796 TO 1235413			
		& CODE CC TO BW	74994	B	AT
12-12-69	H	COLOR ORANGE TO			
		VIOLET	77226	DJ	JK

Revision Block copied from Page 2-3.1 of the 1970 Assembly Manual





ice Manual (Revision C)

New Products For Your Buick

The following few pages describe some of the new products being offered by various vendors. At the BPG we do not favor any particular vendor over another, we support all of them, even those not listed in this issue. All of the Buick vendors do in fact support our Buick community and in doing so enables all of us to better enjoy our Buicks, whether it be cruising the streets, participating at a show or pounding the quarter mile.

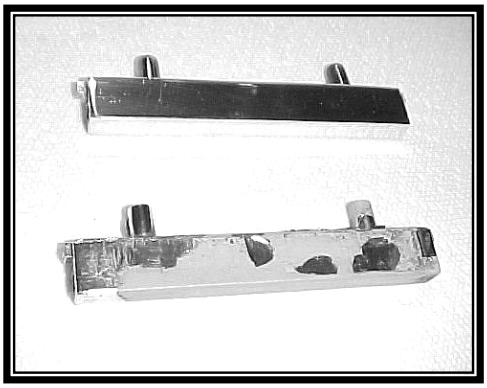
To other Buick vendors that we have not listed, the open door no charge policy at the BPG still exists. If you have any new offerings, new parts, new product tests or advise, please feel **free** to use us to help you get the word out. This is all part of keeping with our Mission statement on page 2.

As Editor I would also like to take a moment to thank everyone for their support, and I will always remain open for suggestions, complaints or help from any member. Have a happy and safe holiday!

Rick Martinez

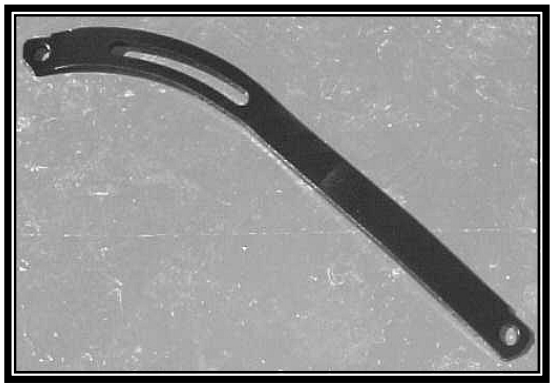
Reproduced Coolant Recovery Tanks

My name is Frank McIntyre and this is my final prototype picture of the reproduced coolant recovery tanks. The tanks are produced with the highest quality and standards. I will be offering, both black and clear tops. The only difference from the originals is that the tops are removable making it easier to clean. The price will be $149.00 plus s/h. PA residents will add 6% sales tax. You can also purchase the same tanks from CARS or directly from me. I can be reached at McIntyre Enterprise, 724-654-1412 or at fjmcintyre@adelphia.net.

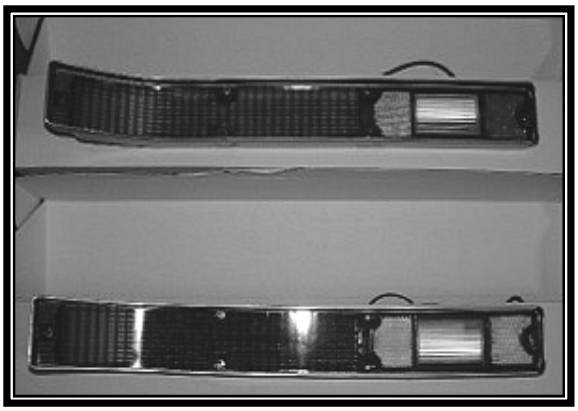


Pull Up Bar for the 1970 - up consoles ←

Alternator Adjustment brackets. →



On the left is the pull up bar for the 1970 - up consoles. These all will be test fitted as all my parts are before I ship them. They are made from aluminum and polished just like the U shape clip I make. The picture to the left shows the difference from a worn out bar (below) and my reproduced bar (top) Here you can see what the originals all look like after time, either that or broken. At this time I do not have any little screws, but I am working on that. The price on these will be $40 each plus $3 for S&H. On the right is the BB alternator bracket. It is almost an exact duplication of the original one. It's a 68-74 style and will come unpainted. I will be selling these for $12 plus $4.00 S&H. Now can get the correct BB bracket for your conversion or whatever your need is. For ordering or more info on other reproduced Buick products, I can be reached at (785) 246-2661 between 6-10 pm CST. Or you can e-mail me at mrbuick@networksplus.net or send inquiries to Michael Garrison, 5220 North East Ashby Lane, Topeka, Kansas 66617



Reproduced 1970 Tail Light Lenses GS/Skylark

Don't be driving your pride and joy with broken or cracked tail light lenses, or with reflector tape. The BPG now has available the original reproduced tail light lenses for your 1970 GS/Skylark. Price is $199 a pair and includes gaskets and postage. Also available are fully embroidered BPG hats. These are high quality hats, with an extra long bill to keep the sun out of your eyes while cruising, and a very nice strap at the rear, with a metal adjuster. Two colors available, Navy Blue with Gold lettering, and Light Grey with Red. Both hats have a dark band inset on the edge of the Brim. These hats are $14.95 postage included.

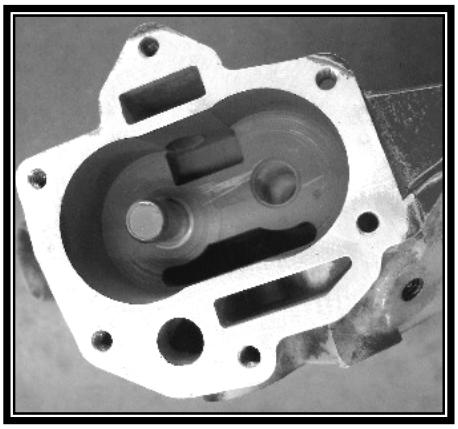
Tips by Carl Rychlik:

Ceramic Brake Pads

I have used these types of pads on my 19'70 Stage 1 for the reason that they offer many benefits. First off they have less of a tendency to fade and after repeated stops, the brakes will not lose their effectiveness. Another benefit, brake dust is no longer a problem and I can keep my reproduction Goodyear G60x15's and reproduction Buick rally wheels brake dust free. Lastly, brake squeak is also no longer a problem, since ceramic brake pads have a different composition than normal semi-metallic brake pads. These brake pads are marketed under various brake manufacturers. The company that made mine is Wagner, and they go by the name Quietstop. Before installing these brake pads on your car, I would suggest you make a light cut on your rotors to establish a new wear surface. If you don't do this, glazing of your rotors will result and you will not have proper braking action. These pads are available for just about any kind of car. I am impressed with them and I'm sure you'll be too.

