



Yabba Dabba Doo

Who is the "Wheelie King?"



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.
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Drag Racing 101

By Rick Martinez & Doug Hecker

Most of us racers tend to forget that there are many club members who are not too familiar with the particulars of drag racing. In comparison, guys who live to race at the strip are not too up on the do's and don'ts of car shows as well as how to set up your Buick for a show. As we all know, most car shows have classes for racecars and modified cars. What I'd like to do is try to explain the entire drag racing deal making it easier for uninitiated to understand. Please bear with me, because while I love racing, I'll admit I'm no expert. However, the things I do know should be a great help to any novice racer.

1) Pitting: When you arrive at the track you should first try to pick a good spot to pit (set up). If you are driving your Buick in and meeting up with others try to pick an area that you are sure no one else is using and most of all when you park make sure your not blocking someone's trailer or pit area. This is extremely important as I have seen arguments break out because a racer is returned from a run, only to find an unattended locked up car blocking his area. That is a huge no-no! In comparison to the car show world it is like a guy parking his show car next to yours, leaving only 2 feet between the two cars. Another tip to remember involves car alarms. They are useless at the track and all it accomplishes is to annoy the racers pitted near your car. Once the alarm is set, the motion detector will repeatedly set the alarm off all day long as race cars with open exhaust rattle by. If you are attending an event with other Buick people and pitting near them, there is no need, to set your alarm as everyone usually keeps an eye on each others cars and equipment. Another tip is to make yourself aware on where you are pitting, in relation to the air pumps, water and most importantly the bathrooms!

2) Staging Lanes: Never pull into the staging lanes until you hear the P.A. announcer call your race class into the assigned lanes. Once you proceed into your lane do not pull too close to the car in front. Give yourself some room so you can pull around the car in front of you if need be. (For instance, car won't start) This leads me into the most important rule regarding the staging lanes, stay with your car! Your lane may start moving while you're off somewhere talking to your buddies, and if your not with your car, you'll be blocking the lane. I have seen track officials wave off racers that have held up the lanes, causing them to lose a run. You also risk harsh verbal abuse from your fellow The staging lanes are another place you shouldn't have a car alarm armed. If you are that concerned that someone will steal, strip or hit your car in the lanes, then stay with your car until it is time to race. I have been witness to this particular mistake many times. Car alarm blaring over and over, annoying everyone with earshot. Talk about losing respect of your fellow racers! The abuse you will receive from the other racers will be harsh and deserved. Also remember, once your lane is called, make sure to take the time to get your seatbelts buckled, helmet strapped on, and any other safety equipment in order. Make sure your windows are rolled up and make sure any accessories are turned off.

3) The Water Box: When the starting line crew calls you up to the burnout box, pay strict attention to the starter, wait until he signals you to move and to start your burnout. You will see the water area in front. If you are running street DOT tires or a car that runs 16 seconds or slower do not roll through the water. You need to slowly go around it, stop, and do a quick dry burnout, just to clean off your tires. Smoking the heck out of street tires will do nothing for you, other than wearing down your tires. If you roll through the water and then heat up your street tires, there will still be some water trapped inside the treads and when you pull to the starting line that water will trickle down onto the track, screwing up traction for you and the next car to pull to the line after you. With slicks or comparable DOT racing tires, pull slowly through and just past the water, step on the brake pedal just hard enough to hold the car from moving, while lightly enough to allow the back tires to spin. Heat them up until you see smoke in your side view mirror. Watch the starter, he will sometimes guide you through the water and let you know when to finish the burnout and pull to the line.

4) The Starting Line: Pay attention to the staging lights on the very top of the Christmas tree. They are the smaller two top yellow bulbs on your side. The top is the pre-stage bulb, while the next one down is the stage bulb. They are triggered by beams of light that are aimed across the track surface so your tires will block them when you pull to the line. Slowly move your car forward until you see the pre-stage bulb come on. This means that you are about a foot from the starting line. If you light your first bulb before your opponent lights his, you

should wait until your opponent lights his pre-stage bulb before you light your stage bulb. Once he does that, you should slowly creep your car forward until your stage light comes on. STOP! You are now set to go. If you move any farther forward you may cause the red light to come on, which is a false start, and you lose! Now concentrate! The countdown process begins with three larger yellow lights flashing in sequence from top to bottom, followed by the green light. We all know what to do when the green comes on, right? GO! If you happen to leave prior to the green, that big red light under it will come on and stay on, and that's an automatic loss. This is better explained in the reaction time topic that I will get to shortly.

