

**Bill Anderson** set the record straight! This past October 10<sup>th</sup> at the East Coast Tri Chapter Buick Meet held at Cecil County, Maryland Bill ripped off the fastest ever time for a Buick! Bill's single turbo Buick powered Regal stunned the crowd by running a blistering **7.25 at over 188 mph!** Shown on the right is an actual shot of this record pass! Congratulations to Bill and his crew, at Anderson Performance. It was hard work, but now he is the "Top Dog"!



We would all like to wish Bobb Makley a healthy and speedy recovery from his tragic incident at Cecil County Dragway. Bobb had just ran a 9.91 pass and had taken his beautiful GS (shown left) back in the lanes to better that time. Safety was a huge issue for Bobb. He had taken every precaution, which has proven to save him from an even worst injury as he ran into mechanical failure which caused the accident. Again we all wish Bobb and his family the best. God Bless. Our prayers are with you.

# The Buick Performance Group

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## **Buick Performance Group Mission Statement**

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

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The Buick Performance Group is a non-profit, member run organization. We value all input from our members, and would love to include your car, tech tips and any article that you would take the time to submit to us.  
To submit an article or your car for a feature, fax, email or postal mail your information and pictures to this address:

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# 2005 BPG Car Show Options

By Duane Heckman

This year's Car Show was a very successful event. There were very few problems and everyone seemed to have a good time. However, I still hear talk about changing the show format. Below are the 3 options that I see the show can take. Please take the time to read over everything before placing your vote.

## Option 1 (Concours classes judged, all others popular vote.)

This would leave everything like it was, with the Concours classes being the only classes being judged. All other classes would be Popular Vote and the break for stock vs modified cars would remain the same. This would allow for Gold, Silver, and Bronze Concours trophies, and 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> place trophies for all other classes. (This year the regular class trophies were Winner and 2 Runner Up's. This would definitely be changed for next year, if we keep the current show format.) Concours classes again will remain as an "option" for cars in all stock classes. **Note**; It is not within the power of any judge to "force" a car into one of the Concours classes. We can suggest, to an owner, that he/she should place their car in that class, but that is as far as we can, or will go, period.)

## Option 2 (Judge the entire show.)

The Concours classes would remain the same, but now the regular classes would also be judged. This would require the following;

1. We would need to develop a 100-point judging system for the regular classes, with considerations being made to judge the modified classes. (The current 400-point system would be too involved to judge an entire show field in a reasonable time.)
2. We would need quite a few people, possibly as many as 24-36, to volunteer as judges, and we would also need possibly 10 more people for clerical help. The judges would not only have to be knowledgeable regarding the type of cars they will judge, but would also need to give up at least 2 hours of their time on show day. Time would be needed to familiarize everyone with the judging forms and to split them up into groups. Once the cars were judged, each team's judging forms would be checked over. If any problems were found, they would need to be corrected before each group could be released. Then the extra clerical volunteers would tally up the votes, and prepare lists for the class winners.
3. We would also need to put a system in place that would make the judging sheets available upon request. (I do this now for the Concours classes, but with only a limited number of cars.)

I already see a few problems developing from this type of set-up;

1. If we figure the size of the show, and the number of people needed to run it, it would mean that a sizeable proportion of the contestants would be involved in judging the cars. This would mean that many of us would be working instead of looking at the cars, talking to each other, and having fun. (Welcome to my world.)
2. I see people complaining regarding the "knowledge level" of the judging teams. (Especially from someone that expected to win but didn't.)
3. This type of show would take longer to do than other types, and would probably require cutting further into the Racing schedule than last year's show. Most people are talking about making the show shorter, so they can watch some racing. I have no problem with that whatsoever, but I don't see how this type show can be run in the time allotted.
4. And more importantly, the pitting of one Buick brother against another would increase instead of decrease over the type show (Option 1) used last year.

## Option 3 (Concours classes judged, all other classes participation only.)

This is the opposite extreme, from an all judged event. Again the Concours classes would remain the same, but now all the other cars would be put in classes by year/model but with no differentiation between stock or modified. We could give everyone, including the Concours classes, a car show participation gift, like a larger dash plaque or something.

