

Quaker City
Buick Performance Group
 2004 National Event
 Quaker City Raceway Salem OHIO
 August 12-15
BPG
 Buick Performance Group



Mr. Stock, Greg Gessler!

BPG Nationals
Information Inside



Where were you for...

...Round Three!



The Buick Performance Group

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Buick Performance Group Mission Statement

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

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2003 Year One Bristol Bash F.A.S.T. Race

STOCK APPEARING GS 11.37 at 121.7 ON GOODYEAR POLYGLAS G-60-15's

By Greg Gessler

Racing in October at Bristol's Thunder Mountain usually means cool, clean, crisp air and colorful trees surrounding the track. If you've never been to Bristol Dragway, you're missing out on one of the nicest and cleanest tracks.

This is the third year that Year One has been hosting the F.A.S.T. race class at their annual fall automotive celebration. The event is now 3 days long and has something for everyone. There are several drag racing classes such as Real Street, Quick 16, Factory Stock and F.A.S.T. There is an autocross slalom that attracts every thing from small 2 seaters to big GSX's with 17" wheels. Two-day car show, vendors row, swap meet area, chassis dyno's to measure 'what you got'. Family members are not forgotten at this event. In fact, this is the most family oriented event that I have ever attended. They have shuttle busses to and from the local shopping outlets, manicures, playground, kids area with 35' rock climbing wall, inflatable slide and obstacle course, slot car racing even a toddler ride area. Entry fees are reasonable, kids are free and except the dyno, everything is no additional cost. The kids really enjoy the exhibition cars such as old super stockers, wheelie fire truck and school bus, jet cars and an evening fireworks display. I recommend this event to everyone! Because of this my wife, Ginny, and two children make the trek this year and my Cousin Mike came along to take video.

The F.A.S.T. class is for stock appearing cars 1955 thru 1974. The body and engines must look original with correct casting numbered intake, heads and exhaust manifolds. Cars must run on original reproduction bias ply tires. This makes for very interesting races, because of the tire limitations anything can happen.

To illustrate how these F.A.S.T. cars have progressed in just 3 years, I have listed the quickest times run at each year's Bristol event.

2001	11.93
2002	11.67
2003	11.37

Three years ago I could not have imagined that these FAST cars could run 11.30's on the original bias ply tires.

Friday was test and tune all day for the F.A.S.T. guys. Saturday morning was cool and clear. While most of the F.A.S.T. racers were preparing for the two official qualifying runs that afternoon, I was in the hotel parking lot trying to start a stubborn diesel suburban. We finally identified the problem ALL 8 glow plugs were burned out! This was especially unexpected since I just replaced all 8 glow plugs only 6 weeks ago. Interestingly enough, when a glow plug burns out it can swell and make removal very difficult without proper tools. So Mike commandeered the hotel driver to go search for glow plugs, I attempted to remove the plugs from the engine, due to the plug swelling I could only remove 3 plugs. But as luck would have it, 3 working plugs were enough to get my 6.2 diesel running. We finally arrived at the track at 10:30 and found the last spot available in the pits. I warmed the car up and made a baseline pass. I ran 11.66 @ 119.21 MPH. Back in the pits I reset the timing and changed the secondary vacuum break to open the secondaries quicker, due to the excellent traction available. The next time trial rewarded me with an 11.46 @ 120.90 MPH! OK, now we're talking!

First round of qualifying had 12 FAST cars in the lanes. Every thing from RAIV Firebirds to 340-6 Challengers, 455HO Pontiacs, Hemi's, 440-6, cross ram induction max wedge mopars BB Chevy's and 2 Stage 1 Buicks. Bob Lindquist brought his still under construction 70 GS to Bristol to play. Bob's car has painted steel wheels with poverty hubcaps.

The qualifying sessions were over and the two Buicks were in the #1 and #3 spots. Only an all aluminum ZL1 Camaro qualified quicker than a Buick! Duane Diabo was driving Bob's GS. There are still a lot of things that can be done to Bob's car, so I expect even better times in the future. Qualifying number 1 was totally unexpected and very gratifying. After qualifying, we relaxed a little and spent some time with my family at the kid's area that Year One had setup. It was nice to see so many kids having fun at this event. We ate at the track, and stayed to watch the exhibition cars and fireworks display that evening.

Sunday morning came and again it was a beautiful day. The first time trial netted an 11.44 @ 120 MPH. OK, we're all set for first round! First round I was paired up against a 1965 Chevelle Z16. I won the round with an 11.45 @ 120 MPH. Bob's GS also made it thru 1st round with out any trouble. For the 2nd round I was up against John Glasglo's super nice 1971 Pontiac T-37 455HO. My Stage1 left hard and smoothly making a real clean run. I was shocked when I picked up my time slip and it read 11.37 @ 121.7 MPH!! WOW! I never thought the car would do that here, and get this... a 1.742 60 ft time! Prior to this event my best 60ft had been 1.799.

Bob's GS has to run the fearsome 1967 Hemi GTX of Joel Nystrom, Joel's car had run a 11.38 during Friday's test and tune, but since then he was having traction and shifter problems. Both cars qualified in the 11.80's, so we knew it would be a tight race. Both cars left the line evenly, but the GS lost traction badly and the GTX leaped ahead but not for long. The Hemi's shifter gremlins showed up on the 1-2 shift and Bobs GS took the lead. Bob's car runs almost 117MPH but the Hemi was averaging 122-123MPH. So the race was not over yet! Six MPH advantage on top end is an easy tenth of a second advantage. The cars were neck and neck going through the traps, only when the Buicks win light came on did anyone know who won. The GS crossed the finish line first, 12.12 116 to 12.30 121.

The FAST class was now down to 3 cars and 2 of them were BUICKS! The other car was a 1969 Chevy Camaro 427 ZL1. To the none-Chevy people, ZL1 indicates an all aluminum engine. Block, heads and intake manifold all cast in light aluminum alloy. Not only is the Camaro a smaller and lighter car to begin with, this Camaro has an aluminum engine, while our GS's must make due with standard heavy cast iron block, heads, well you know... everything. Due to my running the 11.37 in the prior round, I earned the by-run into the final, so Bob's GS was paired against the #2 qualifier. The orange ZL1 (clone) is owned by Terry Pennington from Indiana. Terry was running consistently in the 11.40's and 50's, definitely a strong and consistent performer. Duane and Bob had their work cutout for them in the semi final round. While I could experiment with my launch technique in the no-pressure by-run situation. I was thinking how great would it be to have an all Buick final round.... But it was not meant to be. Terry was on his game and ran an 11.54 to the Buicks 12.09. I took my by-run and the car stumbled out of the hole slightly slowing me down to an 11.56 120.63. There was a lengthy delay due to a large oil down before the semi final round and I attributed the stumble to the intake being too cold.