Custom Coatings

Custom Coatings Inc. has developed a new process to fuse real chrome to plastic. It will never peel off or discolor like normal vacuum applied fake chrome that the factories put on all their cars. I had my armrest bases done on my 1970 Stage 1 and I am very impressed. Although it is a bit pricey (they cost me $160 to have both armrest bases done) it is definitely worth it. I never have to worry about rechroming them again. The company can be reached at: 850-562-0538, www.customcoatings.net, Custom Coatings Inc., 4794-C Woodlane Circle, Tallahassee, Florida 32303

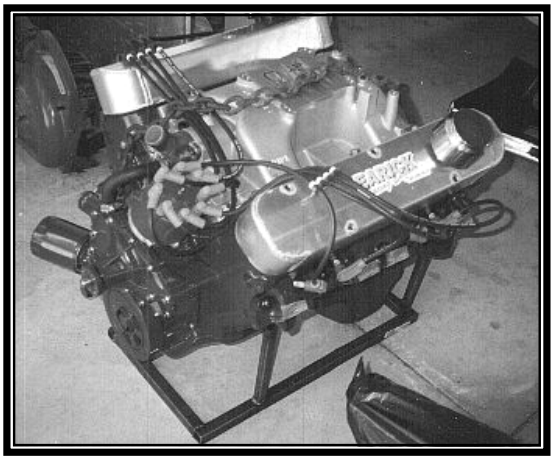


We now offer a service that reconditions the oil pump housing equating to added pressure. The only time there would be a wear factor is if you had direct metal contact. We can specify a broad range of material thickness specifically for the application needed. With the coating, proper oil pump end clearance, and standard pressure spring it is common to see 30lbs at idle and over 70lbs full throttle pressure with hot 10W30 oil. The process costs $119.99 plus S&H and the turnaround time is normally ten working days not including. The timing cover oil pump housing coating is of the dry film type. We worked with a long time coating expert to determine the correct coating application. The coating is applied to both the oil pump housing and the gears. We can specify and hold a specific thickness if needed. The coating does a good job filling the worn voids. It is almost impossible to get a very specific comparison of before and after since most of the covers were so badly damaged that we would never run them on a new engine. We do know that with closing the side tolerances of the housing that there is an increase in pressure and flow due to improved efficiencies. It is normally to see 25lbs+ at idle and over 70lbs pressure at wide-open throttle with the standard relief spring and hot 10W30 oil. There are many other factors such as gear end clearance that can affect pressure and volume. What we wanted to do is provide our customers with the option of using their existing timing covers that didn't exist before.

Also newly offered at *Earick Racing Engines* is an engine kit. This kit includes dyno and track proven matched components and cylinder head porting to achieve 500+ HP from your Buick 455. This is obtained with 9:1 compression for pump gas use, which maintains docile idle characteristics, and vacuum for power brakes. The list of included parts and machining can be modified depending on your existing parts and your performance expectations. This kit sells for $5,000 and may vary in price depending on what custom changes you may want.

Parts

· Cam "Ultimate 500"
· Lifters Hydraulic
· Intake Manifold SP1
· Intake Manifold Gaskets HP
· Intake Manifold Oil Shield
· MSD Billet Distributor
· MSD Coil Blaster
· MSD Ignition Box 6AL
· MSD Custom Race Wires
· Q-Jet Rebuild HP
· Headers Stage 1 2" competition
· Pistons Forged Racing W Pins and Rings
· ARP Rod Bolts
· Main Bearings
· Rod Bearing
· Valves Stainless Steel Stage 1
· Valve Springs
· Valve Spring Locks
· Valve Spring Retainers
· Timing Chain Double Roller
· Oil Pump
· Oil Pump Boost Plate
· Gasket Kit
· Main Seal Front
· Main Seal Rear
· Cam Bearings HP Grooved
· Freeze Plugs Brass
· Valve Seals HP
· Valve Covers Pro Style Aluminum
· EOS Assembly Lube
· PCV Valve Grommet
· Buick Red Engine Paint
· Harmonic Balancer SFI



Cylinder Heads
· Disassemble
· Bake
· Machine for Seals
· Competition Valve Job
· Bowl & Chamber
· Port Match
· Assemble

The intent is that we will perform the cylinder head and carburetor work

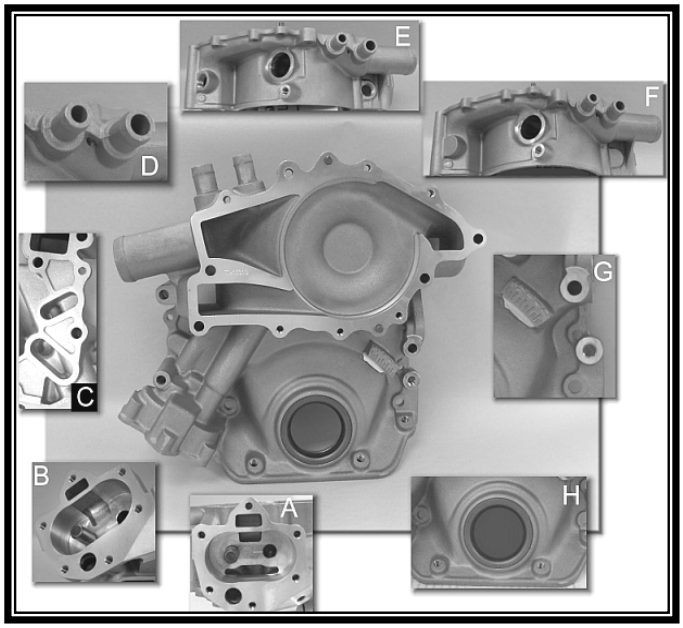
lexible in that we would be delighted to customize the kit and

em at mrbuick@cgate.net

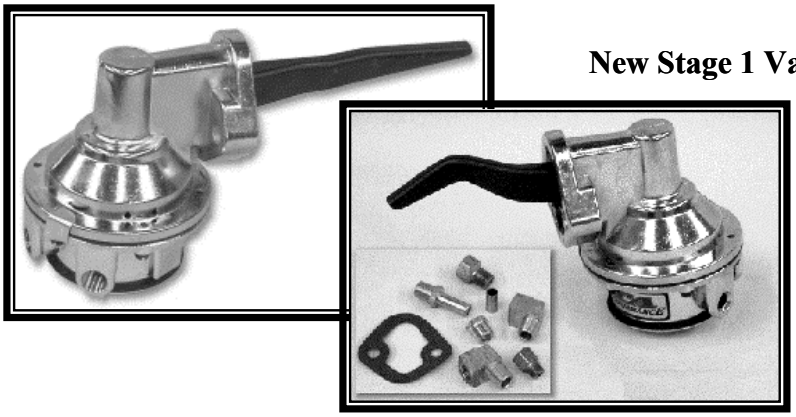
…and soon to come by Earick Racing Engines

- We are currently testing new gaskets kits that include titanium head gaskets that are about four times stronger than the composite gaskets on the market now.
- We also have in the works new main and rod bearings that claim to have the foreign object imbed ability of aluminum and also are twice as durable and the tri-metal now available.
- I have discussed in specific the port designs of the new aluminum heads that are coming soon. I hope to see the first sets in a couple of weeks. We have also laid the groundwork for matching intake manifold design. The new block should be ready in a few months.
- We are currently working on a 2-1/8" tube stage 1 header design.

