

**2004 Buick Nationals, August 12 - 15, Quaker City Dragway, Salem, Ohio**



*Karl Burghart's Accidental GS*



Sorry Mark, we missed your great shots in the January issue



*Mark Macoubrie's*

*1970 GSX*



# The Buick Performance Group

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Robinsdale, MN 55422

## Buick Performance Group Mission Statement

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

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

By Karl Burghart

It started in the summer of 1982. My brother asked me to look over a car he was thinking of buying (I was an auto mechanic at the time). The car was near our father's house in Hawthorne NY (Westchester Co.). The car was a Cascade blue 1972 GS 350 convertible. Just pulling up to the house showed the car had obviously side swiped something, probably a pole. The top was torn the dual exhaust was literally falling off and the tires and front end were in need of work. With 92,000 miles the car had a small amount of rust in the trunk and rear quarters, she was your typical northern car. It was a low option car, manual drum brakes, hubcaps, no A/C. In fact the only real options it had were AM-FM and power steering. The price \$1500!! Remember this was 1982. I told him to keep looking, he was in college and on a budget and I was sure he could not afford to get it to just where he could drive it. That didn't stop him, he loved the car and bought it the next day.

The next week it was at the shop where I worked in need of a new exhaust, what was left of it completely fell off. I replaced mufflers and welded the rest to get it back on the road. It wasn't long before he realized that he was not going to be able to afford to keep it. At this point I realized the potential the car had. We made a deal that I would buy it for the price he paid (against my better judgment). I gave him a \$500 down payment. Since he couldn't drive it I lent him my 1971 Olds Cutlass "S" to use until he found another car. A few weeks later he totaled it, I was back to only one car. I immediately got to work on my new car. I completely rebuild the front end, new tires, new brakes and wheel cylinders, and a new dual exhaust. The car drove great, and I was hooked!

The following spring it was time to get to work on the body. I replaced the fender and door. My father and I gave it a new coat of paint. I replaced the top. The car turned heads where ever I went. The next year I joined the Air Force and ended up being assigned to Charleston Air Force Base in South Carolina. Safe from the northern climate I drove the car until 1988 when I moved back to New York. Now married my wife and I needed to buy a house so the car was put in storage until we were settled in a house and able to do a frame off restoration on it. She loved the car as much as I did and we started to buy parts. As it turns out I should have bought two of everything. Life happens, we bought a house with only a small garage, and we had two children. The car was on hold. Finally I was able to build a new garage with plenty of room to work on the car. Then I got transferred, bought another house with a one car garage, but plenty of room for another. A few years later I finally get my new garage built. The Friday after Thanksgiving 2001 I started the restoration I had put on hold since 1988.



I started with the rust in the quarters and trunk floor. The floor pans weren't too bad but the body brace was rusted. I ended up replacing it and the floor pans. Once the quarters, trunk, and floor pans were replaced, I pulled the frame out. The frame was sandblasted painted with POR 15 and top coated with chassis black. All the bushing were replaced, new brake and fuel lines, everything replaced or detailed. I converted to disc brakes as well. The bottom of the car was sandblasted and repainted. I had the doors and fenders media blasted. Once the frame was back under it I rolled it back under the body. I covered the frame with two layers of plastic and lower the body back down and bolted it in place. The sheetmetal was primed, jambs painted and put back on. I repainted it the original Cascade Blue metallic. Had all the plastic interior parts chromed and a complete new interior, I also converted to bucket seats and full console. I rebuilt the transmission. The original 350 engine was in good shape, so I did a valve job and installed new bearings.

By the spring of 2003, I was almost done. I made the decision to put some of the final details on hold till this winter. I was able to drive the car to the Rhinebeck New York show in May. On the way home a connecting rod let go, so much for new bearings! I was able to locate another low mileage 350 and had it installed by the following weekend.



We spent the summer going to local cruise nights and shows. The final details are getting done. I converted to gauges and rallye clock. Added sport mirrors. The rear bumper rechromed. I sent out the console insert to be rechromed. The top will be replaced and the top frame repainted in time for next cruise season. My wife and I love our GS even if we got it "accidentally".