This option would do quite a few things for us,

1. We could probably lower the cost of entering a car in the show because the participation gifts would not cost as much as the car show trophies. This alone would probably bring in more cars, as it would make it more attractive to owners.
2. There would be **NO** feuding in the regular classes about cars that were too nice.
3. There would be **NO** bitching about modifications.
4. This arrangement would give the entire show a much more relaxed atmosphere, and would help build the camaraderie that we all share, vs the opposite of pitting one Buick brother against another. (It would be like a large car show, where everyone got together to have a good time.)
5. The need for a small army of judges, and clerical help will be avoided.
6. The participation in the regular classes would definitely increase by a large percentage, because many of the supposedly "non-worthy" cars, which sat on the sidelines this year, would join in because of the "non-judged" nature of the show.
7. The participation in the Concours class will probably increase also, because they will get something whether they earn a trophy or not. Plus more "entrance level" cars will move into these classes so they can get their judging sheets and learn what to fix.

To be honest, the only down side I see for this option is that some people will be unhappy that trophies will not be handed out for the regular classes. Most people will not care, but I am sure that some will not attend if they do not have the opportunity to take a trophy home.

To sum everything up, here are the 3 choices again,

**Option 1** (Concours classes judged, all others popular vote.)(Like last year.)

**Option 2** (Judge the entire show.)

**Option 3** (Concours classes judged, all other classes participation only.)

Please snail mail, or e-mail me at [bdheckman@att.net](mailto:bdheckman@att.net) with your vote for either option 1, 2, or 3. If you would rather call and talk about this, then e-mail me for my phone number. I will also list the times you can call. If you do call, do not leave your vote on the recorder, but call back until you get a live body. The recorder is old and the messages sometimes get garbled.

**Note**, only votes with a full name, and either a current V-8 or Turbo Buick call name, BPG #, GSCA #, or BCA #, will be considered valid, all other votes will be tossed out. If you would like to add a statement as to why you made your choice, please feel free to do so.

The **deadline** for voting is **December 31, 2004**. No, and I repeat, **NO** votes past that date will be accepted! This will give us plenty of time to set everything up for next years show.

I will keep a tally of the votes, from all sources, and let everyone know the direction the show will take, once the voting is over. It's your Club, and your choice.  
Thank you for your time.

Duane Heckman  
120 President Ave.  
Rutledge, Pa. 19070



# NOS PARTS, THE AGONY CONTINUES

By Duane Heckman

The three biggest fallacies about “New Old Stock” (NOS) parts are the following;

1. That the part numbers listed in the “Parts Catalogues”, and in many other reference books, are the same numbers that are stamped or cast into the parts.
2. That all NOS parts listed in the Parts Catalogues are correct for all the years listed.
3. That all NOS parts are painted, plated, or are identical in shape, and material to the original parts they were made to replace.

Now, lets attack these items one at a time. We all know the numbers that are stamped into the housings of 70-72 Stage 1 carburetors, as that is how they are normally identified, but lets match them up with the numbers from one of the Buick Parts Catalogues.

Stage 1 Carburetor Year & Description	Numbers Stamped Into the Base Part	Part Numbers from Buick Parts Catalogue Effective March 1973
1970	7040246	7047047
1971	7041242	7047140
1972 (49 States)	7042242	7046575
1972 (California only)	7042942	7047240

The first thing you notice is that the numbers stamped into the parts **do not** match the part numbers from the Parts Catalogues. That is because the Parts Catalogues listed the numbers needed to **order** the replacement parts. These were the numbers assigned to the boxes, and were not necessarily the numbers found on the parts.

One reason GM needed different “ordering” numbers was when they had to list parts with different finishes. Take the 70-72 455 valve covers, both the Stage 1 and non-Stage 455 covers used the same stampings, but the Stage 1’s were chrome plated, while the others were painted. Here is how the numbers shake out.