Final round was Buick VS Chevy. This was the last pair of cars to compete down the track. It was late in the day and everyone was anxious to see the final match up. This was the third time that I was in the final round at the Year One Bristol Bash F.A.S.T. race. Both times prior I came away the victor. Terry and I shook hands and wished each other good luck. We were both ready, engine temperature was a perfect 135 degrees, I backed into the water and did a nice healthy burnout, pre-staged then I brought the car up on the converter and staged... I was intently watching the center yellow bulb awaiting the 'signal' with a pro tree where all 3 amber lights flash simultaneously. I saw the top amber light flash but not the other two lights... What the?? The starter gave us a full sportsman tree and not a pro tree. Both cars backed up and reheated our tires again.... The starter motioned us up to the tree again. Again, there was a tree malfunction, and again both cars backed up away from the starting line. After a little discussion it was decided to let the cars cool down for 10 minutes. I have to note that my opponent's aluminum engine has difficulty keeping heat in the engine and it was no disadvantage for him to run again right away, but being a good sportsman, Terry Pennington (Owner of 69 ZL1) came over to me and insisted that we allow the cars to cool down, so a fair race could be had. Terry didn't have to do this and I applaud his sportsmanship!

OK, so after cooling the GS for a few minutes and trying to regain a normal, calm heartbeat after the 2 false starts. We proceed again to the burnout box. Pre-stage, bring engine up on the converter and stage... Staring... Waiting... Staring... AAARGH! Another full sportsman tree. This was crazy! The starter quickly motioned us back to the starting line again.... OK let's try this for the 4th time. Pre-stage get on converter, stage, watching... waiting.... 3 lights flash and we're off. The GS left cleanly except for the slight stumble again. No traction issue and the gas pedal was flat on the floor. I was out in front but I still had to get to the finish line first. I shifted into 3rd gear and simultaneously hit the button to lockup the torque converter. I looked around and saw the ZL1 starting to make some ground on me. Although he was slowly catching up, at $\frac{3}{4}$ track I knew that I had this one. I crossed the finish line with the ZL1 on my back bumper. Combined with my better reaction time my 11.57 was enough to hold off the Camaro's 11.50. WOW! 3rd year in a row, winning the F.A.S.T. Bristol Bash! Making the win even sweeter was the fact that my wife Ginny and 2 children were present to help with the celebration.

I would like to thank the following people and companies for helping make this victory possible:

- My wife, Ginny, for supporting and understanding my efforts.
- My cousin, Mike Kamm, for keeping me focused and helping to keep the car competitive. Mike also video tapes F.A.S.T. races and offers them for sale to help promote the F.A.S.T. racing class. Mike's email: mkamm@juno.com.
- Year One: www.yearone.com.
- TA Performance: www.taperformance.com.
- Hansen Racing Engines, Middlesex, NJ for excellent engine machining. www.hansenracing.org.
- Stage 1 Automotive, Pompton Plains, NJ www.stage1automotive.com.

For more information on the F.A.S.T. class: www.geocities.com/fadrags/.

If anyone has any questions or needs further information I can be contacted at (908) 362-7692 or visit my website at: www.gesslerheadporting.com.

GS / Skylark Headlight Codes

By Greg Gessler

The four front headlights sit in a bucket to allow for securing the headlamp and also allow for adjustments. There are four buckets, one for each headlight, and all four are different. Each metal bucket is stamped with an identification code (A,B,C,D). If the buckets are not installed correctly the headlamp bulbs will not sit square in the bucket and will not look correct.

The proper placement of the buckets:

Passenger outer.....C
Passenger inner.....D
Driver inner.....B
Driver outer.....A

Always Check Your Nuts

By Rick Martinez

Have you ever thought of using a torque wrench on your lug nuts? No, why not? It is important to have your wheels tightly secured to the axels and solid against the flange. I have seen more than one racer shear his rear lug nuts when using slicks right on the starting line due to improperly tightened nuts. Always check your "nuts" before going to the track. Use the following table for torque specifications.

STUD DIAMETER TORQUE (LBS-FT)

3/8 inches	35-45
7/16 inches	55-65
1/2 inches	75-85
5/8 inches	125-150
9/16 inches	95-115
12 mm	70-80
14 mm	85-95



Cylinder Head Tips

By Greg Gessler

1. **Block Exhaust Crossover:**

Install cup plugs (2 in each head) to block off crossover passages. If removing your cylinder heads a better option is to have a quality Buick head shop fill these passages flush to the exhaust port. This keeps the HOT exhaust gasses out of the intake manifold which gives you a dense (cooler) air/fuel mixture and also effectively equalizes the exhaust port flow by eliminating turbulence in the 2 center exhaust ports.

2. **Reusing Steel Head and Intake Gaskets:**

If gaskets are in good shape after removal, clean with solvents. Apply spray sealant such as copper coat to both sides of the head gasket or intake gasket, but not valley pan area. I have reused head gaskets over 5 times and intake gaskets even more.

3. **Back Cutting Valves:**

If you are using stock small valves or stock replacement Stage 1 valves, it is extremely important that you have the intake and exhaust valves backcut or you will be losing quite a bit of airflow. It is advisable to backcut all valves even stick Stage 1's or swirl polished valves. It usually enhances low and mid lift flow numbers.

4. **Intake Port Matching:**

Verify alignment of the intake manifold port openings and cylinder head port openings. Ideally they should match perfectly, but in most cases it is better that the intake manifold opening is slightly smaller than the cylinder head port opening. Under no circumstances do you want the intake manifold port opening larger than the head port, this will cause unwanted turbulence and reduce airflow.

5. **Exhaust Port Matching:**

Do not enlarge the exhaust port flange outlet size on a Stage 1 head. The header or exhaust manifold needs to be larger than the cylinder head exhaust port. This will help discourage exhaust gas reversion.

6. **Small Valve Head:**

If you plan on using unported stock small valve cylinder heads, the following are my recommendations for best performance. A) 1967 Big Port. B) 1970 through 1971. C) 1972 through 1974. The 1967 heads flow slightly better than the 1970-71 heads. The 1972-74 heads flow less air due to slightly smaller ports.