5) Dialing In: Once you've made some time shots to get used to racing your car, you should have a pretty good idea what elapsed time (E.T.) your car is running on that particular day. When your class is called, you need to write a "dial-in time" on your windshield with shoe polish. Your dial-in time is simply how fast in seconds, you think your car will go. For example, during time trials, you ran a 15.46, 15.51, 15.48, it would be safe to say you are not going to run faster than a 15.46. Whatever E.T. you post on your car, you cannot run under, or you lose. This is called a "breakout". You line up with your dial-in set at 15.46 and your opponent has a 12.46 dial-in posted. This means you will have a 3 second head start on your opponent, with your lights starting to come down first. If you are dialed in quicker than your opponent, you will be giving him the head start. Either way, the object is to cross the finish line first, but without running under your dial-in and breaking out.



Perfect example: Above I dialed in a 9.33 to my opponent who dialed in a 14.98. That is about a 5 1/2 second head start! He was almost half track when I started! I won the race by having a .514 reaction to my opponent who had a .632 reaction. I caught him just prior to the finish line and just let off the gas so I wouldn't break out for the win.

6) Reaction Time: Just what it says, it's how quickly you react to the green light. With most cars, if the green light comes on before you've launched your car, you're very late and you've probably already lost the race. The key for most cars is to leave as soon as the last yellow lights up. It usually takes about a half second for you to react and your car responds to the action. If you leave when the green light comes on, your reaction time will be at least a full second. The green light is triggered .500 of a second after the last yellow. A common misconception of the casual observer is that the clock starts when the green light flashes on. It doesn't. You can sit on the line for 20 minutes after the green light comes on and the clock won't start until you move the car forward breaking the light beam. A perfect reaction would be .500 of a second. Hit a .499 and you will redlight and lose the race before it's even started!

7) The Race: OK you are relaxed, dialed in at 15.46, sitting on the starting line with your stage light on. The yellows light start coming down on your side. You leave after seeing the last yellow come on, no red light, no tire spin, (that's good). You motor down the track and you glance in your mirror and see that 12.46 car catching up to you. You stay on the gas pedal right through the finish line but right before you cross the line, your opponent flies by you and crosses first. Rats! You figure you lost, but you get your time slip from the timeslip booth and discover that you won! Why? How? A closer look at your time slip shows you ran dead on, running a 15.46 and your opponent broke out because he ran a 12.45. He lost. Then you notice on the time slip you had a .550 reaction light and your opponent had a .595 reaction. You actually won that race on the starting line. Because you reacted much faster to the green light, you forced your opponent to run flat out to catch you, causing him to run under his dial-in. In racers jargon, you ran him out the back door. Congratulations! You just won your first drag race! I bet you'll be back for more.

Tales from the Crypt

By Rick Martinez

Most of us “old timers” can remember the days of good old street racing. Now much older and wiser realizing that racing belongs on the track only, but hell it was fun back in the day. I have read the posts on the V8-Board under the thread of “Kill Stories” and it always brings back memories when I used to live for every Sunday night where we use to gather in a Buy-Rite shopping lot among 50 to 100 other street racers and cruisers. The cars varied, mostly though of Chevis and Fords. For me I was the lonesome Buick along with two friends that raced Oldsmobiles. It was so common when we raced that even on occasions a few gear head New York State Troopers would want to watch.

To give you an idea where and how we raced, we all gathered in the lot where jurisdiction was under the Spring Valley, NY police. After wheeling and dealing a race we would set it about 1 am on that same night. We would then cruise about five miles into New Jersey come up the entrance ramp to the Garden State Parkway where we would heat the tires, block the highway. The starting line was a “No U-Turn” sign and the finish line was exactly quarter mile down the road where the huge “Welcome to New York” sign was posted. The highway continued about another half mile straight and split, left you go up state NY and right you head south and extreme right you head back into the next town where we gathered. So while we



Parked in the lot waiting for some unsuspecting Chevy

were converging and heating up the tires any calls to the local PD would be confusing as to “who” covers the area. By then the race is long over and we’re back in the lot two towns over. It was a perfect set up and like the years before I came on the scene back in 1984 and lasted well into the 90’s until the new comers were only interested in stereos and graphics. That was a time that I will never forget.