Valve Covers Year & Description	Numbers Stamped into the Part	Part Numbers from Buick Parts Catalogue Effective March 1973
70-72 Stage 1 (RH)	1232068	1233422
70-72 Stage 1 (LH)	1232069	1233423
70-72 Non-Stage (RH)	1232068	1232068
70-72 Non-Stage (LH)	1232069	1232069

You can see that the numbers stamped into the parts are identical regardless of their plating/painting, but GM assigned other numbers for the chrome covers, in order to differentiate the two types they intended to stock.

There are many other examples of this, like the numbers for 72 Skylark/GS plastic grills. The number cast into the part, for both paint schemes, is 1239956. But, the part number for the Skylark/Sport wagon grille is 9608381, while the part number for a GS grill is 9608382.

The problem for us, the restorers, is that it is often difficult, if not impossible, to tell if the numbers listed in many of our reference books are part numbers, or if they are the numbers that are actually stamped into the parts. Information for these books was compiled from many sources, including dealer bulletins and factory assembly information. Many of the service bulletins listed part numbers, so the dealer knew the numbers needed to order the parts, while the factory info often referenced the numbers stamped/cast into the parts.

This confusion over part numbers has led to many horror stories. I often hear of people that sold, or worse, threw out parts they thought were wrong, only to find out later that the parts were indeed correct. A mistake like this can easily cost hundreds of dollars to correct, and possibly add years to your parts searching.

Now let's look at the second item, namely, "That all NOS parts listed in the Parts Catalogues are correct for all the years listed." Lets use the 70-72 radiator core supports as our example.

If you look at original cars you will notice that the 1970 core supports had the year 70 stamped into them. This means this part was first used for the 1970 model year. (Note, GM used this same type of coding in taillight and other lenses.) Now if you examine original 71-72 cars you will see the year 71 stamped into all of them. This means that the core supports were changed slightly for the 71-model year, but the part was left unchanged throughout the 72-model year. Now lets look at how the assembly manuals and parts catalogues list them.

Part Numbers from Factory Assembly Manuals	Part Numbers from Buick Parts Catalogue Effective March 1973	Part Numbers from Buick Parts Catalogue Effective May 1981
1231867 (70 Manual)	1237211	1237211 (superceded Part number 1231867)
1237211 (71 Manual)	(Note this number was listed as 70-72 A-body)	(Note, also listed as 70-72 A-body)
1237211 (72 Manual)		

The first thing you notice is that originally there were 2 different types of core supports, namely the 70 and 71-72 styles. The second thing is that by March of 1973 GM was only offering the 71-72-type core support as a replacement part for all 3 years. This makes perfect sense, because GM discontinued the 70 style and switched production over to the new 71 style at the beginning of the 71-production year. This also meant that any 1970 car that was wrecked after March of 1973 received a replacement 71-72-style core support if needed.

The key to all this is the word **"replacement"**. The parts catalogues were designed to supply replacement parts, that could be used to repair the cars listed. GM did this by using parts that were "currently available" in their inventory. This often meant these replacement pieces differed from original components.

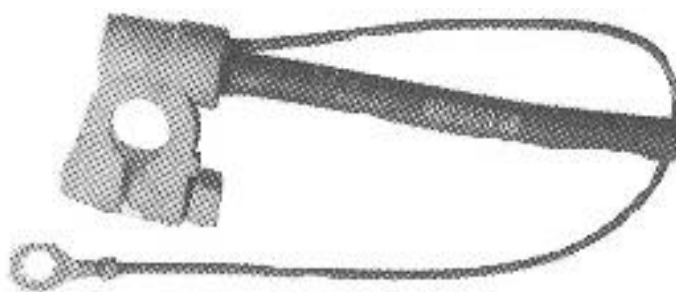
Now we turn to the third item, "That all NOS parts are painted, plated, or are identical in shape, and material to the original parts they were made to replace." This is the one that gives me the most problems. I am often asked the question, "What is the correct part, color, etc, for my car." Many times, after supplying the answer I hear, "Well that's not what my NOS piece looks like." People often take the appearance of an NOS part as Gospel, especially after spending a large chunk of money acquiring it. They figure, how much closer to original, can a brand new genuine GM part be, and sometimes get very angry when told the truth.