7. **Unshrouding Valves in Combustion Chamber:**

If you plan to install Stage 1 valves in a standard small valve head, you MUST relieve the combustion chamber around the valves. Failure to do this will most likely result in no increase of airflow or horsepower, and could even result in airflow reduction.

8. **Polished Combustion Chamber:**

It is very beneficial not only for race engines but also street driving on pump gas. Polishing removes sharp edges that could cause hot spots in the chamber and reduces tendency for detonation.

9. **Quality Ported Heads:**

Ported heads really wake an engine up! Have heads ported for YOUR combination. It is very important to go to a quality Buick head shop for this. Don't be fooled by highly polished surfaces. Subtle port contours that differentiate poor heads from good heads won't be noticed by the untrained eye. Extensive flow bench testing is mandatory for excellent flowing heads. A quality ported cylinder head will not affect street ability, in fact you won't realize you have them until you floor the car. I keep referring to QUALITY, I have seen many ported cylinder heads that were butchered! Even a simple 3 angle valve job can lose a lot of airflow if not performed by a competent performance oriented shop.

10. **Installing Heads:**

After cleaning your cylinder heads there are always the possibility of metal filings or casting residue falling into the engine from the coolant passages upon installation. I recommend carefully sealing off the head gasket side coolant passages with foam shaving cream to eliminate this problem.

11. **Valve Spring Installed Height:**

When measuring valve spring installed height be sure to measure each valve assembly as a matched set. Due to various inconsistencies such as valve keeper grooves, retainer keeper height can vary enough to affect valve train performance. Always install the valve assemblies (valves, springs, shims, retainers, keepers) back in their original locations.

Round Three of the Stage 1 vs. Hemi Shootout

By Rick Martinez

It is unreal how the time flies by us so quickly. Back in the late 80's into the early 90's we were all into the, "who's better than who" regarding the Stage 1 and the big bad Hemi. Popular belief for non-Buick owners was the Hemi was the engine of all engines no other was better. Even today with Chrysler's advertising for their trucks, they tout the Hemi powered pick-ups as the biggest and best ever.

There was only one problem...Buick's secret weapon (though no secret to any Buick racer), the Stage 1 power plant. The Hemi is no doubt a powerful engine, but it's true home is at the racetrack with no restrictions. Buick, after years of building huge full size heavy cars had designed the 455 as a lightweight, low rpm, high torque and horsepower engine. Perfect for larger and heavier full size car. But put one into a midsize sedan and you now have an unforeseen terror on the street! It is no doubt the Buick 455 Stage 1 is right at home in street trim style where as the Hemi is not. What plagued us Buick guys is the Hemi's reputation as a super engine, while we suffered the Rodney Dangerfield saying of, "We can't get no respect".

Well thanks to a few early Buick front runners, we have gained that respect! Once 1993 rolled around there were two previous "Hemi vs. Stage 1 Shootouts", the score now being even at one a piece. The Buick network of racers were keeping busy selecting a prime "Stock Appearing" candidate for a round three race, while trying to get a willing Hemi powered opponent. It seems once bitten the Hemi camp was confused and in denial. In come the Diabo's of Gran Sport AutoBody. They have set up a round three race to be held in Napierville, Quebec, Canada on July 17, 1993. Keith and Duane Diabo's are no strangers on setting up a correct looking yet powerful Buick candidate. They worked hard on their 1970 Saturn Yellow GSX Stage 1. This "X" was as perfect as about any Buick can be. Flawless in every respect and ready to run the numbers needed to put Buick on top! They had also located a fellow Canadian who owned a 1971 Green Hemi Barracuda, also perfect in every respect. So it was set, "Round Three", Buick's Stage 1 vs. Chryslers Bad Boy Hemi! It was to be the "Thriller of Manila" for the muscle car fans! The outcome...you decide!

As this story is unfolded I have found it is better off told by the ones that were there and wrote about it. I hope you all enjoy these three short stories told from three different perspectives. It is all part of Buick history.

Green Hornet Meets King Bee

By Duane Diabo

A gathering of Hemi hornets and Buick drones could aptly describe the Hemi, GSX race held at Napierville, Quebec, Canada on July 17 1993 as there were a few lone Hemi boys compared to the group of Buick people that banded together from as far as Finland, Georgia, New York, Ontario as well as Quebec.

The morning of the 17th started off with a last minute inspection of the GSX, fluids, timing, etc...and load up of tools and slicks. By now a number of Buick people arrived to join us for the trek to the track. One of our Buick drones reported that the Green Hornet was seen the previous night doing some test and tune was running some strong 12.30's and 12.40's. We thought. Great! We are going to have us a good race! With this thought in mind we set out to the rest of the Buick faithful at the track, with our King Bee GSX driving out its usual docile manner.

On arrival we were quickly greeted by our Buick friends and continued to wait for the Green Hornet and the M.C.R editor Dan Lyons. Not long after our Hemi contender the Green Hornet arrived. Instead of being driven to the track as agreed upon it was on a trailer, just as all previous Hemi shootout arrivals! It was soon discovered that it would be all but impossible to drive to the track because of the obviously loose front end and trick wheel alignment!



The Hemi was quickly fired up and unloaded off the trailer. Immediately we knew that this was a different sounding Hemi than the one we met and saw three weeks ago. It had a different cam, and straight pipes with no mufflers into resonators. It was also discovered that the intake gasket was fresh and that the exhaust and manifolds had clean bolts. I guess the Ray Barton (see Hot Rod, Aug. '93, pg. 45 Hemi sources) engine they admitted they had needed some "Xtra" help. This was beginning to look like a well-prepped car! The question was, were the 12.30's they ran the night before sand bag runs? Was there more? Only time would tell. Besides the M.C.R photo shoot, the greater part of the afternoon was spent on waiting for the Hemi crew to change their spark plugs. Also listening to them yell at each other about how things should be done. The GSX was ready to run when we drove it in! It was decided that the first run would be made with the factory stock air cleaners on, and fully closed with the choice of removing them on the second and third rounds. The Green Hornet wanted to run open for all three. We quickly opted for the closed air cleaner with foam to the scoops, as we wanted to beat them with a stock air cleaner. Being the Hemi boys have always claimed we beat them because we gained 50 hp with it off! We also added that we would be running with the heat riser tube from the exhaust manifold to the air cleaner! No less! After all it has to be stock when we beat them! Hug?