One particular Sunday night out while hanging out at the lot a race was set up with my 1970 GS455 against a 1967 Chevelle sporting a 454 tunnel ram rat motor and baby tubs and 4.56 gears. I figured why not. My GS looked stock, typical 455 build-up for the time with a Mark DeConti TH400 with a 2.75 low first gear, backed by 3.73 gears. We set up heated the tires and we were guided to the starting line. I had a blistering 30 bucks in the till that totaled about 300 bucks. You see there were always a ton of side bets from the spectators.

The flag man checked and down he went. The Chevelle jumped out quick, but by mid way the rat motor was geared out. Good old Buick mid range torque caught and passed him by an easy car length. Win for the Buick!

The following Sunday came around and we were all back at the lot. The owner of the Chevelle wanted a re-match. I figured sure why not. This time the tunnel ram was gone replaced by an L-88 hood. Hmmm, oh well off we went. Again the flag came down the Chevelle jumped out again. And like before I past him mid way. Then all of a sudden the Chevelle was creeping by and beat me by a car length. What I later found out he pitched the tunnel ram in favor of a single 4 barrel and nitrous oxide. The bum sprayed me! So back then like that motto says,



Above: Two Camaros take off for a race. Take note of the sign “No-U-Turn” in front of the lead Camaro, which is the starting line.

"Race on Sunday and buy on Monday" off I was and bought me a NOS Cheater kit. Went back the following Sunday, unfortunately he caught wind I juiced my Buick. He declined to race again. But that did start me on a wonderful trip on racing with the spray for the next 6 years or so until I kicked the habit.

This next story was close to the end of my street racing days back in 1987, when I started to get scared of the speeds on the street, another words logic and maturity was setting in. At least I went out a winner and it was a good one. There was a cruise spot in Yonkers, New York at the Cross County Shopping Mall. Every Friday night around 100-200 street rods would cruise in and park next to a fast food joint that hired a live DJ to play tunes of the '50s and '60s. During the night people would walk around looking at the rows of glittering chrome or elect to cruise the boulevard in search of some street light action.

One particular Friday a bunch of my friends and I decided to bring our street machines to this local cruise spot. Before leaving I spoke with some North East GS/GN members who live in the area to take a ride over. Now my intentions on doing any street racing that night was completely out, in fact I deliberately left my nitrous bottle at home and took only \$20 for gas and food. We arrived around 9 pm parked and walked around looking at the other street rods. It was at this time, unknown to me one of my good friends who owned a rat powered '67 Camaro was trying to set up a race with my GS against a 350 Nova. He brought it to my attention after four or five guys started crawling under and around my GS. My



first reaction was no, but let's see this Nova. Well this 1972 Nova had a blown dual quad nitrous injected 350 engine with a narrowed Dana rear with steam roller tires and chrome everywhere!! My first thought was to punch out my soon to be ex-friend. Logic then prevailed, I replied, "I'd run him but I left my nitrous bottle at home." No problem said one of my other friends, "You can use my bottle, it's full." So I quickly replied, "I only have 20 bucks." Well about an hour later my group collected 700 bucks! So what could I say? Let's do it!

By now the local Buick guys showed up and also added some cash to the pot and much needed moral support. I quickly got my GS on the trailer and was ready to roll when the driver of the Nova started complaining. He said that if this is a street race that both cars have to drive to the race location or the race was off. I thought how far can it be anyway, 10-15 minutes tops? So off the trailer the GS goes. I was then told the race location is a service road at the Westchester County airport. Instantly I got heart failure! I shouted back, "That's about a 50 minute drive!" The bickering continued until I jumped in my GS leaving my truck and trailer behind, starting my journey north.