## The Cat's Out of the Bag

By Bruce Wilson

The Jaguar came out of a local junkyard, it was only there 3 days before Matt, my son and I came across it with no motor, trans or rear. But...it had nice paint, no dents and leather interior! Couldn't get the yard to go below \$500. Dragged the cat home anyway. A local chassis shop fabricated motor mounts, did the bar (can be made into cage later), mini-tubbed it and built a Ford 9 in (3.70 gear) and ladder bars. I have less than 10 K in the car less engine. I built heron a budget, using drum brakes on rear, steel drive shaft, original rack and pinion, no lexan, no fiberglass, etc. Can't wait to see what it weighs, hopefully



3500 or less. Interesting tidbit: The wheelbase is a couple inches less than an early year Camaro, even though the overall length of the XJS is longer, and drive shaft ended up about a foot shorter than my GS! The tires I used are 28.5 x 11.5 (actually 11.8) on 12" rims. Up front is...what else a Buick 455 punch out to a 464, sporting a 112.2 compression topped off with iron Stage 1 heads, an SP4 hydraulic cam, along with a ported B4B crowned with a 950 Thermo Quad. This motor ran 10.40s in my 3700 lb GS when it was 10.6 compression, so with the MUCH better aerodynamics and hopefully 200 lbs less weight it'll be in the low

10s at 130 and be somewhat streetable to boot. If it feels real stable on top end and hooks on the bottom I'll step up the motor with some more horsepower.

There is still a lot of work to be done, like to build a sheetmetal cowl hood, paint chassis, setup ladder bars, scale car, etc., but it will be well worth it and one strange cat!



# My New Baby

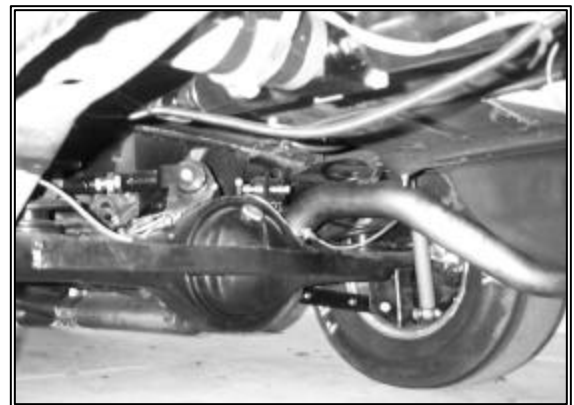
By Chris Lyons

I am completely pumped and can't wait to hit the track this year. I just picked it up this weekend after trading a guy in New York my 1800 mile 2003 Cobra (see Fords can be useful). The guy finished the car and NEVER even drove it out of the garage! The motor has less than 30 minutes run time and no miles. The guy did a fantastic job, everything is neat and nothing hacked. The car is a mint 34k Grand National that still wears the factory paint other than the fiberglass hood and bumpers. Even now that I have it home I still can't find anything wrong with it or that I don't like about it. It is the first Stage 2 car I've looked at that was built exactly the way I would've done it (except for the BOV). I look forward to seeing many of you this year I plan to be at Norwalk, the GS Nationals, the BPG Buick Nationals in Salem, Ohio and possibly US41. I still have all the bugs to work out with tuning and I have to update the roll cage and suspension but I should have it done by Norwalk.



## Specs:

- 274 on center S2 4' bore, 3.625 BMS crank
- M&A heads
- Terry Houston headers, DP, exhaust
- FAST w/160# injectors
- PT&E TSE 3-bolt 88
- Tail gate
- TH400 w/hipster brake
- Strange Ford 9" 35 spline
- Weldon 2025 fuel system
- CAS V1 FM,
- CAS Sheetmetal intake
- HR parts mounts and control arms



# Setting The Record Straight

By Jim Weise

A couple of days ago, I received a letter from Dennis Manner, who as some of you may know, is the retired GM Powertrain engineer who worked on the development of the 400/430/455 engines, as well as a host of other projects. Dennis wrote a short letter to me, saying this was a response to a request he had gotten for information about the "Stage 3" term as applied to this engine series, and since I brought the club's 4 bolt main block out for him to view last year, he thought I might be interested in the information, and did not mind if I shared it with you all.