At this point the Hemi Hornets decided that they were ready. So the two cars quickly staged (no pun intended) with the Hemi boys yelling all sorts of distractions to their man in the Cuda, at the tree. That we are sure caused him to jump the gun and red light! In turn our GSX left late and immediately caught the Green Hornet just past the 60 foot mark gaining a lead for the rest of the quarter mile running a 12.01 at 111 mph to the Cuda's 12.49 at 110 mph! Alas there was to be no 2nd or 3rd run, as they called it quits on the spot, with the worst display of poor sportsmanship I have ever seen in my life! Efforts were made to persuade them into running again, but no amount of reasoning, not even shame

could convince them to run again. Much to our surprise the Hemi Cuda and crew stayed at the track for another hours. We wondered how they could put up with the constant chastising from spectators who felt cheated as they paid to come and see three runs. It was only after the GSX made a solo run in the 11's that the Hemi boys trailers the Green Hornet (whimpering and whining) out the gate. The GSX was soon seen "buzzing" very quietly down the road just as innocently as it drove in.

The track announcer summed it up well for all to hear when he said, "The Hemi has quit and now the Buick is King (Bee)!"



A Green Hemi Choked on a Yellow Banana

By Frank Urbinati

Our northerly trek to Quebec was interesting to say the least. During the long drive sitting to the right of me was Greg Voss, who was completely engulfed in a box of Twinkies. To the rear of me was John Csordas drinking America's favorite red, white and blue all American Yoo Hoos at the rate of one can every 15 minutes! When we reached the Canadian boarder we had to show including the birthmark on my behind. A sultry voice came out of the booth and asked where we were heading? We said to a drag race! She said, "You got any beer in there?" We gave up the innocent one faster than you can say red light! So we buttoned up and headed north. The first sign we saw said, "Nord", hum...must not be English majors we figured. The next sign said, "Speed Limit 90. Wow, did those 40 miles go fast. Soon we were off the exit ramp and into the hotel. Greg Voss went for a fuel up for burgers (a snack he said) while John and I attempted to sleep in beds small enough to fit just one of the seven dwarfs.

Up in the morning, with a quick degreasing and we were off to the local breakfast nook for a shovel full. They no speeka de English, so we pointed to what we needed to eat. Then a quick slosh and soon we were off to the track and the cowardly Hemi.



On our way to the dragstrip we came across a couple of Northeast GS/GN members, one comes to mind instantly being a guy named Nelson. The others being Canadians from the other side, Korrie Dykstra and the "Wildman" or I should say the guy from de nord, crazy Chris Sworik, both from Ontario. Now here comes GS Autobody's yellow GSX driven by Duane Diabo. What a beautiful vehicle it is! This car is as beautiful as it is fast! If you have never seen this car up close to see all the detail that is into this car, you are missing a prime example of a 1970 GSX. Now the Hemi, a beautiful 1971 Cuda is in excellent condition. This lime green Cuda sitting next to the yellow GSX made me think of

green bananas. The guys with the Hemi were the cockiest S.O.B.'s I've come across in years. They were walking around like their sh*t or Hemi didn't stink. As time went on we realized the Hemi had no mufflers just resonators. Soon after, the Hemi goes to the line for a blast. It comes out hard and impressive with a little tire spin. Then they laid it down up top. The GSX then warms its brand new M/Ts to get them hot and sticky. The "X" pulls to the line and comes out hard leaving a red eye behind. Both were no-time trial runs.

Later on the Hemi guys starting to gather a large crowd apparently in anticipation of a win and their attitudes growing worse by the second. While this is going on the track personnel is spraying the nord lane with traction compound to the eight-mile mark. They sprayed it once, twice, three times! But they failed to spray the sud side, which the GSX is in. After complaints they started to spray a little bit on the launch pad, but they pulled away. Hum...must have used all of it on the Hemi's side. We thought this was bulls%*t! In fact we were yelling it, out loud, very loud, now that I think about it. It must have been the 5% alcohol content in the beer coming out.

The Hemi does a cheesy burnout and turns on the staging lights. The GSX is taking its time and laying down some good rubber during a rather healthy burnout. Duane was sharp taking his time turning on the staging lights. Then the staging tree starts trickling down, the Hemi leaves first leaving a red-eye!



Duane's GSX leaves hard and pulls the Hemi down at about 1/2 track and pulls ahead up top for the ultimate win! A win after the Hemi came out on a red-eye seemed like a double victory! The crowd went wild, but a look at the mph on both cars tells you that Duane's GSX was on target where the Hemi did miss its mark.

After calming down we went to the Inn at the track for another grog (beer). Then we went to the GSX camp for congratulations and cheers. A quick look towards the Hemi camp and we see the Cuda on the trailer! Broken I thought? We were told by Keith Diabo that they are not racing anymore. What??!! A closer look at the

bad ass Hemi camp revealed water on the ground and it wasn't from the Hemi either. It was wet from all the tears coming from their cry baby eyes. What a bunch of sore losers! No one was asking why the Hemi was on the trailer. Well, what went on after that is another story on its own. A good-bye to all our friends, a split cheek to the wind southbound we were!

The Big Race

By Gregory Voss

This past July 16, I let my wife, kids and boss know that I wouldn't be going to work, ball games or the emergency room that weekend. I HAD to go to Canada to watch Gus have it out with the Elephant one more time. It seemed funny to go to a foreign country to see to American icon muscle cars race. I knew I couldn't miss these titans in US muscle car history battle it out for a third and final time.

After fighting typical Friday rush hour traffic, John Csordas, Frank Urbinati and myself were headed north in Franks Suburban. The further north we traveled, the cooler it got. Which made for real good race weather. At the US/Canadian border, we encountered an inquisitive border guard. After answering all of her questions correctly, we were racing speedily on our way. Did I say speedily? It certainly was nice to see the 100/60-kilometer speed limit signs on that side of the border. We reached our destination in no time at all.

That night, we checked into a motel within a stones throw of Napierville Dragway and got a good night sleep. In the morning, we went into the town of Napierville looking for breakfast and maybe a little exploring. The town was quaint, as was the restaurant that we ate at. Since we were in the Province of Quebec, the people only spoke French. Our waitress spoke French and unfortunately, we do not. Luckily, Frank was able to communicate with her in language that all waitresses understand, \$\$\$\$.

During our stay here, it wasn't just the excitement of this long awaited race that I enjoyed, but talking to fellow motorheads who sometimes have different interpretation of my language and different foods (I still don't know what that stuff for breakfast was.) The music that was piped in at the track was a mix of American and French rock that I enjoyed. It was different. It was also good to see again the GS club members whom I had last seen two and half months and 1500 miles ago. Though over 20 years old, the lime green 1971 Hemi Cuda and the yellow GSX Stage 1 are more than stand outs in today's shades of gray, white and black. It seemed as if the Muscle Car photographer spent most of the day on doing the photo shoot.