Again the key word here is replacement. Many of the NOS pieces for our cars were made years, if not decades, after the actual car production ceased. The idea that a replacement part stayed exactly the same, for this length of time, is not only dumb, but can end up becoming a very costly mistake. There are so many examples of NOS parts being changed, that it would be impossible to list them all.

One example that comes to mind is about battery cables. Years ago I had a guy ask me how long the "pig tail" was on a 70 GS 455 negative battery cable. My response was, "What pig tail, they were spring ring cables and didn't have any tails." As the conversation continued, I discovered that he had purchased an NOS cable, like the one pictured on the right. It had the correct part number melted into the casing and was the correct length, but the battery end was completely different then the original style, shown on the left. Obviously GM had changed the design, but retained the same part number. He paid around \$60.00 for the cable and was upset that he could not use it for his restoration. He ended up buying a set of reproduction cables that looked just like the originals.



**Original 70 style Spring Ring Battery Cable**



**NOS 70 "replacement" Battery Cable**

**Here are a few other examples of NOS parts that have been changed throughout the years.**

- 1970 GS Grills are made from black plastic, instead of gray, and have an extra gusset molded into them at the top of the “V”. The replacements also came with several different and incorrect painting schemes.
- Windshield washer pumps, for depressed wipers, have black plastic bodies, instead of the white original types. Some even have a different base plate for later wiring applications.
- Delco Remy voltage regulators have the wording embossed in a straight line, while the originals were offset.
- 1970-72 Interior courtesy light lenses are made from clear frosted plastic, instead of white, like the originals.
- Ram air cleaner foam seals are made of gray foam, unlike the originals and early replacements that used yellow foam.

The list goes on, and on, and on.

In summary, if you are going to purchase NOS pieces the best thing I can suggest is do your homework. The best sources of information are factory assembly manuals, and the parts on your own cars. If you can verify that the parts on your car are correct, and the NOS parts look different, then assume that the NOS parts are wrong, not vice versa. Also remember that the NOS pieces are often the last version of the part that was produced. So if you are looking for a 1970-driver side front inner fender, you should be prepared to get one for a 72 and not a 70.

The other thing to remember is if you buy an incorrect NOS part, you still need to find the correct part for your car. Also, unless the part is correct for another year vehicle, you may end up “eating” the entire amount you spent. This can sometimes be a hard learned lesson, especially when the less expensive “reproduction” parts end up being more correct for your car.

Like I said, the agony continues.

Duane Heckman

**Note**; I want to give special thanks to Henry White for being kind enough to dig through his parts manuals and photocopy the information I needed to write this article.

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# ***How to Install a Vinyl Top***

By Phil Green and Patton Glade

We as a Buick community try to share our insight on our projects and things we learn along the way. Many times people have stated that they would like to install a vinyl top on their Buick. Well, we decided to install one ourselves. (Along with some help) With a family member who is a professional Upholsterer. Although we had help with our top it was still a challenge and to be honest it took every one of us to install the vinyl top.

## **Supplies used:**

- **6872VL60 Premium-series vinyl top for 1968-1972 models. Black \$83.00 Purchased from Year One.**
- **Grease Pencil – White**
- **Wax and Grease remover**
- **Glue pot and glue (potable type)**
- **Upholstery Shears**
- **Measuring Tape**
- **Masking Materials (Tape and Newspaper)**

We started of by placing the vinyl top out side in the warm sun. This allows the vinyl top to become more pliable. Now the fun begins the vinyl top was placed over the roof of the 72 GS to start marking the alignment of the right and left Seams for the rear of the car.



First we located center and made a mark with a grease pencil then measured to the right and left for placement of the vinyl seams and marked them as well. We then moved to the front of the car and started the same process over again on the front.





Once the Marking is done, and then the messy part starts. First we mask off the car so that the glue that will be sprayed will not go on the body.



This photo is after the application of the glue to the top. (The glue can set a while to become slightly dry to the touch)



While The Glue is setting on the top of the car, we are applying glue to the back of Vinyl top.