About 50 minutes and a half tank later we arrived. Already there were about 70 money hungry spectators. After a dry run to check the road condition I lined myself up to the starting line. Quickly I heated the M&H DOT tires good and hot. Then next to me it sounded like an F-15 fighter jet, the Nova easily fried the steam roller tires with a deafening roar. I thought this is it I'm dead meat! Well the flag man staged us and when he dropped the flag the Nova leaped out a good car's length ahead. Still staying with it I hit the nitrous button, hit second gear and by mistake went into third (using a stock shifter with a reverse valve body trans), without batting an eye at the tach and letting off the nitrous all while cursing at myself out loud, I slammed the shifter back into 1st! Man what a ride, hit the red line banged it into second and it started to happen, slowly I was pulling on the Nova. Hit high gear and I was starting to nose ahead and held him off by less than a fender for the uncontested win!

After the run and prying my clammy and stiff fingers off the wheel got out and we were all standing around. I was told that was only the third time the Nova lost a race, and the first Buick to do it. They were shocked, there parked next to their beast was a stock looking GS that cleaned them up! Just prior to leaving this guy who was a friend of the Nova guy started to mouth off. He told me he will run me open headers and slicks next week! My now best friend who set up the race quickly snapped back saying, "This is a street car and we only race in street trim! So let's get your blown rat powered Chevelle back to the starting line and we'll run for a grand! If not put up or shut up!" Well the Chevelle owner backed off.

I then proceeded to drive my GS back to my truck and trailer with 40 bucks in my pocket and I went home.

Wait there is a Part two to this story!

It was a year later during the Car Craft Street East meet held at Englishtown, NJ where I was the 5th car waiting in the staging lanes to run. I noticed the 1st car on the line was the same loud mouth in the same 1967 blown 427 Chevelle. Well good thing for me that fellow Buick racers, Mike Persarchick, Greg Gessler and Rob Chilenski were also on line as the second, third and fourth cars waiting to run. After a brief meeting it was agreed that the three GSs would stay in the same lane of the Chevelle, which permitted me to pull along side when it came time to run. After a typical Buick style burnout and a couple of dry hops I was ready. We both staged, at that point I could taste the ultimate revenge. The lights came down, being a typical Chevy owner he red lit. Instantly on green I smashed the gas to the floor (pre-line lock and trans break days) at the same time hitting the nitrous. By half track it was over, I shut off the nitrous and cruised thru doing an 11.24 at 119. The Chevelle finally crossed at 12.05 at 107. After a slow and joyful return to the pits, I was told by Mike, Greg and Rob that the Chevelle was broke on the return road (blew off the blower belt in high gear) and keeping that friendly Buick tradition each one waved good bye to him as they drove by.



Above was another victim to a Buick. This de-stroked small block Vega was towed down from over an hour away and decide to pick on a meek looking Buick...mine. The shot on the right is the Vega heating up the tires and my GS can be seen behind it (headlights) just prior to the run. Cleaned his clocks!

Fall Meet-up at the Conley Ranch

By Lawrence Conley

September 26 was a beautiful fall day in Central Ohio, not only because of the weather, which was perfect, but about 35 folks with a common interest brought their favorite toy out to play, a Buick! Jeremy Wood, of Turbo Buick fame, and I got together and decided to have a pot-luck picnic and get some of the people from the Central Ohio area together for food, friends and a good time. We have people from as far away as Cleveland came down for our little get together! There was lots of performance Buick's to be seen, including 4 (yes four!) GSX's, a GNX, lots of Turbo Buick's and GS's, too.

I hope to have this again next fall if time permits and people want to have another one. I've got 8 acres of grass, so space is not a problem. Oh, by the way, the guy who lives across the road from me has a Viper...he chickened out this year and didn't show his face. Let's get a BUNCH of performance Buick's together and MAKE him come out a play!