Now onto the race, this being the reason why we are all here. The weather was cool and there was a real strong tail wind, which should make for some real nice times. Duane Diabo's burnout consumes both cars in tire smoke and rivals any turbo V6 burnout I've ever seen. Those tires are HOT! The Hemi driver's burnout pales by comparison. I wonder if he was afraid that something might break. Both cars stage...then the Cuda is out by a fender and my heart stops 'till I hear someone yell, "Red light! Red Light!" By quarter track I see the GSX gaining and passing the Hemi. Only time will tell.

Buick side, win light 12.01 at 111 mph! Hemi side 12.49 at 110 mph! Now my heart is pounding. Back at the



pits the Hemi is being loaded back on the trailer that it rode in on. It's owner screaming foul. Not a very nice scene. There would not be a best of 2 out of 3 race today, a disappointment for all in attendance. True there was a .4 difference in et's, but the mph shows these cars to be fairly matched. The reason for the difference in et is anyone's guess. Did the Hemi driver see his red light and get out of it momentarily? Could he have heated those slicks a lot more than he did? Why was nothing said or done about tire width? Can a K&N air filter be worth that much more? Who knows?

Round Three
1970 GSX Stage 1 vs. 1971 Barracuda Hemi

.663	Reaction Time	.435
1.73	Sixty Foot Time	1.81
12.012	E.T	2.495
111.76	MPH	110.20

I think that the Hemi should have been brought back out to try and even the score. Instead, it was dragged home behind a truck, unlike the Stage 1, which was driven home, just as it was driven to the track. Thanks to the Diabo brothers for a great show. I had a great time seeing Buick coming out on top in round three!

If you don't re-new yours dues,
 we'll shoot this cat!

Dues are Due



We are now entering our second year as a club and things are starting to rev up! Membership is increasing as well as support from various Buick vendors. Remember this is your club, so let's all keep it going. As you already know, it is that time again to renew your BPG dues. Please do not delay, as our next issue will be featuring all the final **details** for the **First Annual Buick Performance Nationals** along with the pre-registration form, payouts, entry fees, plus a detailed map with directions of the area. So write out that \$35 check today to continue on receiving all the up to date information plus much more!

For those who can make the Buick Day Event at Norwalk, the BPG will have a test and tune date set up on Thursday, April 29 preceding the Norwalk Buick Day event. We will also have a hospitality tent set, so please stop by and introduce yourself. We encourage and welcome all members as well as non-members to participate in this event.

Making A 1970 GSX, Get Twisty

By Mark Macoubrie

This summer I sold my original numbers matching 455 4-speed Saturn Yellow GSX. I had owned the car for 6 years and the plan was to purchase the car in an unrestored state, save money and buy parts, then finally do a frame off restoration on the car. After 6 years of saving for parts I realized that I was never going to spend the money it would take to put this car back to original condition but somewhere along the line things got a little "twisty". Flashback to 1986: As a sophomore in high school I purchased my first real car, a 1970 Stage 1 GS. I read a small add in the back of a *Popular Hot Rodding* magazine that read, "Make your GTO handle like a Porsche". It was an ad for "Strong Arm" suspension and that really got my wheels turning. Wouldn't that be awesome to have a big, heavy, fast, muscle car that handles like a sports car? Could it be done? The ad faded but the dream never did.

October 2001: While acquiring parts for my GSX, reading about G-Machines and thinking of dreams in days gone by I set out on a mission to build a GSX G-Machine. I searched the web and came up with only one name, Global West. I ask around some and find one guy, Mike Tweety, who works at *Year One* who knows the product. He tells me what I need and then tells me what it will cost. Not ready for that commitment I hold off

until I get a financial windfall in January of 2002. I order the parts and I am looking forward to the summer of 2002 and having a new suspension on the GSX. After months of waiting for my parts to come in, most of the parts arrive but now it is early summer and I am unable to get the parts on the car. In late 2002 I finally get the parts on the car and also purchase some new parts that have recently come out.

It is already late into 2002 when the rest of the parts arrive and it is past the season for having the car on the road so I take the winter to assemble the new suspension and by spring of 2003 the suspension is on the car. Once the suspension is in place, I cannot get the car to align. There is too much caster and camber and no shims to remove. I call Global West and they tell me I am going to have to cut the A-Arm supports off the car and move them out. Another \$1,000 and modifying the frame is both costly and intimidating so I decide to wait to do the work. This was a blessing in disguise.

With the estimates from the Body man and the thought of having to wait 2 years for a car to be completed I start looking for a restored car. Within a couple months I find a new car. It looks excellent in the photos so I hop a plane and fly to Houston TX. I decide that the car is very nice and end up buying it. I drive it home and begin preparing to sell my other car. I do not want to give up my suspension so I begin to swap suspensions on the cars. It is late June and the race is on. I attempt to swap the suspensions on the cars the week before my wife and I go to the 100-year anniversary of Buick in Flint. I have already registered a GSX to be there but during the suspension swap I run into some unforeseen problems that I cannot overcome before we leave. The front ends of both cars are torn off so I cannot take either car. After returning from Flint, I work on completing the suspension. I finally get the suspension together and find another problem with the new GSX. The transmission needs a new torque converter and I end up letting the car sit a few weeks while figuring what type of converter to get. I end up getting a stock replacement converter from Continental.



It is now late August and I have not had the car on the road with the new suspension. I am creeping up on two years of waiting but I continue to work towards a goal. The new goal is Year One's "Bristol Bash" in mid October. The event is held in Bristol, TN and includes drag racing, auto-crossing, and a car show. I am extremely excited about getting the car to the show. It is a major event and if it should make everyone's list of shows to make. For \$60.00 you get a three day event full of racing, auto-crossing, driving on the Bristol Motor Speedway (Extra \$20) and some of the most gorgeous cars you will see around. It is a top-notch event and Year One spares no cost to accommodate its participants.

I get the car together and take it to the shop. Again the car will not align. Now I am really getting concerned. I am staring at the same problem I had with my old GSX but this time a different guy at Global West tells me that had some bad springs and I may have this problem. He sends out the new springs and they are 2 ½" taller than the first springs they sent me. After placing the new springs in the car it finally aligns. I finish the suspension two day before we leave for Bristol so I have no road time before I get it out on the autocross track but the car handles like a sports car and my dreams are finally realized. It was a long wait but well worth it. If you really want to make your GM A-body or G-body handle and brake, there is a way.