If you ever get a chance to meet Denny and talk to him, you will be amazed at the stories. He certainly is a living legend in the Buick community, and a very nice guy to boot. He certainly Here is the text of his letter;

## ***What Buick 455 Stage 3?***

***The Buick factory 455 "Stage 3" conversation makes interesting "racer talk" but we didn't ever identify or established a Stage 3 Factory performance package.***

***During the performance development era of the late 60's, early 70's, along with the Stage 1, Stage 2 packages, we were also developing other experimental parts for evaluations. (That's what engineers do!)***

### ***Some other experimental parts that I remember:***

- ***Weber carbureted intake manifold (pictured on the cover of the May 1970 Hot Rod Magazine)***
- ***High rise/plenum intake manifold (also pictured on the Hot Rod cover)***
- ***Many different camshaft designs***
- ***Larger headers***
- ***Four bolt main bearing cap block, which also featured a special block casting with heavier bulkhead structure.***
- ***Cylinder heads with larger intake ports, including a version that required a steel tube inserted through the port for the pushrod.***

***Also during our development program, we furnished a few of these experimental parts to some racers for evaluation (Drag racers, Circle track racers, and Boat racers). It is not surprising that some of these parts survived. Several years ago at Bowling Green, I saw a GS equipped with Weber carburetors, and last year I had the opportunity to see one of our experimental 4 bolt blocks in excellent condition. Usually experimental castings like the 4 bolt block were identified by (x-5 digit) experimental part numbers.***

***At the GS Nationals in 1986 I gave a presentation titled: "The History of performance Engine Development at Buick" and discussed some of this component development. A few years ago, I repeated this same presentation at Bowling Green.***

***We also terminated development of these experimental parts when we decided to not produce the Stage 2 as a factory option car, because of the introduction of lower octane unleaded fuel, and reduced emissions focus in 1971. Many of the Stage 2 components were available thru GM Service Parts, but these experimental parts were not.***

***Had we continued this performance development program, some of these components could of evolved into further iterations of the Stage 2 package or a Stage 3. They were not part of the Stage 2 package intent, nor had we seriously talked about a Stage 3.***

***Denny Manner, Retired Engine Engineer  
Buick/GM Powertrain***



Dennis Manner w/the Four Bolt Experimental Block

## **Pennsauken Couple Has A Dozen Buicks in Collection**

By, Editor George Clark from the Camden County "*Communities*" paper, 01-22-04

(Please note: Sorry we were unable to re-print the photo with this article as the quality was not too good)

If you want to see Jerry Jeitner smile from ear-to-ear, just put him behind the wheel of a smooth powerful, well-optioned Buick. Something from the 1960s or 1970s would be just the ticket. Jeitner, 47 and his wife Shirley, 53, now own a dozen Buicks, four of them 1972 models. And they have bought and sold many more through the years.

The reason we have acquired so many cars is that the full-size Buicks are not much in demand and can be bought at low prices, " Jeitner explained. The Jeitners love the big Buicks' ride and they belong to the South Jersey and Philadelphia chapters of the Buick Club of America. They've even hosted club picnics at their Pennsauken home. Jeitner, a Pennsauken police sergeant, bought his first Buick, a 1966 Skylark GS convertible, in 1980. He's been hooked ever since.

Though his Buicks range from smaller Skylarks to huge Electras, they all have one thing in common: They are driven. "When I was growing up, I had a neighbor who had two Buicks and I fell in love with them," Jeitner said. "Though I bought my first Buick from a newspaper ad, eventually, I bought both of his and my son still has one of them." For the record, here is a list of the Jeitners' Buicks: a 1965 special convertible, a 1966 Skylark two-door, a 1970 GS Stage 1, a 1971 Electra four-door, a 1972, a 1972 GS, a 1972 Electra Limited, a 1972 Electra four-door, a 1972 Electra two-door, a 1975 Electra Limited, a 1977 LeSabre, a 1985 Century convertible, and a 1971 Riviera.

Their sons, Jerry 3<sup>d</sup> and Dennis, also own Buicks. Jeitner keeps some of his cars at his home, in a garage that can fit six autos. He keeps the others at area garages, including those of his family and friends, he said. It was 1990, when Jerry introduced his wife to the joys of driving Buicks. At first she was reluctant to get behind the wheel of the big 1974 LeSabre, he said, but she soon became hooked on Buicks, especially the big ones. In 1996, when it was time to replace the LeSabre, Jeitner found her a 1972 Electra Custom four-door hardtop with 54,000 original miles. When Shirley wanted a convertible, he found her a 1985 Century, one of 300 Buicks sent out to be converted from hardtops. It is a true convertible with power retractable top.