A, B & C. Enlarged Oil Passages For Greatly Improved Oil Pressure and Volume
D. Repairable Hose Connections
E. Optional Direct Cooling Ports
F. Standard Configuration, Cooling Ports are not drilled and tapped
G. Provision for Crank Triggers
H. Front installed Neoprene Crank Seal
Made from 356-T6 Cast Aluminum, by an Aerospace approved Foundry

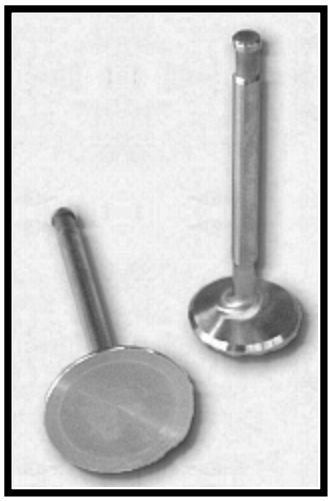


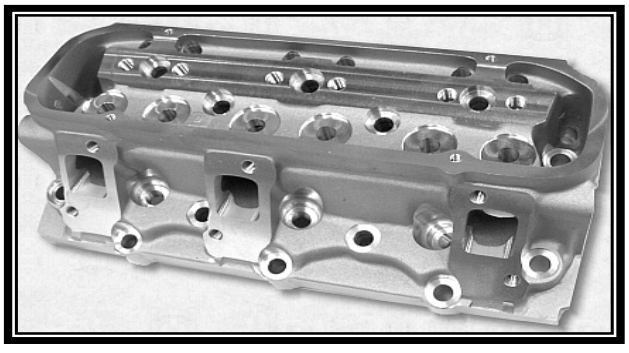
Comes fully machined with water pump dowel pins and oil pump idler gear pin installed.
Also includes a front neoprene seal installed!



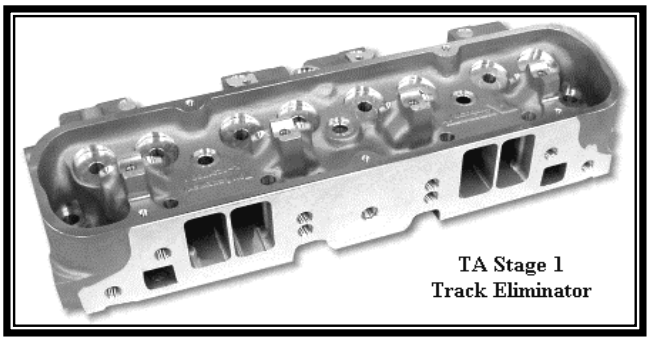
These chrome performance fuel pumps are for use with ALL carburetors. They deliver between 6-1/2 to 8 psi (max), and 80 GPH ensuring a constant fuel supply under almost any condition. Incorporates threaded inlet and outlet. Fittings included. 400-430-455, 350

New Stage 1 Valves for the Nailhead!





R l pre-production run and have finalized the patterns. 50 Sets are being cast at this time. Street Intimidator and Street Eliminator versions will be machin
se



The NEW Stage 1 *Track Eliminator* heads are now in stock and ready to ship. These heads are the same as our Stage 1 Street Eliminators but incorporate the

The Al Kuehn Story

In 1967 Al Kuehn took over the Parts Manager's Position at Joyce Buick Inc., in Lorain, Ohio. At the time He was driving a 1963 Corvette Split Window Coupe. Mr. Joyce, owner of Joyce Buick, never said anything about him driving the Corvette. Al figured if he was the Parts Manager at a Buick Dealership he should be driving a Buick. So he sat down with Mr. Joyce and ordered a 1967 GS-400 2-door hardtop. About 8 weeks later he had the thrill of seeing his first Buick being driven off the car hauler. What a thrill! Al has owned over 30 Buicks to date. He took a short break from the performance cars while his kids were growing up. In 1986 he bought his dream car, a 1970 GS 455 convertible. The car was rough but it was an all-original numbers matching car. He began to get new NOS parts for the car while enjoying it the way it was. Having joined the GSCA in 1986 he became interested in the Grand National cars. On January 2, 1987, he became the proud owner of a brand new G.N. In May of 1987, he made his first trip to the GS Nationals. Returning home he told his x-wife that they were going to store the GN and bought a used 1984 Skyhawk wagon.

In the early 90's he became interested in Wildcats and bought a 1969 Wildcat convertible. He shows and races the car in Buick and pure stock events. At the first pure stock event in Michigan he was the only Buick of the 35 cars there. In 1994 his storage building caught fire and completely destroyed the Wildcat and damaged his under-construction '70 GS 455. Seeing 20 years of his life go up in smoke, he sold the GS 455 (mistake). With the insurance money he bought a very nice '70 Wildcat, 2-door hardtop, figuring his convertible days were over. Several months later Al inquired about a '70 Wildcat convertible. He was told; a brick wall hit the car. What? A non-sober driver had hit the garage and knocked the wall into the Wildcat. He bought the car and began a 3-year restoration project. His goals were that the car be halfway show quality and run 13's in pure stock form. The car has run a 13.90, at 4560 lbs. witch surprised a lot of the other brands. The car has taken several class awards. It took Best of Show for 2003 at the Norwalk Arbys Event. Al drives the car everywhere, putting about 4,000 miles on it a year. Al was thrilled when at the Buick Club of America event in Kokomo, Indiana; it got 377, out of a possible 400 points, giving it silver.

In August 2001, Al was asked by a friend, what a "Special" was. He said it depended on the year. He found a rust free 1967 Special Post car with 44K on it with a disassembled V-6 in it. He didn't waste any time bringing it home. The previous owner informed him, that the car came out of a junkyard in Texas. He found out it was not in a junkyard but ready to go when it was purchased for $300. Al called it "the cat" with at least 3 lives. His goal with the car was to run on regular pump gas, be street legal, and run 11's in the quarter mile. Two years later with a lot of help, the car ran 11.92 @ 114 mph the first time out. Thanks to Brian Earick of Earick Racing Engines, we're expecting mid 11's out of it.

After being involved with Buick Wildcats for several years, Al has always admired the "post" cars. In September of 2001, he was told about a 1967 Special about 5 miles from where he lived. He couldn't believe his eyes. He found a rust free 44,000 mile V-6 "Post" car. The owner had torn the engine apart to replace the cam and had given up on the car. This car had one option, power steering, not even a radio. He bought the car and had it taken to his building by a flatbed truck. Al had three goals for this car: be street legal, run on pump gas, and drive it to the strip turning in the 11's.