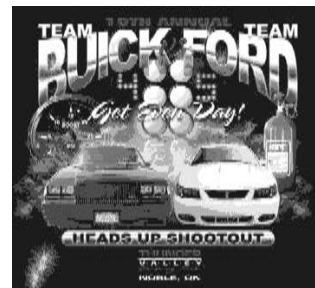


Some More Shots From The Ranch



The Tenth Annual Team Buick vs. Team Ford Shootout

By Dick Walker



Held at Thunder Valley Raceway Park, in Noble, Oklahoma, this past October 30, 2004, we saw Team Buick take it's win, of 39 to 35, over Team Ford for the second year in a row. This rivalry leaves these Teams tied, with five wins and losses each. The Ford Team entered 91 competitors on race day, and qualified 81 for competition. The Buick Team entered 81 and qualified 74, which made a ladder of 74 pairs for the finals, with seven Fords qualified (mid to high 14s) with no Buick contenders. Buick held the overall top qualifier position in the form of John Schmidt's Ohio based 1971 Opel, Stage 2 V6, with an 8.085 vs Roger Arnez 1964 Falcon FE motored 8.59. This match ended with Roger taking the win while John suffered equipment failure and went out in a cloud of tire shaking, spinning smoke. Other Buicks holding down top qualifying spots were: Neal White, Houston, Texas, 87GN, 9.571, Bill Duke, Ft Worth, Texas, 9.824, Paul Helliker, Las Vegas, Nevada, 1987 Turbo Regal, 9.836, Paul Calahan, Flagstaff, Arizona, 1987 Turbo Regal, 9.879, Mike Garrison, Topeka, Kansas, 1970 GS, 10.3, Mark Wallace, Catoosa, Oklahoma, 1987 Turbo Regal, 10.561, Mike Hogan, Austin, Texas, 1987 Turbo Regal, 10.66, Ted Bennett, Broken Arrow, Oklahoma, 1986 Designer T-Type, 10.733, and John Nguyen, Ft Worth, Texas, 1987 GN, 10.835.

A note of interest was Glenn Calahan's 1987 Gold Turbo Regal of Grants, New Mexico, driven by his brother Paul, featuring a TA Performance built and prepared aluminum Stage 2 engine. This first build had Champion heads and was being capably tuned by Cal Hartline. The car was wheels in the air and a handful to drive with current suspension. The Ford Team took control of these top positions with really well prepared cars, but it was a case of "too little, too late", the Buick Team had already put away the masses and took the lead with a 39 to 35 win. We took it and are happy about it. Thanks to all that participated in this event and gave good effort. See more at www.okbuicks.com, 2004 Shootout Results, showing names and times.



Above, Paul Helliker takes the wheel standing hole-shot on the Mustang for the win! While on the upper right another Mustang is shown the way to the trailer. Below left Jerry Chambers with his '70 GS was running 11.0's at 114+ mph. On the lower right Sheldon Stoughton torques his GS to a stump pulling 10.91 at 123 mph.



It's "OZ" To Round Some Fords!!!

Some more shots



Above is that all too familiar little red Opel owned by John Schmidt. John was running in the 8.0's at over 171 mph! On the right is George Hebbel driving his 1987 GN to an 11.50 run at over 112 mph.



Above Cindy Garrison showing her husband Mike how to properly heat the tires prior to her 12.99 run. Almost looking lost among a vast amount of Buick parts is Austin Kendal. Below left Scott Hetzel is off to another 11.0 pass at over 123 mph. While John Hoffmeister his showing what old Buick iron can do by running an 11.12 at over 118 mph.



It's Here!



At Bulldog Performance we strive to give the performance enthusiast the best possible product out of the box while leaving options open for modifications for the more serious racer. We have over 35 years of working experience in the casting business and in racing. We give our customers a product that they can rely on.

After all of the talk of people wanting a new 455 Buick block, Bulldog Performance made good on producing a new performance 455 Buick block for all of those hard core die hard Buick racers. For years we have been pushing a thirty year old design beyond its limits. A good amount of us have learned the hard and costly way when our engines expired, most times in a most violent nature.

Well it's here! The birth of a new generation 455 Buick engine is upon us. Now it's time for the guys who talked the talk to walk the walk. The new 455 Bulldog block is now a reality and orders can now be taken. Get on the stick now, because once the first run of blocks is completed it may be some time before a second run is produced. I for one have jump on getting a block. Below is a list of the Buick Performance distributors of the block along with other Bulldog products. I hope I haven't left any out. These blocks can be made to order, you have to decide on bore size, cam size, types of main caps, so when you contact one of the distributors you will be asked questions on what you want done to your block.

Earick Racing Engines, Inc.