At the Bristol Event I was in the top 15 cars of more than 40 cars that attended after the first day. I improved my time the second day and believe I moved up close to the top 10 before I finished. These cars included several new Camaros, Firebirds, Cobras, and a Porsche. No final results were posted so I do not know exactly where I ended up. After that event I also attended a local SCCA event in Kansas City. I finished in the bottom half at the event with several cars carrying a fraction of the weight of the GSX. ***This GSX can now get "TWISTY"!***

Car: Original 1970 Buick GSX, Saturn Yellow, 455, TH400, Numbers matching, 70,000 original mile car. The car sat outside in Texas for 17 years until it was sold to the previous owner who performed a frame off

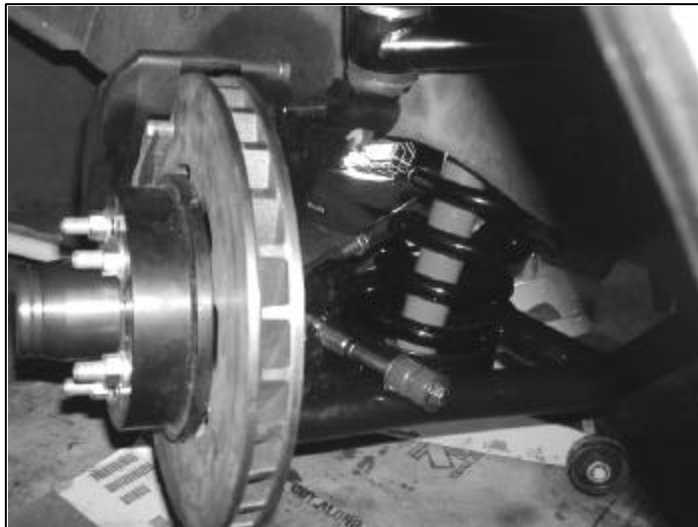
restoration of the car in 2000-2001. It has a powder coated frame and polyurethane paint with original style interior.

Engine Modifications:

TA 110 Cam
TA Headers
3" Dual Exhaust

Suspension Modifications:

Global West tubular upper and lower control arms
Koni Adjustable shocks
580lb Springs in the front
Hotchkis 1 3/8" Tubular front sway bar
Wilwood 12.8", 4 caliper Disc Brakes
Metco Motor Sports billet lower rear control arms
Metco Motor Sports billet upper adjustable control arms
American Racing Wheels Torque Thrust II 17" x 8" wheels all around
Bridgestone Potenza SO3 245/45/17 Tires



Parts Places and Help:

Global West www.globalwest.net
MC Racing, Mark Covey
Year One, Mike Tweety
Metco Motor Sports

Future Upgrades:

American Racing Wheels Torque Thrust II 17" x 9.5" on front with 18" x 10" on back
Currie Ford 9" rear end with 12" Wilwood 4 piston disc brakes
500+HP, 500+ft lbs Torque Buick 455
Quick Ratio Steering Box.

Road Rage Extends to the Supermarket

By Dave Barry, Courtesy Gannet Newspaper

If you do much driving on our nation's highways, you've probably noticed that, more and more often, bullets are coming through your windshield. This is a common sign of Road Rage, which the option-makers in the news media have decided is a serious problem, currently ranking just behind global warming and several points ahead of Asia.

How widespread is Road Rage? To answer that question, researchers for the National Institute of Traffic Safety recently did a study in which they drove on the interstate highway system in a specially equipped observation van. By the third

day, they were deliberately running other motorists off the road. *"These people are morons!"* was their official report. That is the main cause of Road Rage: the realization that many of your fellow motorists have the same brain structure as a cashew. The most common example, of course, is the motorists who feel a need to drive in the left-hand, or passing lane, even though they are going slower than everyone else. Nobody knows why these motorists do this. Maybe they belong to some kind of religious cult that believes the right lane is sacred and must never come in direct contact with tires. Maybe one time, years ago, these motorists happened to be driving in the left lane when their favorite song came on the radio, so they've driven over there ever since, in hope that the radio will play that song again.

But whatever makes these people drive this way, there is nothing you can do about it. You can honk at them, but it will have no effect. People have been honking at them for years: It's a normal part of their environment. They've decided that, for some mysterious reason, wherever they drive, there is honking. They choose not to ponder this mystery any further, lest they overburden their cashews.

I am very familiar with this problem, because I live in Miami, Florida, which proudly bills itself as, "The Inappropriate Lane-Driving Capital of the World." A place where the left lane is thought of not so much as a thoroughfare as a public recreational area, where motorists feel free to stop, hold family reunions, barbecue pigs, play volleyball, etc. Compounding this problem is another common motorist. The aggressive young male whose car has a sound system so powerful that the driver must go faster than the speed of sound at all times; otherwise, the nuclear bass notes emanating from his rear speakers will catch up to him and cause his head to explode.

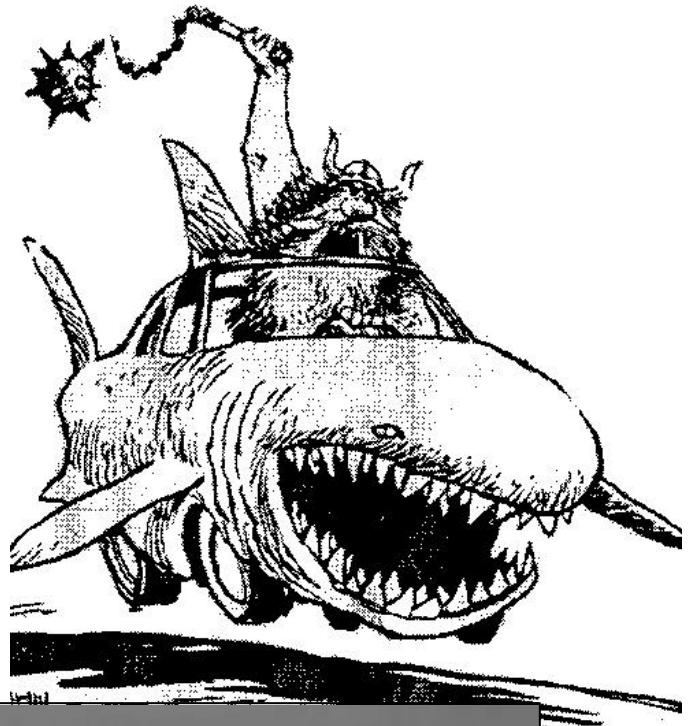
So the tiny minority of us drivers who actually qualify as normal find ourselves constantly being trapped behind people drifting along the interstate at the speed of diseased livestock. While at the same time we are being tailgated and occasionally bumped from behind by testosterone-deranged youths who got their driver training from watching the space-fighter battle scenes in "Star Wars."