"People ask me how I can put up with Jerry having all these cars," his wife said, "but you have to see how neatly he keeps them, and all those extra parts." She's so taken with her husband's hobby that she helps him work on the cars and has become a judge at car shows. The trophy winning Buicks pictured with this column are a gold 1972 Electra Limited and a green 1970 GS Stage 1. Both sport the standard 455 cubic inch power plant and power everything. The GS does not have air conditioning, but it is one of just 2,865 produced. "I bought the 1970 GS locally and did all the mechanical work and most of the body work myself before sending it out for paint. "I had seen the 1972 Electra at a car show and flew out to Atlanta," Jeitner said. Within 24 hours, he went round trip and had the car home.

## **BPG Buick Nationals Update**

*By Rick Martinez*

As most of you already know the first annual BPG Buick National Event will be held on August 12 through August 15<sup>th</sup> of this year, at Quaker City Dragway in Salem, Ohio, which is just south west of Youngstown, Ohio. Included in this issue is the final event schedule along with the GSM rules, show classes, race classes, hotel information, a map of the general area and the pre-registration form. More information will follow in upcoming issues.

With the pre-registration form please fill it out and mail it to the address listed, and if you wish to receive a confirmation please include a self-address stamped envelope, or for you computer guys, include your e-mail address for electronic confirmation.

Any question regarding the event you can contact Jim Haas, his telephone number is listed on the application form. Or you can just post your questions on the BPG web site, which you may get a quicker response as the entire Board frequently checks the site. The BPG will have a tent set up at the Buick Day event in Norwalk, Ohio. You can obtain further information and get to ask questions directly to the Board members, as we will all be attending that event.

We hope that everyone is able to attend and that everyone coming will have a safe trip to the event.

## Carpet Installation Tip

By Duane Heckman

Ever run into a problem where it appears that a reproduction carpet set is cut ¼” to ½” short at the kick panels, and is the same amount short along the sill plates? Well I have and I figured out what the problem was.

I was test fitting a carpet set in a 70 Stage 1 coupe when I discovered the above-mentioned problem. The first thing I did was to match up the repro carpet with the original. Everything measured out right, and seemed to be cut correctly, but when test fitted it would come up short. Now I started wondering what the hell was going on and began to really look at both carpets to see what if anything was different. What I noticed was that the jute padding on the original was much thicker than the jute padding on the repro carpet.

Here is what was happening. When I put the repro carpet in, the thinner jute padding was forcing the carpet to “sink” further into the recessed areas than it should. This extra distance down, and then back up to the rocker panels, was in effect pulling the carpet edge in and making it seem like the carpet was cut short. Now I knew what was wrong, the problem was how to fix it.

Here is what I came up with. I peeled the jute padding off the original carpet and placed it on the floor pan, then I put the repro carpet on top and everything lined up perfectly, the added thickness of padding did the trick. I then proceeded to pull everything back out, glue the original padding to the floor and proceed with the carpet installation as usual. So if you run into a similar problem, try this easy fix.

## 1965-1972 Buick GS/Skylark Bucket Seat Interchange

By Duane Heckman

Many guys prefer the bucket seat/center console look and decide to change their bench seat cars over to this style. In their search for bucket seats I am often asked what year/type seats are interchangeable, so I decided to write this article to help answer some of these questions.

All 64-72 GM A-bodies, as well as some others, used Strato Bucket Seats, but there were many changes with frames and cushions during that time.

### ***Below is a list of the major frame/seat trim panel differences.***

1964-1965	<b>These frames are low and square, the seat backs are non-locking, and use no trim panels.</b>
1966	<b>These frames are taller and more rounded, the seat backs are non-locking, and use metal trim panels.</b>
1967	<b>These frames are like the 66's, but the seat backs now have a locking system with a release button on the side, they also use metal trim panels.</b>
1968	<b>These frames are like the 67's, they also have a side mounted release button, but the trim panels are now plastic</b>
1969-1972	<b>These frames resemble the 66-68's but are different, they have a center mounted seat back release button, and the trim panels are plastic. They also come standard with headrests.</b>

To understand the differences in seat cushions, you first need to know how seat covers are attached to the seats. Most seat covers use pieces of material, known as “listing” to do the job. This listing consists of a strip of material, with either a cord or wire sewn into it. The listing is then sewn onto the seat covers, usually around the inserts and at the outer edges of the covers. The seat covers are installed by clamping the listing (with hog-rings), through slots in the seat cushions, to wires that are attached to the seat springs. Then, the outer edges of the covers are clamped to the frame. (See attached drawing.) The listing pulls the seat covers down along their entire length, giving them a 3-dimensional look.