Al spent two years replacing everything mechanical on the car due to the age. The core support and everything else was like new after sandblasting. He never had a car like this! Yellow from the factory, it turned out to be an ideal candidate for a black car. The carpet was the only item replaced in the interior. Somebody had put ugly carpeting in it because it was originally equipped with rubber mats. Having known Brian Earick for several years, they talked and worked out a deal on the engine and transmission. Al just happened to have a '70 Electra. Brian made a personal trip to Al's house to pick up the engine core to build. While the engine was being built, Al installed a twelve-bolt rear end and gathered lot of parts to put the car back together again.

In January of 2003, Al started to pull everything together to finish car this year. Once the engine was in, it was taken by flatbed to the body shop. Dings and dents were fixed and the body was refinished in black base coat and clear coat. A stage II hood scoop was installed to clear the air cleaner.

As of this writing, Al has had the car on the strip one time. It ran a best of **11.22 at 113.64 mph**. Al would be the first to admit he doesn't know how to drive it after racing the Wildcat all those years. He is hoping for mid 11's performance from the car.

Special thanks to Brian at Earick Racing Engines and the guys (James & Dale) for their help on this project. Also Harbourtown Auto Body for all their help. God willing the car will be in Bowling Green, Ky. in May 2004. Somebody else will have to bring a Wildcat. Al still plans on racing the Wildcat at the factory stock events. It was quite a hit with the crowd.

THE BUILD UP

Engine 1970 455 from an Electra

Earick Racing Engines prepped with exclusive Competition Race Hone
Balanced assembly with ARP Main Studs, ARP Head Studs
Stock Crank and Stock Rods with ARP Bolts
TRW +.030 Pistons
Blueprinted Oil Pump
Stock Cylinder Heads with Stage 1 Valves, Competition valve job, bowl work, and port matched
T&D Roller Rockers
SP1 Intake Port Matched
Q-Jet Carburetor
MT Headers
Custom Earick Racing Engines "Ultimate 500" camshaft
500+ Dyno Proven HP

Transmission 1970 TH 400 from an Electra

Professionally Prepared by Earick Racing Engines including a Custom 9" Street & Strip Converter

Suspension –
Buick GS Club Springs
PST Polygraphite bushings all around
KYB Gas shocks
Southside Machine rear lower control arms
Upper stock control arms, 1 ¼ rear sway bar

Tires & Wheels –
Centerline "Warrior" 15x7 front, 15x8 ½ rear
Radial TA's front
Nitto 275 -60-15 drag radials rear

Exhaust –
Club 3" Power "X" system with Spin-Tech Street Strip Mufflers

Rear End –
12 Bolt with Eaton Posi-Traction and 3:73 Richmond Gears
Aluminum drums (Thanks Randy)

Ray Valucci's 1970 Skylark Convertible

This is my glacier white 1970 Buick Skylark Convertible, she sports a 350 with 147,000 on the clock. The motor was never touched and runs like a dream. The Buick has been in the family since new and I took ownership in January of 1990. Unfortunately time was not a friend to her, as she was in terrible shape. First item on the list was to hit the local junkyards with my cousin in search of useable Buick parts. It took me over three years of searching and buying of parts to put my sad Buick back into great shape. Built in 1969 she was an early 1970 model and has power windows, bucket seats, console, tilt wheel. Now she now only runs perfect, but also looks great!

I later added the GS front clip, and have ordered a front spoiler from club member Duane Heckman. Now I look at my '70 and realize she is another piece of Buick history that was saved.

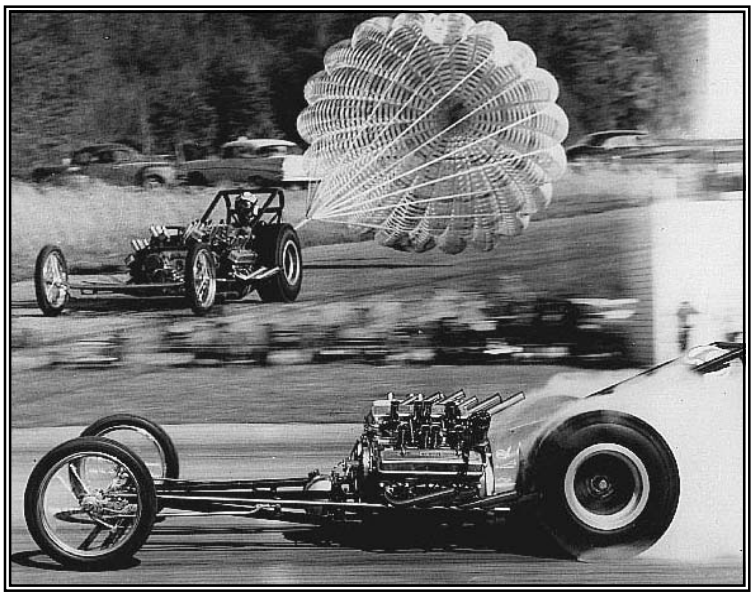
A S Th

e w mber ur support and special thanks for those who sent in ateria e used she .

David Walker	Phil Green	Larry Hymowitz	Ken & Kathy Smith
Patricia Charney	Christopher Lott	John Gudiatis	Mike Atwood
Mike & Cindy Garrison	Dave Burns	Tony Rose	Mike Trommeter
	Carl Rychlik	Nick Sloop	Adam Whitman
	Jeff Holthenrichs	Phil Green	Brian Earick

SWITCHING TO BUICK POWER

The Story of Ron Pellegrini and his Buicks



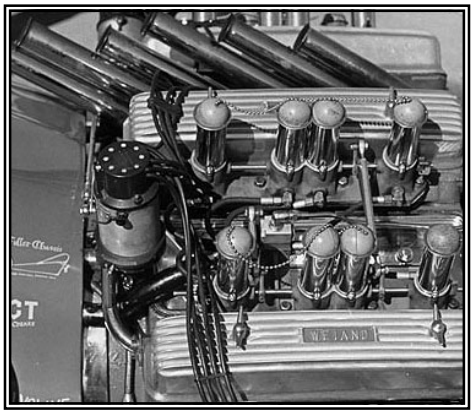
Then in the late summer of 1960, Ron and four friends purchased the Twin Buick from Tommy Ivo for $5,000. This produced a long-term friendship with TV Tom. Ron would later campaign two other cars for Ivo, the in-Line Twin Buick and the world famous 4 Buick Dragster, The Showboat. Ron's partners in the Twin Buick were Bob Gardella, Pete Gizzo, Reno Bartolini, and Don Wilson. Reno, Pete and Don sold their share to Bob and Ron shortly after the purchase. Ron said that some weeks they ran the twin twice and the four engine twice at four different tracks. Busy schedule. Ron raced both the 4 engine Buick and the twin until he sold the Twin Buick to Billy Herndon of Tampa, FL in 1963.

Here's a close-up of the side-by-side fire breathing Twin Buicks. This Gas Dragster established many firsts including, first in the 8-second bracket, first to run 170 - 175 & 180 mph on the pump stuff. Kent Fuller and Tom Ivo built the car in late 1959.