And of course nobody ever signals or yields, and people are constantly cutting us off, and after a while we start to feel some rage, OK? You got a problem with that, Mister News Media Opinion-Maker? In addition to Road Rage, I frequently experience Parking Lot Rage, which occurs when I pull into a

people get into their car, clearly ready to leave, so I stop my car and wait for them to vacate the spot... Nothing happens! They just stay there. What are they doing? Cooking dinner?

When I finally get into the supermarket, I often experience Shopping Cart Rage. This is caused by the people – and you just *know* these are the same people who always drive in the left-hand lane, who routinely manage, by careful placement, to block the entire aisle with a single shopping cart.

My point is that there are many causes for rage in our modern world, and if we're going to avoid unnecessary violence, we all need to "keep our cool." So let's try to be more considerate. OK? Otherwise, I will kill you.



1968 VEHICLE IDENTIFICATION ENGINE-TRANSMISSION & REAR AXLE CHART





1969 VEHICLE IDENTIFICATION ENGINE-TRANSMISSION & REAR AXLE CHART

⑤	⑥
PRODUCTION MONTH IDENTIFICATION	CHART OPTION IDENTIFICATION

August 12-15, 2004

B.P.G. Nationals

NOTE

**THIS IS AN EARLY RELEASE EVENT SCHEDULE.
ALL SCHEDULED EVENT TIMES ARE TENATIVE AS OF THIS PRINTING.
THE UPCOMING BPG NEWSLETTER WILL HAVE ALL FINAL SCHEDULING AND ALL DETAILS, ALONG WITH APPLICATION FORM.**

Thursday: Gates open 9 am for vendors only. General gates open at 11 am. Test and tune from noon to 5 pm

Friday: Gate open 9 am. Vending set-up continues from 9-noon. Test and tune from noon to 5 pm. Track prep from 5-5:30 pm. GSM qualifying at 5:30 pm. Modified Production runoffs at 5:30 pm. Test and tune until 9 pm.

Saturday: Gates open 8 am. All Buick car show from 9-3 pm with show awards 5 pm. Resto Clinic Seminar 1:30-3:30 pm. Racing starts 5 pm with GSM finals, Super 8 and Quick 16 two runs of qualifying. Test and tune racing until GSM and qualifying classes completed.

Sunday: Gates open 7:30 am. Church service held at 8 am. Drivers meeting at base of tower, followed by lane call. 1 or 2 qualifying rounds at 9 am. Eliminations approximately 12:30 pm until completion.

**For further information please inquire at www.buickperformancegroup.com
Event Director – Jim Haas**

Race Program

Super 8: Bracket Class – Must be Buick body and Buick powered.

Quick 16: Bracket Class – Must be Buick body and Buick powered.

Super Pro: Bracket Class – Can be any combination of Buick powered and/or Buick body. Example: Non-Buick body vehicle must be Buick powered. A non-Buick powered vehicle must have a Buick body.

Pro: Bracket Class – Can be any combination of Buick powered and/or Buick body. Example: Non-Buick body vehicle must be Buick powered. A non-Buick powered vehicle must have a Buick body. No delay boxes.

G.S.Modified: All Buick heads-up class. Program run Saturday night. Entries can also qualify and run in Sundays race program. Rules to follow in next issue.

Turbo Street Modified: All Buick heads-up class. Program run on Sunday. Rules to follow in next issue.

Turbo Street Outlaw: All Buick heads-up class. Program run on Sunday. Rules to follow in next issue.

Modified Production Class: Heads-up class. A Specialty Class to be run on Friday afternoon into early evening. All makes of production vehicles. F.A.S.T Class vehicles welcome. Rules to follow.

Second Chance Race: All first round losers can buy back into this bracket style gamblers race

1965-1967 GS Hardtop or post
1965-1967 GS Convertible
1965-1967 GS Hardtop or post modified
1965-1967 GS Convertible modified
1968-1969 GS Hardtop or post
1968-1969 GS Convertible
1968-1969 GS Hardtop or post modified
1968-1969 GS Open modified
1970-1972 GS Hardtop or post
1970-1972 GS Convertible
1970-1972 GS Hardtop or post modified
1970-1972 GS Convertible modified
1973-1975 GS Hardtop or post
1973-1975 GS Hardtop or post modified
Big Buick Hardtop or post

All show classes will have a 1st, 2nd, and 3rd place awards. In concours we will have a Gold, Silver and Bronze. There may (and probably will) be more than one Gold, Silver and/or Bronze award in the concours class.

**For further information please inquire at
www.buickperformancegroup.com**

Show Director - Brad Conley

Big Buick	Convertible
Big Buick	Hardtop or post modified
Big Buick	Convertible modified
Riveria	
Riveria	Modified
Other Buick	Hardtop or post
Other Buick	Convertible
Other Buick	Hardtop or post modified
Other Buick	Convertible modified
Race Car	
GSX	
GSX	Modified
Turbo Regal	
Turbo Regal	Modified
GNX	
GNX	Modified

BPG Hotel Information

The following are the hotel listings. The BPG had rooms blocked off and these are the rates that were given to us. BPG does not have any financial liability for the blocked rooms. All rooms will be billed individually to the guest at booking. The block contracts requested by the motels do not require financial guarantees. ALL ROOMS ARE BOOKED UNDER BPG OR BUICK PERFORMANCE GROUP. Mention the Buick Performance. Also take note that all rates do not include Ohio State 13% hotel sales tax.

HOST HOTEL	10 small doubles - non smoking (Wed/Thur/Sun - \$55.99) (Fri/Sat - 63.99)
RED ROOF INN	10 small doubles - smoking - same rate
Jeff Maurer - manager	39 large doubles - non smoking (Wed/Thur/Sun - 61.99) (Fri/Sat - 72.99)
330-758-1999	15 large doubles - smoking - same rate
800-Red-Roof	3 King - non smoking - (Wed/Thur/Sun - 65.99) (Fri/Sat - 76.99)
	3 King - smoking - same rate

The above listed rates are for double occupancy. Deduct \$6 for single.