After the Glue is applied to the back of the vinyl top we carefully carry the top to the car. (Be aware that this glue applied to the vinyl top is just like tape that sticks together – It is forgiving however)

The Vinyl Top is placed glue side down and the seams will be placed on top of the previous mentioned alignment marks. Here is where you need a few extra hands and a good set of eyes (used to keep seams straight)

Once the top is aligned and installed you will need to go do the A pillars and B pillars. These can be a bit tedious because you will have to pull the vinyl into shape.

Our vinyl top did not come with the vinyl piece for the rear panel. I think it was not included but fortunately we had enough material from the B pillars to cover this area correctly.

Final trimming around the windows, B pillars and rear panel studs and the top was complete.



# ***BOAT - TALES & TIME SLIPS ( From England )***

By Ian Fitzgerald



My story starts 20 years ago when I first met my now long time friend Chris Allen at one of our drag strips. I was only 17 at the time and had not long since purchased my 1972 455 powered Skylark. I recognized at once the shape of his 1971 Riviera, I went over and started to talk Buick. Over the coming years we became good friends, with the need for speed in the big Riviera which was always a challenge. Almost all the work at this time was being done by Chris, a precision engineer. Most of the rewards came from tweaking the Quadrajet, recurving the distributor, adding headers and a 2 ½ inch dual exhaust. The car ran a best of around 14.8 at just under 100 mph. Sadly it all came to an end in 1989 when the Riviera was totaled in a wreck with a Semi truck. Chris, his wife, her sister and boyfriend escaping with only serious cuts and bruising, were lucky to be alive.

Now fast forward to 1991 and the quest for another Riviera. Discovery! One real "Black Beauty" with a massive set of Cragars. Good news though, as the owner had kept the original wheels. Chris was ecstatic, the car was a real find and he couldn't wait to get it to the track for some action. Over the next few short seasons with some modifications and breakages, first was the transmission. It was rebuilt, made to be faster with the addition of a quality torque converter. Next was the engine. After inspection, we guessed that it was a rod bolt that let go and the engine was scrap, even the camshaft was in three pieces! That was 1996. Rebuild time! I helped as best I could with information and collecting parts. The help of the GSCA proved valuable, with both parts and information, even if they did send only 6 pistons at the first time of asking. Chris converted his 1971 heads to Stage 1 specs, with TA stainless valves, bronze guides, also taking the opportunity to do some port work. The rest of the engine was put together with first class machine work. We also had to make our own torque plates for honing. With the motor out of the car, Chris took the time to strip and rebuild the front suspension using polyurethane bushings for a more positive ride. Another major job at this time was an almost total remake of the transmission cross member, to allow fitment of the 2" coated TA headers.

In 1999, after an initial engine break in period it was off to the track. But the car seemed to be plagued by bad luck and problems. First off was the 10 cent washer used to seal the union for the rear block oil pressure gauge. An oiled down track, empty oil pan and a ride home on a recovery truck was the result. Another problem that just drove us crazy was the car use to cut out just after going over the finish line, it was really difficult to re-start with the fuel pressure gauge doing a double dip, fuel re-filling the float bowls, even though the same gauge had shown a solid 7psi for the whole run. Turned out to be a blocked fuel tank vent! Problem cured, the car still was not consistent. We played with fuel systems before ending with the Mallory 140 electric pump. The addition of some sticky Hoosier Quick times now had the car running in the 13.40's at 100 mph. But I was not happy and was sure there was more. Running the specs through on my computer I was sure the car was capable of about 107-108 mph, but the car had only run a best of 101 and that was not without problems. The more I tried to tune the carb the more I thought that it was the problem. This was a Holley 800 spread bore with mechanical secondaries, list # 6212

In 2004 it was the last straw, 12's or bust! We formulated a plan and my shopping list for my GS Nationals trip. This included Demon 850 annular carb, QA1 front shocks, Romac damper, and CV Products billet fuel pump. While on my vacation Chris took the initiative and moved the battery to



the trunk and fitted twin electric cooling fans. With me back on home soil, Chris had the new parts and a thrash to get the car ready for the Mopar Euro-Nationals. More problems! Out of the box the Demon carb was just not set up for the 455 causing it to run very rich on the drive to the track. Remove the carb, check it, and set it, refit it and tune it. More problems! With the electric fans and trunk mounted battery the alternator could barely keep up with demand and actually expired on the trip home. We only managed to put in two passes all weekend in the 90+ heat and they were a 13.15 and 13.21 both at over 103. Things were starting to look better.