DRAG NEWS

About The Cover

The cover this weeks shows two top machines. One, the Speedcraft of Maywood, Ill car for setting a new 1320. Second, also for setting a new 1320 record and taking top eliminator at the big meet at Long Beach, July 15th.



Here's Ron with the Speed Craft Unblown Twin Buick setting two new Standard 1320 records @ Lions Drag Strip in Long Beach, CA - 193.89 mph with an E.T. of 8.29 on GASOLINE

Ron booked the Twin Buick into 3 separate races and told TV Tom that the Twin Buick wasn't running to well and asked for his help. Ron sent Ivo an airline ticket and flew him back to Chicago, but he didn't tell Ivo that he was getting paid Appearance Money. During that weekend, Ron made enough money to pay for the Twin Buick. What a salesman!!!

TOMMY IVO

★ MOVIE AND TV STAR ★

IN PERSON

AS GUEST DRIVER OF HIS TWIN ENGINE BUICK POWERED 186 MPH DRAGSTER—NOW OWNED BY CHICAGO'S

SPEEDCRAFT AUTOMOTIVE

- VS -

THE BIG WHEEL

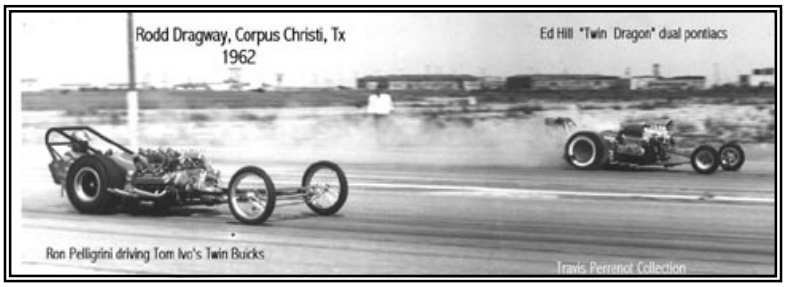
FROM MINNESOTA

PRESENT WORLD RECORD HOLDER (176 MPH) FOR SINGLE ENGINE CARS

OSWEGO DRAGWAY — OCT. 16

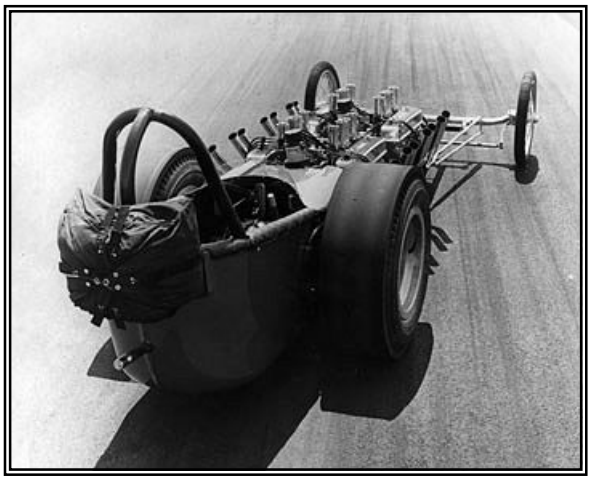
ADMISSION $1.50 — — CHILDREN UNDER 13 FREE

Ron also used the Twin Buick to promote Car Shows that he produced in the Mid-West. The car shows gave him something to do during the winter months plus provided him some badly needed income. Always the promoter...

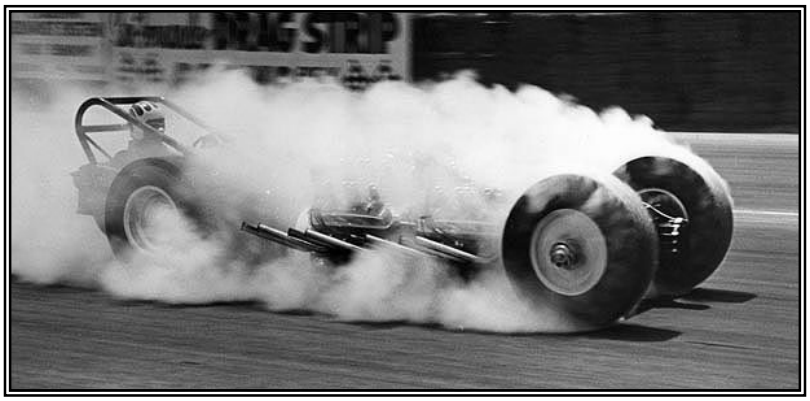


I asked Ron, Who won the above race? Checked all the records I have and cannot find the exact results. Being the type of person I am I do not remember my wins, as I expected to win them all. I do remember my losses and I don't remember losing to the Pontiacs. I almost sound like Prudhomme. If you notice in the picture Eddie had not mastered the slipping clutch yet, so I assume that I won. I raced every local hero (including Garlits, with the 4 engined car) and won the vast majority. As a matter of fact I do not remember losing any.

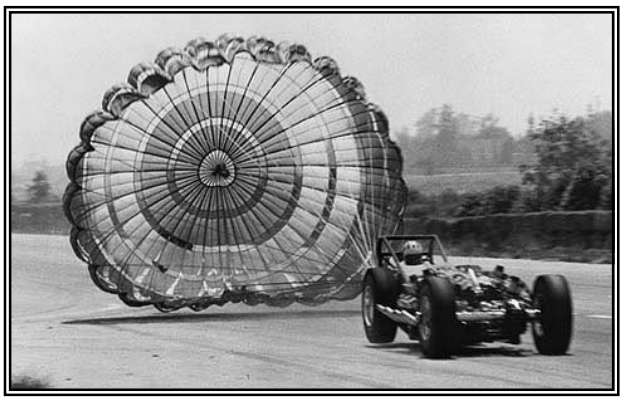
THE IN-LINE TWIN BUICK



A nice stance of in-line Twin Buick AA/GD that Ron campaigned throughout the mid-west during the summer of 1963. The car ran in the 8.40's @ 189 mph. Ron defeated Tony Nancy's blown Plymouth Dragster in a best 2 out of 3 match race, at the time Tony held the #1 spot on the Drag News Gas Mr. Eliminator list.



Here's the big four Nailhead Buick's doin' their thing. The car's best ET was 8.12, best mph 193+



On the left is the ol' reverse wheel stand, see how the big ring slot pulls Ron forward in the seat.