HOLIDAY INN HOTEL AND CONFERENCE CENTER

Dan Walsh
330-726-1611
800 - HOLIDAY

Blocked 10 Rooms - one bed (queen or king) - all nights - \$99.00 All rooms include a sofa bed. Swimming pool. Giant parking lot. Unfortunately, this is heavily booked with other functions. The rooms not booked by 7/21/04 will be given back to the Holiday Inn.

MICROTEL

Darlene Andrews - manager
330-758-1816

Blocked 40 rooms - all singles (that is all they feature) 30 - non smoking, 10 - smoking. 39.95 single occupancy all nights. 44.95 double occupancy all nights. The rooms not booked by 8/1/04 will be given back to Microtel. Small parking lot. Poor trailer access.

HAMPTON INN

Deana Gaul - manager
330-758-5191

All rooms are for 1 to 4 persons. \$75.00 per night. Breakfast and pool. This motel and the Fairfield have adjoining parking lots.

FAIRFIELD INN
Brian NiCastro - manager
330-726-5979

All rooms are for 1 to 4 persons. 69.00 per night. Breakfast and pool. This motel and the Hampton Inn have adjoining parking lots.

All motels are within walking distance of each other. The above group of motels is centered around such restaurants as TGIF, Outback, Chili's, Springfield Grille, Chi Chi's, Longhorn, Lone Star, Pizza Hut, Red Lobster, and the other standard restaurant chains. The shopping center is two blocks away. The A&W restaurant (Friday night cruise night) is 1 mile away. Chili's has the Saturday night cruise.

Other motels (2 miles from our cluster) in the area (Route 7 and turnpike)

Holiday Inn Express
Ramada Limited

Another group of motels at the Niles Exit # 223 off I80 (7 miles from our cluster and 15 miles from track) include:

Comfort Inn
Youngstown Inn
Econo Lodge
Best Western
Hampton Inn
Motel 6
Sleep Inn
Fairfield Inn

This group of motels is more suited to the traveler/trucker. All fast food restaurants. We expect this group to have slightly lower rates.

"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

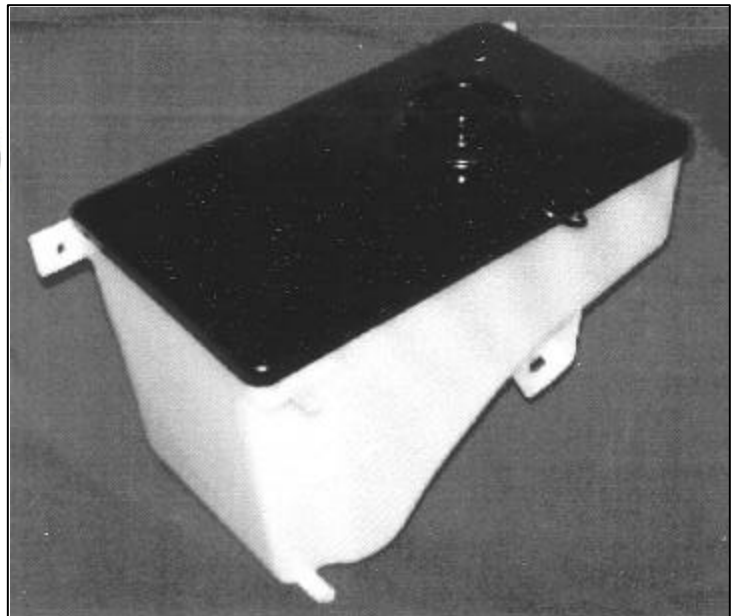
4 PM – Picnic Dinner, \$15/Person

Saturday, May 1 - Buick Show

ADRYC 247 Miles Ave Norwalk, Ohio

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**is proud to announce the release of
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Made from high grade plastic and manufactured using blown injection molding to meet the high demands of today's racers and the most picky showcar owners. They are made to replace old, discolored A-body tanks.

Tanks can be purchased directly from the manufacturer at a reasonable price. Tanks are available in two styles: white with black lid and clear with clear lid. Both styles are priced at \$149 plus \$16 s/h in the continental United States. PA residents add 6% sales tax.

For pricing, ordering, and all other information please call or email

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Mark Macoubrie's

1970 GSX

Cubans trade in pickup for Buick on trip to U.S.

Two Cubans who tried to make it to the U.S. in a Chevy pickup try to make the voyage again -- in a Buick.

BY TERE FIGUERAS tfigueras@herald.com

Two Cuban men, both of them desperate fathers and childhood friends, plotted to make a vintage vehicle seaworthy and took to the Florida Straits this week, relatives said. Again. Tuesday, a floating Eisenhower-era automobile spotted chugging toward U.S. soil carried Marciel Basanta López and Luis Gras Rodríguez, relatives said -- two of the men whose ill-fated attempt to escape Cuba aboard a Chevy pickup in July garnered international headlines and a swift repatriation to the communist island. Seven months later, the men -- plus nine others, including their wives and children -- slipped once more from the shores of their homeland in hopes of freedom, said Basanta's cousin, Kiriát López, who lives in Lake Worth. **This time, they drove a Buick!**

"Marciel's sister said it was them, and that they had left in a car," said López, who said the six adults and five children left the island in a **1959 Buick** around 8 p.m. Monday. "They've been waiting the past two weeks for good weather."

The U.S. Coast Guard would not confirm the status of the floating car or the origin of photos broadcast Tuesday on television showing the vehicle chugging through the waves. "U.S. policy does not allow us to comment on ongoing migrant cases until disposition is resolved," said Petty Officer Carlene Drummond, a spokeswoman for the Coast Guard's Seventh District Command. According to a source familiar with Coast Guard communications, the tail-finned car -- its hood snugly wrapped in what appeared to be a boat prow -- was spotted northwest of Havana moving at about five or six knots per hour. When the Cubans realized they had been spotted, they climbed down from the rooftop, into the interior, and rolled the windows shut.

By 6 p.m. Tuesday, the car was nearly halfway to Key West. It was unclear whether the car's passengers had been intercepted by Coast Guard officers, or their automotive exploit had continued past nightfall. Under U.S. immigration policy, Cubans who make it to U.S. soil are generally allowed to stay, while those who are interdicted at sea are usually sent back. Told that the sea-faring Cubans had reportedly locked themselves in the car, López exclaimed: "Good!" "The last time, they were tricked into giving up," he said. "This time, they have experience. They don't plan to go anywhere but the U.S."