The final meeting of 2004 was at the N.S.R.A Hot Rod Drags. It was now 12's or Bust! Chris said the car ran strong on the street but a little on the hot side. Saturday morning we set up the car for track action. Change the tires, set the rear air bags, check the plugs, check the timing, set the front shocks, and then RAIN! It was quite late before the track had dried enough for some action. First pass 13.15, but it was over 104mph, things looked good for Sunday. Sunday dawned, it was going to be a good day, but very, very busy. The turn out for the Hot Rod drags is always excellent with the quality of the cars getting better and better each year. Our first pass was a 13.12 with speed just under 105! Next pass a breather hose collapsed and ended the run in a cloud of oil smoke. We fixed the problem in the pits, did some checks and charged the battery. Next pass 13.01 @ 105.8mph! It's just got to happen today! Back to the pits, cool down, check the plugs, running a little lean....leave it alone! It's running too good to mess with!!! We charged the battery, and I had noticed on the previous pass a little wheel spin on the launch, so we adjusted the front shocks two clicks back.

The moment of truth was at 4.24 pm. Chris staged the car a little deeper than normal, cut a good light and the result **12.87 @ 106.4 mph!!!** It was a long time coming and I'm sure that there is more to come. But we are very happy! A big "THANK YOU" to everyone who has helped, from both Chris and myself.

#### Tales of the tape:

60ft.....1.939  
1/8mi.....8.26  
mph.....85.76  
990ft.....10.68  
1/4mi.....12.87  
mph..... 106.22



**Current vehicle specification:** 1971 Buick Riviera. 4600 lbs.

**Engine:** 1976 block with modified camshaft oiling from driver's lifter galley, enlarged and ported oil passages in front cover, home built deepened and baffled oil pan with crank scraper. Bore is +.030 and fitted with hypereutectic pistons. Compression is 10:1 with a .010 deck height, 67cc chambers and Fel-Pro gasket

**Camshaft:** GSCA Hemi Killer, 0.499/0.499 Lift, 241/241\* Duration @ .050 and ground on 112\* lobe centers

**Intake manifold:** Kenne Bell Wildcat.

**Carburetor & fuel system:** Barry Grant Mighty Demon 850 with annular boosters. Mallory 140 electric pump and 1/2" fuel line, Barry Grant regulator.

**Ignition:**

**GM HEI:** Stock except for recurve. Total of 36\* @ 2500rpm. Vacuum disconnected.

**Exhaust:** Coated 2" TA headers with custom 3" dual stainless system and Straightline Performance mufflers.

**Transmission:** Rebuilt TH400 with Trans Go shift kit. Mated to an Art Carr 10" Super Torque.

**Rear End:** 3.23 Posi spinning 275/60 x 15 Hoosier Quick Times. Boxed control arms. Rear air bags, 25psi Passenger side, 4psi Drivers side. Standard shocks.

**Front suspension:** QA1 shocks. Polyurethane bushings. Sway bar removed.

**Future improvements include:** Billet fuel pump and Romac damper. New Edelbrock B4B intake when available. Hotter ignition system. And more GOOD LUCK!!

# Some More Action Shots at the BPG Nationals



Above Doug Paine starting out for the win light. While on the right Mr. Greg Gessler was on hand for test and tuning



Two more heavy hitters, John Schmidt (near lane) lined up against Scotty Guadagno in the "Worlds Fastest V-8 Buick". On the right Brian Earick of Earick Performance was on hand with loads of Buick performance parts.



On the left the Ohio gang takes a break from racing while Yardly pays them a social visit. On the right is the pit area for Dave Mongeon, as they were doing some last minute tuning under the watchful eye of Mike Tomaszewski



Above, John Csordas Jr. the winner of the Super 8, heating up the meats. John was running consistent 9.0's. What is a Buick event without having Paul Pirnat racing his wheel standing Buick. Paul always puts on a great wheel standing show!