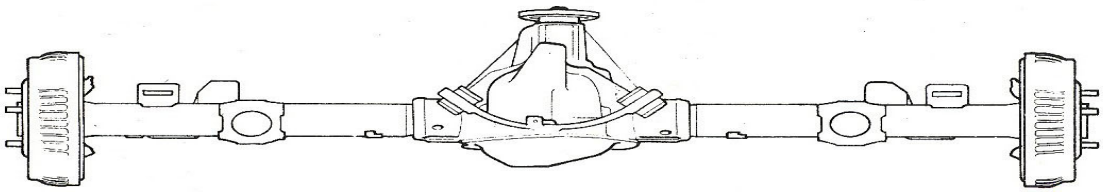
THE FUNNY CAR YEARS - 1965 - 1967

Ron states, "The 1967 Buick chassis was built by Logghe stamping and the interior by Al Bergler. An interesting side bar story is- if you look at the rear quarter panel you will see the name Don Schumacher co-driver. When we first started Fiber Glass Ltd. I was looking for any sheet metal to build molds. This young kid comes into the shop with fenders, hood and doors from a new 442 Olds that he wants to race. We got very busy and I had no time to make the molds for the Oldsmobile parts and I delayed him with unkept promises. Finally I talked him into getting a complete car built by R & B Automotive. It was, of course, Don Schumacher. Don rented a part of my shop for his racecar operation. I had become friends with his dad, Al Schumacher, and more or less kept an eye on Don for him. Don was fearless and had some close encounters of the wrong kind. He wanted to go from injectors to a supercharger and I was concerned for his well-being. I hoped that by offering him a ride in my car he would gain more experience with the injected car. There was no holding back this kid and he turned out to be an NHRA Champion and father of Tony Schumacher today's NHRA World Champion."

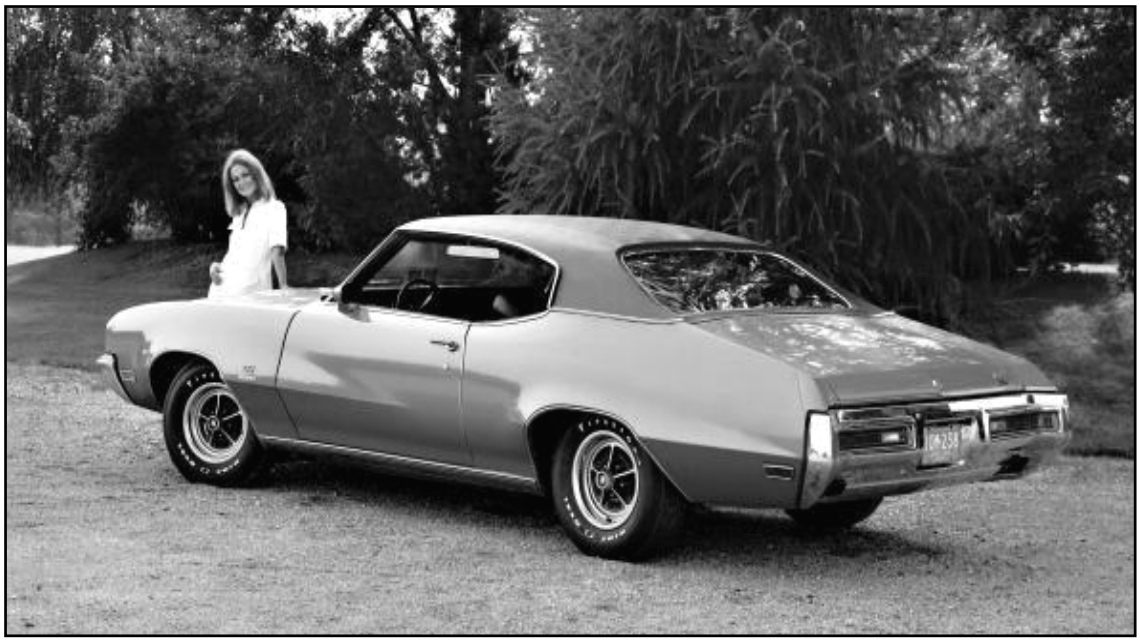
Another story from Ron. "The 1968 Buick chassis was built by Romeo Palamides. Romeo was now a tenant of mine at Fiberglass Ltd. and I wanted to try a narrow chassis high gear only funny car. Romeo came up with the idea not a have the upper and lower frame rail welded to each other. He came up with uprights that had a saddle welded on one end and this rested on the lower frame rail. The idea was to transfer weight. This car always had a funny feeling in the steering and after taking it out 4 or 5 times I was not able to keep it straight. I had made up my mind (not to smart) that I would take the car to Rockford Dragway (100 feet wide) and that I would get I down the track or take it home in pieces. What was happening under acceleration the frame rails were not only lifting, but also twisting (I think) and this caused the car to have no steering. Luckily for me the car did a slow barrel roll on its side first and then its roof and skidded through the lights at 172MPH. The car was bent but never bit in the pavement or went off the track. I decided that I had to be either a businessman or race car driver and retired from driving that day."

- We would like to thank John Gudaitis for researching and locating the above story of Ron Pellegrini and his history with Buicks. **All photos courtesy of Ron Pellegrini & Tom Ivo**

1972 VEHICLE IDENTIFICATION ENGINE-TRANSMISSION & REAR AXLE CHART



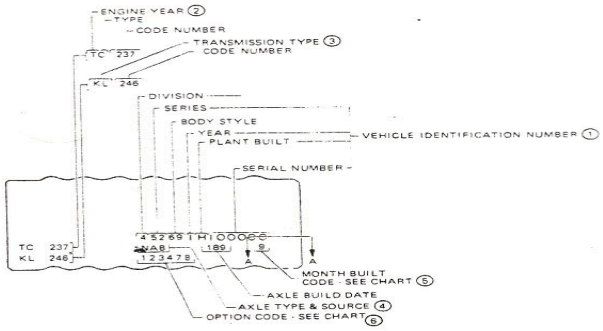
MODELS	ENG-INE	TRANSMISSION	AXLE ASSEMBLY RATIO USAGE								
			STANDARD			ECONOMY			PERFORMANCE		
			RATIO	REGULAR CODE	LIMITED SLIP CODE	RATIO	(G95) REG CODE	(G96) LTD. SLIP CODE	RATIO	(G92) REG CODE	(G91) LTD. SLIP CODE
4D27 4D37 4D69 4H37 4H39 4H69 4H67	350	3-SPEED MANUAL	3.08	LA	LS						
		2 BBL THM 350	2.56	LK	LT				3.08	LA	LS
		4 BBL THM 350	2.73	LL	LO	2.56	LK	LT			
4G37 4G67	350	3 & 4 SPEED MANUAL –THM 350	3.08	LA	LS				3.42	LH	LW
4F36	350	3-SPEED MANUAL –THM 350	3.08	LA	LS	2.73	LL	LO	3.42	LH	LW
4G37 4G67	455	4-SPEED MANUAL	3.42	LH	LW						
		THM-400	3.08	LA	LS				3.42	LH	LW
	455 GSX	4-SP MAN & THM 400	3.42		LW						
	Stage 1	4-SPEED MANUAL –THM 400	3.42		LW						
BL - BN	350	THM-350 [1]	3.08	NAB	NP	2.73	NK		3.42	NHB	NSB
				NAC	NP		NK				
BL - BN	455	THM-400	2.93	QI	QJ				3.42	QT	QA
BR	455	THM-400	2.93	QE	QL				3.42	QH	QM
BP	455	THM-400	2.93	QI	QJ				3.42	QT	QA
CT - CV	455	THM-400	2.73	QP	QS				2.93	QI	QJ
EY RIVIERA GS	455	THM-400	2.93	QI	QJ				3.42	QT	QA
			3.42		QA						
LE SABRE OR CEN-TURION	350 455	THM 350 THM 400	2.93	QW	QY						