Many A-bodies have different seat cover designs, and as they change so does the placement/arrangement of the listing channels. This “movement” of listing channels, and the resultant 3-D effects they create, are what causes the differences in seat cushions.

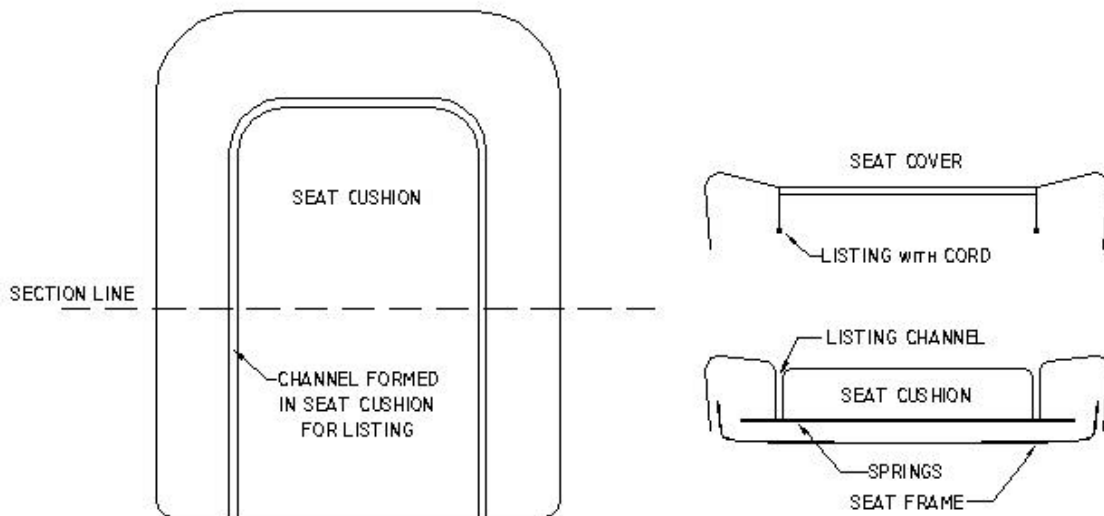


**Below is a list of seats that will interchange with Buick GS/Skylark seats.**

<b>Buick GS/Skylark vs other GM A-body Bucket Seats</b>		
<b>Year Buick</b>	<b>Direct Interchange</b>	<b>Notes</b>
1965	All 64-65	There are some differences in seat trim, these seats should work with little to no alteration.
1966	All 66	These are the same as all other A-bodies of the same year.
1967	None	The seat backs are unique, the seat bottoms are the same as all other A-bodies of the same year.
1968	None	The seat backs are unique, the seat bottoms are the same as all other A-bodies of the same year.
1969	None	The seat backs are unique, the seat bottoms are the same as all other A-bodies of the 69-70 years.
1970	None	The seat backs are unique, the seat bottoms are the same as all other A-bodies of the 69-70 years.
1971-72	72 Chevelle only (Not 71) 71-72 Cutlass S 71-72 Cutlass Supreme	These seats have no listing channels cut into the foam cushions.

**Note:** All the above information is based on seats from A-bodies only. It does not take Corvair, Chevy II/Nova, Gran Prix, or big car seats into consideration, although some of these are also interchangeable.

### **1970 Buick GS/Skylark Front Seat Top Construction**



## GREAT DEALS IN TIRES AND WHEELS

By Dan Gerber

Man, oh man... I dragged my '72 Skylark convertible restoration project out so long that some of the first parts I installed (ten years ago) were due for replacement. The most obvious items were the Goodyear Eagle ST tires and swap meet reproduction Rallye wheels. Those wheels were only "double chromed" (nickel plating followed by chrome), so the plating was already becoming sort of transparent in spots. There also was evidence of rust in a few locations. The tires, of course, were just plain dying of old age.

This time around I was prepared. I checked out various Buick-related web sites and club newsletters over the past year or so and found that Specialty Wheels, Ltd. of Portland, Oregon (503-668-4793) was getting lots of praise for their Buick Rallye wheels and great service. A phone conversation with Nicole at Specialty Wheels revealed that they use the preferred "triple chrome" process. That is, the wheels are first copper plated (for depth of shine, improved adhesion and corrosion protection), followed by nickel and, finally, chrome. That, plus their competitive price and my confidence in their ability to produce durable wheels, "forced" me to whip out my trusty ol' VISA card and place an order right then and there. Their willingness to assemble my wheels with reduced back spacing for no additional cost also helped. Let me tell you, I'm a happy camper. The chrome plating and black paint look great, and the wheels actually arrived on schedule.