Above is Dave Gramlow getting the tires hot for some quarter mile action. On the right Renee Moore was out showing the guys that you can never under estimate the power of a woman driver.

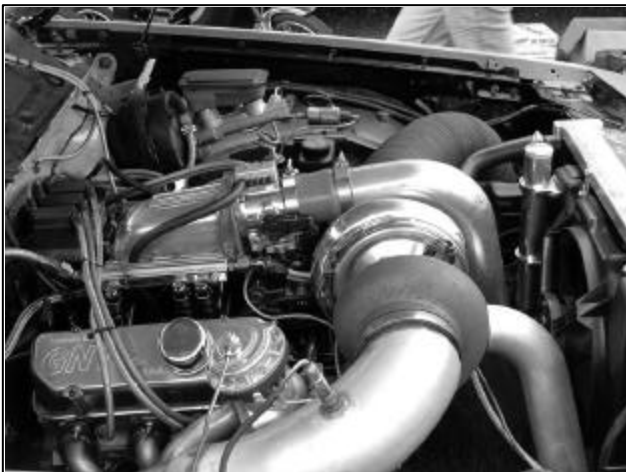


Above Rich Brouwer left his "Coin Operator" '70 GS back home and decided to step up to go faster with his newer model 455 powered Buick. There were plenty of healthy burnouts done prior to each pass like this beautiful 1967 GS, showing everyone the way a burnout should be.

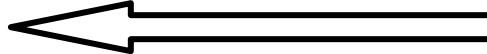
# Jack Cotton and his Orange T

If you ever have the opportunity of coming across Jack Cotton at one of the various Buick meets you will be meeting one rare great individual. Jack is darn right down to earth, always smiling and joking around, but when it's time to build a super fast Buick turbo all the joking stops as Jack takes his work seriously and it is well proven in many of his customer's cars and his widely known "Orange T"

Jack got into racing and building turbos about 12 years ago and in doing so created his business, Cotton's Automotive Performance, located at Agawam, Massachusetts 413-789-0531. Jack's Orange T has progressed each year running faster and faster. Currently his best time with his single turbo Buick 6 is a wheel standing **8.90 at over 154 mph!**



The heartbeat stops here! Jack's killer Buick is powered by a single turbo 274 ci Buick power plant. The Turbonetics T-82 turbo spools up the power to the Champion Aluminum Power heads along with other goodies supplied by Jack, including his own front mount custom intercooler. Taking the power out back is a fully worked TH400 feeding the beefed up stock 3.42 10 bolt rear. Jack comes off the line at 4800 rpm's netting some low 1.30 sixty foot times blistering off 125 mph at the 1/8<sup>th</sup> mile mark!



Above, Jack is getting down and serious on fine tuning a customers car at the track. When not racing you can always find Jack at his vending booth helping out discussing performance tips or just out right being friendly and making people feel right at home. No doubt in '05 Jack will be running well into the 8's with his Orange T. You can also reach Cotton Performance at their web site, [www.cottonperformance.com](http://www.cottonperformance.com)



# Memory Lane

Taken from  
**The Toronto Sun News**

**Happy Birthday Harold!...** Terri Rolls thinks she has the best father-in-law in the world, with the coolest car! Harold Roll's best time at the drag strip was 11.57 at 117 mph.

A retired General Motors employee, Harold's favorite times are behind the wheel of his Buick. He still races it throughout the U.S. and Canada. As a goodwill messenger, Memory Lane is happy to help his kids wish him a happy 68<sup>th</sup>.

"Remember, Dad," Terri writes, "growing old is mandatory, growing up is optional."

## To All BPG National Attendees

Hey Gang,

I would like to thank everyone for their attendance and support of the 1<sup>st</sup> Annual BPG Nationals. Hats off to all sponsors, and vendors, I tried my very best to make sure all sponsors and vendors had what they wanted, SPACE! I wanted them all to feel welcomed, which I tried to see every vendor each day to check in and see to their needs. Thankfully, they have all expressed interest in coming back next year!