1971 VEHICLE IDENTIFICATION ENGINE-TRANSMISSION & REAR AXLE CHART

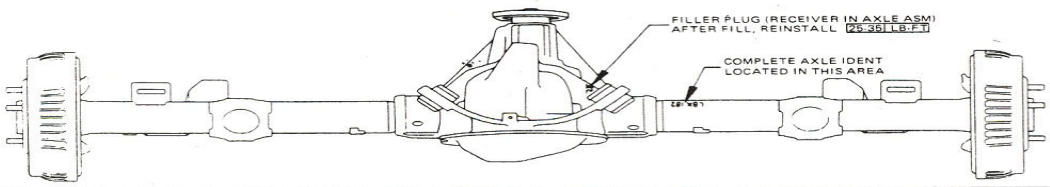
(5) (6)

CHART			
PRODUCTION MONTH IDENTIFICATION		OPTION IDENTIFICATION	
MONTH	CODE LETTER	OPTION	CODE NO.
JANUARY	1	POWER BRAKES	1
FEBRUARY	2	AIR CONDITIONING	2
MARCH	3	DUAL EXHAUST	3
APRIL	4	RADIO-SONOMATIC	4
MAY	5	RADIO-AM-FM-STEREO	5
JUNE	6	RADIO - AM-FM	6
JULY	7	POWER WINDOWS	7
AUGUST	8	POWER STEERING	8
SEPTEMBER	9	CLIMATE CONTROL	9
OCTOBER	O	TAPE PLAYER	0
NOVEMBER	N		
DECEMBER	D		



(1) (2) (3) (4)

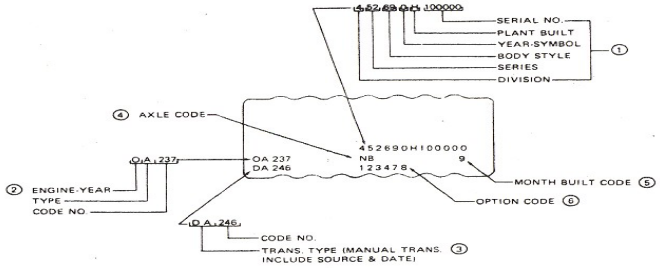
1971 MODELS	ENGINE		TRANSMISSION		AXLE ASSEMBLY RATIO USAGE								
					STANDARD			ECONOMY			PERFORMANCE		
		CODE		CODE	RATIO	REGULAR CODE	LIMITED SLIP CODE	RATIO	REGULAR CODE	LIMITED SLIP CODE	RATIO	REGULAR CODE	LIMITED SLIP CODE
43327 43337 43369	250 L-6	DF	3 Speed Manual	R3	3.08	LAB	LSB						
		EA	THM-350	JE	3.08	LAB	LSB				3.42	LHB	LWB
43317 43337 43369 44437 44439 44469 44467	350	TO	3 Speed Manual	RA	3.08	LAB	LSB						
		TO	2 BBL. THM-350	LA	2.56	LKB	LTB				3.08	LAB	LSB
		TD	4 BBL. THM-350	MA	2.73	LLB	LOB	2.56	LKB	LTB			
43437-67	350	TB	3 & 4 Sp. Man.	RA-WY	3.08	LAB	LSB				3.42	LHB	LWB
		TO	THM-350	MA									
43436	350	TO-TB	3 Speed Manual	RA	3.08	LAB	LSB						
		TO-TB	THM-350	MA				2.73	LLB	LOB	3.42	LHB	LWB
43437-67	455	TR	4 Speed Manual	WY	3.42	LHB	LWB						
		TR	THM-400	BA	3.08	LAB	LSB				3.42	LHB	LWB
	455 GSX	TR	4 Speed Manual	WY	3.42		LWB						
		TR	THM-400	BA	3.42		LWB						
	455 Stg. 1	TS	4 Speed Manual	WY	3.42		LWB						
		TS	THM-400	BB									
Le Sabre	350	TC	THM-350	KL	3.08	NAB	NPB	2.73	NKB	NTB	3.42	NHB	NSB
						NAO			NKO			NHO	NSO
						NAC	NPC		NKC	NTC			
						NAK	NPK		NKK	NTK			
		TO	3 Speed Manual	DA	3.42	NHB	NSB					NHB	NSB
Le Sabre	455	TR	THM-400	BC	2.93	QIO	QJO				3.42	QTO	QAO
Es. Wagon	455	TR	THM-400	BC	2.93	QEO	QLO				3.42	QHO	QMO
		TR	3 Speed Manual	DA	3.42	QHO	QMO						
Centurion	455	TR-TA	THM-400	BT	2.93	QIO	QJO				3.42	QTO	QAO
		TR	3 Speed Manual	DA	3.42	QTO	QAD						
Electra	455	TR	THM-400	BT	2.73	QPO	QSO				2.93	QIO	QJO
Riviera	455	TR	THM-400	BT	2.93	QIO	QJO				3.42	QTO	QAO
Riviera GS		TA		BT	3.42		QAO						



1970 VEHICLE IDENTIFICATION ENGINE-TRANSMISSION & REAR AXLE CHART

⑤ ⑥

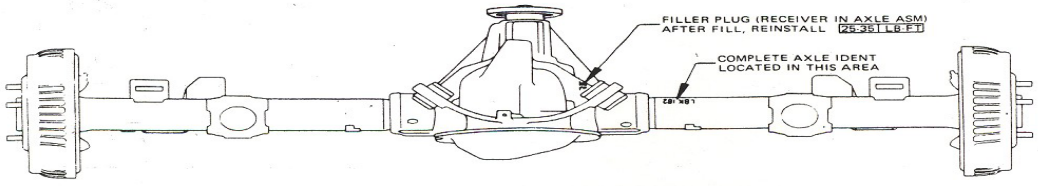
CHART			
PRODUCTION MONTH IDENTIFICATION		OPTION IDENTIFICATION	
MONTH	CODE LETTER	OPTION	CODE NO.
JANUARY	1	POWER BRAKES	1
FEBRUARY	2	AIR CONDITIONING	2
MARCH	3	DUAL EXHAUST	3
APRIL	4	RADIO-SONOMATIC	4
MAY	5	RADIO-AM-FM-STEREO	5
JUNE	6	RADIO - AM-FM	6
JULY	7	POWER WINDOWS	7
AUGUST	8	POWER STEERING	8
SEPTEMBER	9	CLIMATE CONTROL	9
OCTOBER	O	CRUISE CONTROL	0
NOVEMBER	N		
DECEMBER	D		