Next, the tires. It didn't take me long to find out that new technology P235/60R15 tires aren't easy to find. So, it was back to good ol' Goodyear...this time for a set of Eagle GT II's. It also didn't take me long to figure out that tire prices have gone up over the years. Lucky for me the manager of my local Certified Tire Store (Buena Park, CA @ 714-828-5990), John Yarber offered me a great price. Not only that, but the technicians installed and tightened the lug nuts with hand tools and torque wrenches.

Oh yeah, while I was at it, I purchased a set of reproduction stainless steel lug nuts (part # RW96S) from Year One in Tucker, GA (800-932-7663). They're a tad bit pricey, but they're a nice finishing touch for the wheels and tires. Besides, I suspect that they'll hold up to lug wrench abuse much better than my old set of generic chrome plated nuts did.

All in all, my new wheels and tires look much better than my first set ever did. They should last a lot longer, too. Now... back to finishing off this project.

*Record setting*  
**9.43 @ 140**  
**MPH!**  
Cast Iron  
Stage 1 Heads



**Congratulations**  
**Rob Chilenski!**

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August 12-15, 2004

# The BPG's 1st Annual Buick Nationals

**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](http://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 Sunday's race program. Please see rules on next page.

**Turbo Street Modified:** All Buick heads-up class. Program run on Sunday.

**Turbo Street Outlaw:** All Buick heads-up class. Program run on Sunday.

**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.

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

## **GSM Rules 2004**

1. 1965-1974 Buick Skylark, GS, Gran Sport Century and Buick Apollo bodies only. Factory glass must be in place. Steel bumpers only. Factory GS hoods, Skylark hoods, fiberglass hoods, gutted steel hoods OK. Pinned on hoods OK. Stage 2 scoops only. Glass hoods painted the same color as car is encouraged, but not required. Externally mounted gauges OK. Sponsorship decals OK.
2. Any Buick V8 in any year model OK. Aftermarket block is legal.
3. NO cubic inch limit. 7.75 lbs per cubic inch rule will be in effect for aluminum headed cars. 7.30 lbs per cubic inch will be in effect for iron headed cars. Stickers will be placed on driver's side of windshield with minimum weight of each car after CI is claimed. All weights are WITH driver.
4. The following cylinder heads are legal:
  - Iron 400-430-455
  - Iron Stage 2
  - TA aluminum Stage 1 Street Eliminator
  - TA aluminum Stage 2 Street Eliminator
  - Bulldog Stage 1
5. Any single 4 bbl cast intake is legal.. No sheet metal intakes. Dominators OK.
6. No turbo charging, super charging or NOS allowed. Fuel injection OK.
7. Under the bumper ram air OK. No head light removal.
8. Gasoline only. NO oxygenated race gas, alcohol or methanol. NO power enhancing additives. NO oxygen or nitrogen bearing compounds.
9. Any headers are legal. Full exhaust system is required, 3.5" max. Car must have 2 mufflers and 2 tailpipes, 3.5" max. Any commercially available muffler is legal.
10. Any torque converter is legal.
11. NO trans brakes allowed.
12. Suspension mods limited to springs, bushings, air bags and shocks. Bolt on traction devices and upper/lower control arm replacements are legal. Aftermarket sway bars, OK.
13. Slick width limited to 10.5" by sidewall designation. DOT tires limited to 13.5" by sidewall designation.
14. Trunk mounted fuel cells legal. Lowered gas tank sumps legal. Appearance of factory tank viewed from rear of car is required.
15. Full factory interior required, with the exception of roll bar, shifter and gauges.
16. Cars will race heads up, off a ladder set by qualifying with the fastest car racing the slowest car off a .400 pro tree.
17. Once CI/weight has been determined all cars must weigh before returning to the pits, after every pass, during qualifying and eliminations.
18. Tech crew to determine who, when, and where any P&G-ing of cars.

# All Buick Car Show Classes

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
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

**All show classes will have a 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> 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](http://www.buickperformancegroup.com)**

**Show Director - Brad Conley**

## 31 Show Classes

**Modified Classes: 4 or more modifications**

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### 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.