I had a chance to meet many folks on the BPG and V8 boards, sorry I could not spend a lot of time with you, but the event had to come first! I recall meeting Adam Martin, Yardley, Ron Mooney, Larry Hymowitz, Carl Rychlik, Dave Gramlow, Alan Wander and Patty Charney just for starters, there were many. I thank you for all of the help you gave and for those great photos you have taken at the event. I was impressed at the family atmosphere that seemed to be in the air, and many folks said the same.

The weather was good and the track was wonderful to "us" the BPG, there is always room for improvement, and we know some areas that will get special attention. On a positive note, I was the recipient of only two complaints the entire weekend, which were resolved in a short time, all-in-all the buzz is very positive!

I am proud to be a part of the BPG and will continue to support the club the best I can. A big "Hats Off" to all Directors and Volunteers at this years event for their hard work and dedication to the event!

**Bruce Hunter, PR Director BPG**

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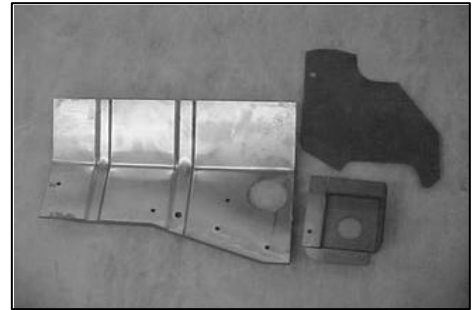
<ul style="list-style-type: none"> <li>Swaybar / Anti-Roll System</li> <li>Rear Control / Trailing Arms</li> <li>Rear Upper Adjustable CA's</li> <li>Rear CA Boxing Kits</li> <li>Custom Poly CA Bushings</li> <li>Removal / Installation Tool</li> <li>Custom Poly Motor Mounts</li> <li>Custom Poly Trans Mounts</li> <li>Billet Main Caps / Girdles</li> <li>O-2, EGT, Inj, MAT Bungs</li> <li>New Stuff Coming Soon!</li> </ul>	<p style="text-align: center;"><b>We Also Carry</b></p> <p style="text-align: center;"><b>Premium Products From:</b></p> <ul style="list-style-type: none"> <li>Moser: Axles, Housings, Etc.</li> <li>DTS: Gear, Spool, Posi, Etc.</li> <li>T/A Performance: Everything</li> <li>Limit Engineering: Turbo's</li> <li>Champion Racing Heads</li> <li>RJC Racing: Buick V-6 Stuff</li> <li>DC Tech: Same + Dress-up</li> <li>Call or Visit Our Website to See What's New!</li> </ul>
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# Repro Parts

Mike Garrison has been busy lately making up new repro parts for our Buicks. Below is a list of items that he already has on hand for sale. You can reach Mike at [mike@mrbuick.com](mailto:mike@mrbuick.com) or send inquiries to **Michael Garrison, 5220 North East Ashby Lane, Topeka, Kansas, 66617**

Shown on the right now available is a 3 piece weld-in kits for the 1970-72 Buick Skylark/GS. Available in "left" or "right" sides. You will need to consult a professional body shop to have this installed. I would allow 3-4 hours labor to install this kit. \$125. each side, plus shipping.



On the left, 1969-70 fan shroud hose hook. \$25 plus shipping



This is the U-Clip from the handle on the 1970-76 console shifter. \$45 plus shipping



On the left is the BB Buick GS air cleaner bracket. \$70 plus shipping.

On the right is the BB Buick alternator adjustment bracket. \$16 plus shipping



On the left are the correct bolts for the BB Buick or SM Buick air cleaner bracket. As you can see the original is rusted and the new ones look great! They are \$12 a pair plus shipping.

On the right '67-74 Stick shift flywheel cover. \$79 plus shipping



Available now sold separately on the left, Reverse Lockout Rod \$34. Reverse Lockout Bracket \$40. Reverse Lockout Bracket Stud \$15. Reverse Shifter Lever \$16. 455 Z bar block stud \$22. Steel Clip \$1 for 2.

Pull-up bar on '70-76 console shifter \$45 plus shipping