① ② ③ ④

1970	ENGINE		TRANSMISSION		AXLE ASSEMBLY RATIO USAGE									TRAILER OPTION					
					STANDARD			ECONOMY			PERFORMANCE			NO. 1		NO. 2		STANDARD	
MODELS		CODE		CODE	RATIO	REGULAR CODE	LIMITED SLIP CODE	RATIO	REGULAR CODE	LIMITED SLIP CODE	RATIO	REGULAR CODE	LIMITED SLIP CODE	RATIO	LIMITED SLIP CODE	RATIO	LIMITED SLIP CODE	RATIO	CODE
43327-69	250 L-6	SA	3 Speed Manual	RR	3.23	LC	LP				3.42		00	3.91*	OZ	3.42	00	3.42	OH
43537-69		SB	THM-350	JE	2.93	LB	LW				3.23		LP	3.91*	OZ	3.42	00	3.23	LC
43327-69 43537-69 43537-69 44437-67-69-69	350 V-8	OA	3 Speed Manual	RT	2.93	LB LL	LW				3.23		LP	3.91*	OZ	3.23	LP	3.23	LC
		OC	THM-350 (2BBL.)	JH	2.56	LK LL	LT									2.73*	LO	2.73 3.23	LL LC
		OE	THM-350 (4BBL.)	JR	2.73	LL	LO	2.56	LK	LT									
43437	350 V-8	OA	3 Speed Manual	RT	3.23	LC	LP				3.42		00			3.64	ON	3.23	LC
		OL	4 Speed Manual	KA															
		OC	THM-350 (4BBL.)	JR															
43435-36	350 V-8	OA	3 Speed Manual	RT	3.23	LC	LP							3.91*	OZ	3.64	ON		
		OC	THM-350	JR	2.93	LB	LW	2.73	LL	LO	3.23		LP						
44637-67	455 V-8	OA	3 Speed Manual	RT	3.42	OH	00				3.64		ON	3.91*	OZ				
		OL	4 Speed Manual	KA															
		PC	THM-400	BA	2.93	LB	LW				3.42		00			3.64	ON		
GSX		PA	3 Speed Manual	RM	3.42		00												
		PE	4 Speed Manual	KA															
		PC	THM-400	BA															
44637-67 Stage 1		PE	3 Speed Manual	RM	*3.64		ON							3.91*	OZ				
			4 Speed Manual	KA															
		PF	THM-400	BB	3.42		00												
45237-39-69	350 V-8	OA	3 Speed Manual	DA	3.23	NB	NT												
45437-39-67-69		OC	THM-350 (2BBL.)	JJ	2.93	NJ	NX	2.73	NK	NO	3.23		NT	3.64	NY	3.42	NN	3.42	NC
		DE	THM-350 (4BBL.)																
46036-46	455 V-8	RE	3 Speed Manual	DA	2.78	PA	PT				3.23		PU					3.23	PC
		RA	THM-400	BC															
46437-39-69 46637-39-67		RE	3 Speed Manual	DA	2.78	PG	PV												
		RA	THM-400	BC				2.78	PL	PQ	3.23		PR	3.91	PX	3.42	PW		
48257-39-69 48457-39-69		RA	THM-400	BC	2.56	PB	PN				3.07		PV	3.91	PX	3.23	PR	3.23 2.78	PK PL
49487		RG	THM-400		3.07	PJ	PM				3.42		PY	-					
4948765					3.42		PY							3.91	PZ	3.23	PP	3.23	PF

*NOT AVAILABLE WITH AIR CONDITIONING



"The Fastest Buick Race in the World"

14th Annual

BUICK

Race Day 2004

Friday, April 30 – Buick Time Trials & Fun Races

Norwalk Raceway Park -- Norwalk, Ohio

9 AM- 4 PM

$25/Car& Driver, $8/Spectators

4 PM – Picnic Dinner, $15/Person

Saturday, May 1 - Buick Show

ARBYs -- 347 Milan Ave. -- Norwalk, Ohio

(Stock, Modified and Race Car Classes, Door Prizes and Trophies will be awarded)

Peer Judging 11 AM - 2 PM Awards 3PM

$5/Car Entry Day of Show

Spectators Free

6:30 PM - Buffet Dinner

Sunday, May 2

Vendors and Swappers Welcome!

Norwalk Raceway Park -- Norwalk, Ohio

(cash payouts and trophies will be awarded)

Open to all BUICK Powered Vehicles Only!

"Quick 16" Program with Cash Payouts

(Quick 16 - Requested to Pre-enter)

Vendors and Swappers Welcome!

Plus 2 - Bracket Races, Ladies Race, & 2nd Chance Race

Delay boxes allowed only in Quick 16.

GATES OPEN at 8:30 AM

(Pre-entry Closes April 15)

Race Pre-entry	$25/Car & Driver
Race Day Entry	$35/Car & Driver
!0x20 Vendor Space	$25/Space
Spectators/Pit Crew	$8 each

- For Information -

Roberta Vasilow (810) 655-8277 Michigan email: buickracer@comcast.net

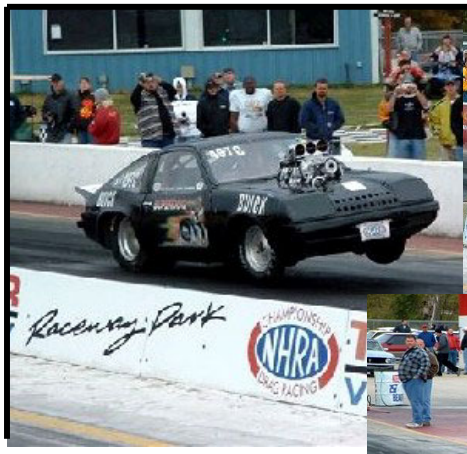
Bill Wills (330) 747-1029 Ohio email: skylarkwilly@aol.com

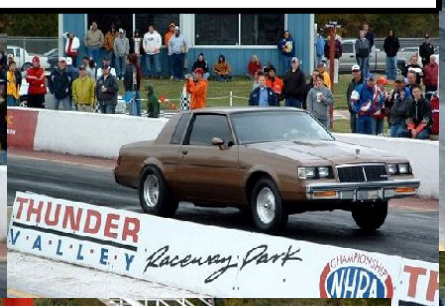
http://groups.yahoo.com/group/buickraceday/

Hotels: Best Western - Norwalk 419-663-3501

Thursday, April 29, Buick Performance Group – Test and Tune

Team Buick


BUICK
Raceway Park
NHRA


THUNDER
VALLEY Raceway Park
NHRA


Quakercity Raceway
SALEM OHIO
Buick Performance Group
2004 National Event
Quaker City Raceway Salem OHIO
August 12-15
BPG
Buick Performance Group
26 Show Classes
Quick 32 Pro Bracket Class
3 Bracket Classes
2 Heads Up Classes
** Guaranteed Payouts! **


QuickChek


BPG
Buick Performance Group
BPG
Buick Performance Group
BPG Caps
$14.95


BUICK