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

# Buick Performance Group, 1<sup>st</sup> Annual 2004 Buick Nationals

Name: \_\_\_\_\_ BPG # \_\_\_\_\_

Last 4 digits of your Social Security: \_\_\_\_\_ (This will be your registration number)  
 (Can also be your NHRA number)

1. **Spectator Tickets \$ 12.00 (per day per person) x \_\_\_\_\_ number of tickets.....= \_\_\_\_\_**  
 (Fee at the gate or late registration is \$15.00 per day per person)
2. **Driver & Car Race (Thursday) \$ 20.00 .....= \_\_\_\_\_**  
 (Fee at the gate or late registration is \$25.00)
3. **Driver & Car Race (Friday) \$ 25.00 .....= \_\_\_\_\_**  
 (Fee at the gate or late registration is \$30.00)
4. **Driver & Car Show (Saturday) \$ 20.00 .....= \_\_\_\_\_**  
 (Fee at gate or late registration is \$25.00)
5. **Driver & Car Race (Saturday & Sunday Weekend Pass) \$ 60.00 .....= \_\_\_\_\_**  
 (Fee at the gate or late registration is \$70.00)
6. **Super 8 (Saturday & Sunday Weekend Pass) \$ 90.00 .....= \_\_\_\_\_**  
 (Fee at the gate or late registration is \$100.)
7. **Quick 16 (Saturday & Sunday Weekend Pass) \$ 70.00 .....= \_\_\_\_\_**  
 (Fee at the gate or late registration is \$80.00)

**TOTAL:** \_\_\_\_\_

**Make Check or Money Order payable in US funds to: Buick Performance Group**

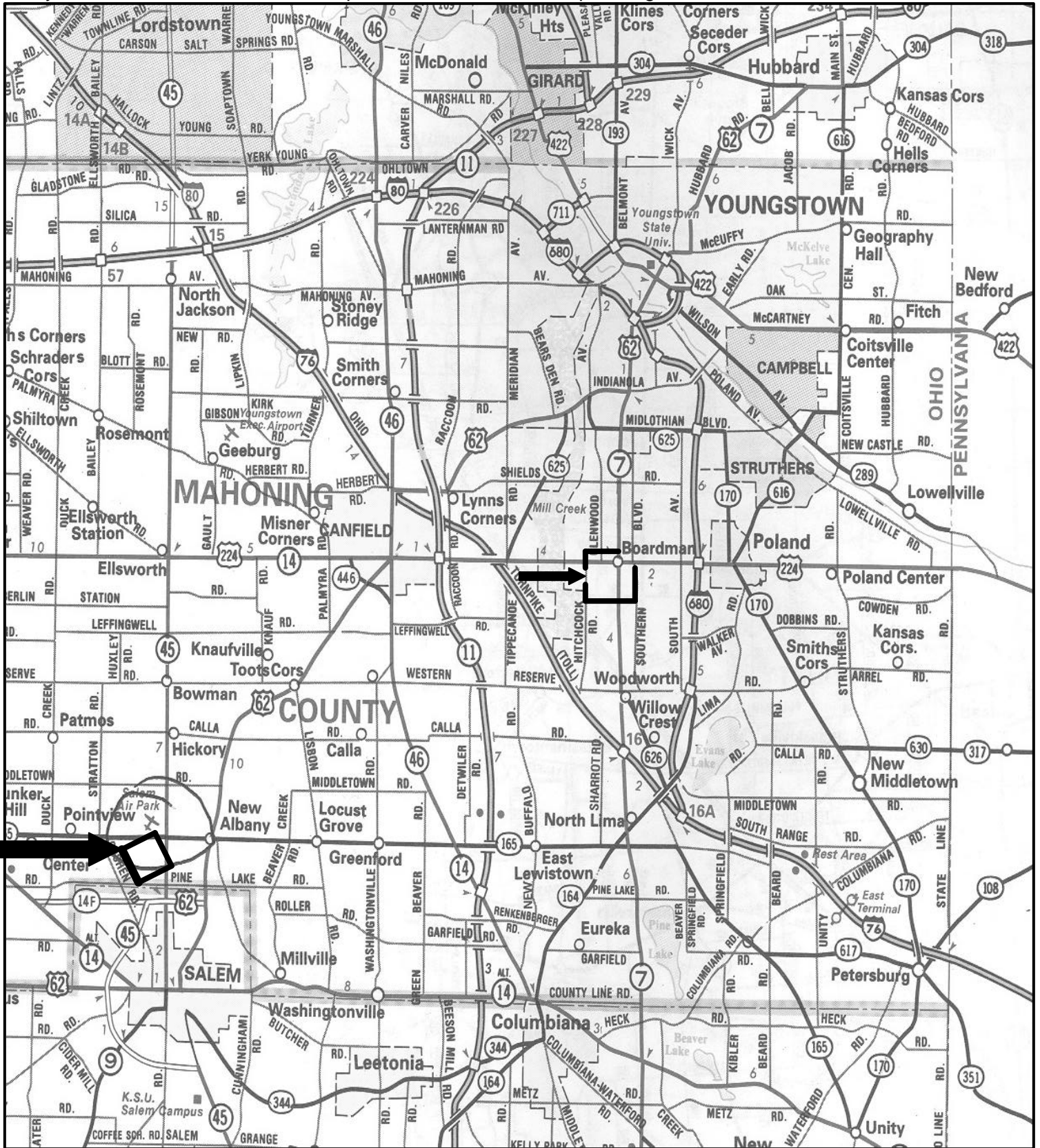
**Send Registration form with payment to: B.P.G Buick Nationals, P.O. Box 22279, Robinsdale, MN 55422**

1. The BPG Buick Nationals is an open Buick race and show event open to all Club members as well as to all Buick enthusiasts. We would prefer non-members join the BPG, but this is **not** a requirement on participating.
2. You **may** register more than one car at the event but must fill out an additional registration form with payment for each additional car entered.
3. Above discount fees will not apply to any registration funds **received after July 15<sup>th</sup>**.
4. Driver & Car Race tickets include Driver entrance ticket and Car Race sticker for each particular day entered.
5. Driver & Car Show tickets include Driver entrance ticket and Car Show ticket.
6. Request for a prepaid ticket refund must be made in writing and **postmarked by July 15<sup>th</sup>**.
7. Children under 12 are admitted free when accompanied by an adult.
8. Verify your registration packet and its contents when you receive it since no changes will be made after receipt.
9. All pre-registered packets can be picked up at the gate registration tent at the track.
10. If you wish to receive a payment receipt of this form please include a self-addressed stamped envelope, or please list your email address for electronic confirmation.
11. Changes in tickets after we receive this form may only be done at the event.
12. Additional tickets can be purchased at the event registration tent.
13. Second Chance DUCK Class is a \$20 buy back open to all first round losers in all classes

**If you have any questions concerning any aspects of the BPG Buick Nationals or this registration form, please call BPG Event Director: Jim Haas 305-593-5849**

# Detailed Map, Vicinity of Quaker City Dragway, Salem, Ohio

The hotels are located mainly in the Boardman area, (see marked arrow below). The track is about 15 miles away from the hotel cluster, a 25 minute drive (see below arrow). We will have an updated map, checking for any roadside construction and with quickest routes to take in upcoming issue.





"The Fastest Buick Race in the World"

14<sup>th</sup> 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**

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)

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

10x20 Vendor Space \$25/Space

Spectators/Pit Crew \$8 each

- For information -

Roberta Vaalov (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



**We specialize in:**

- Corvette
- Grand Nationals
- Camaro/Firebird
- GS / Skylark

**Services:**

- Fuel Injection Diagnosis & Setup
- Turbo Installation
- Differential: Rebuilds/Gear Installation
- Headers/Exhaust Systems Installation & Fabrication
- Cylinder Heads Installation
- Camshafts Installation

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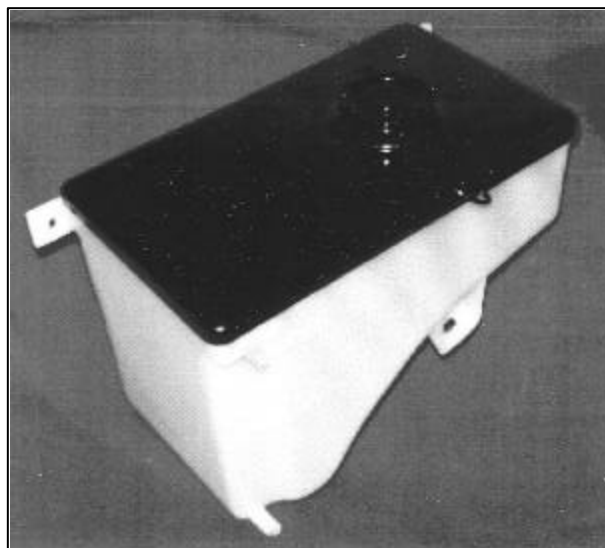


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Reproduction Coolant Overflow Tanks



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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