Brian Earick
65H Dayton Rd.
Newark, OH 43055
740-366-6672
740-366-6672
mrbuick@cgate.net

PAE Enterprises

Jim Burek
4401 Turf Rd. Bldg. E
El Paso, TX 79938
915-855-6009
915-855-2424
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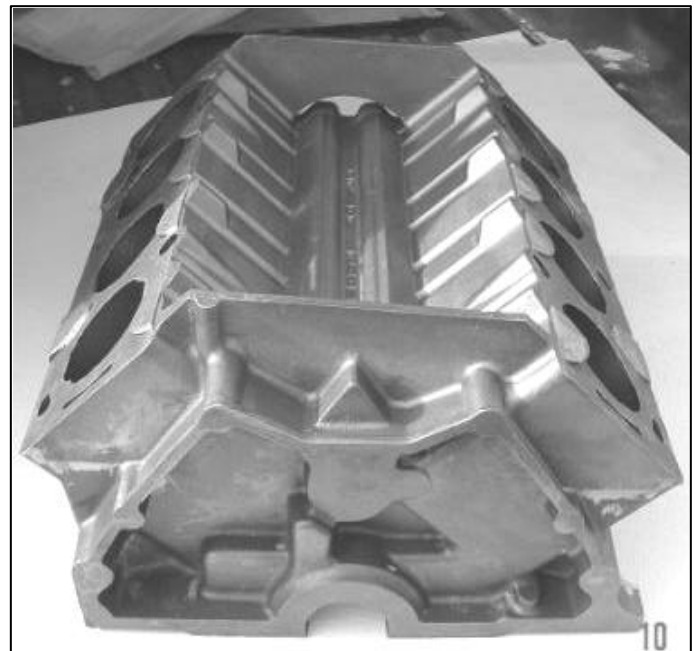
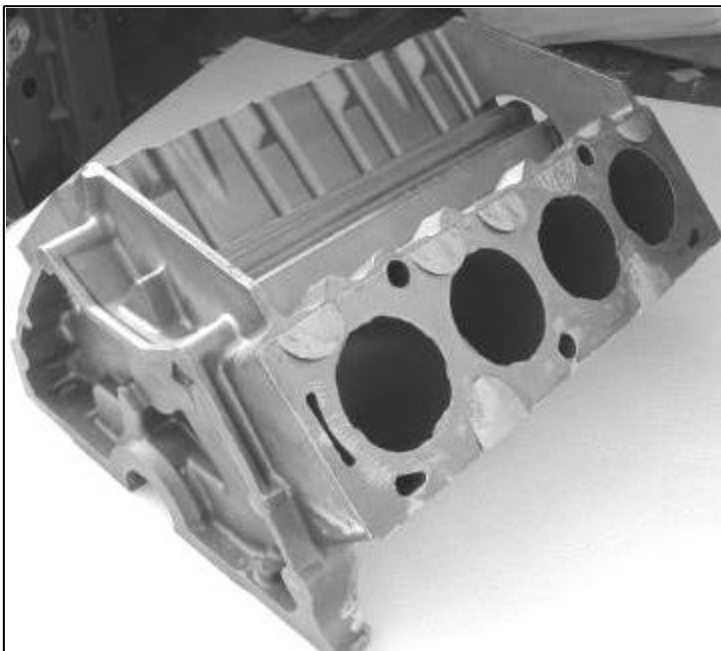
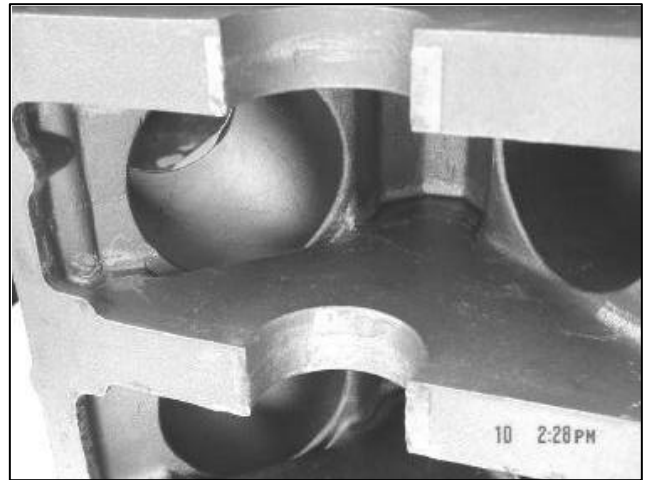
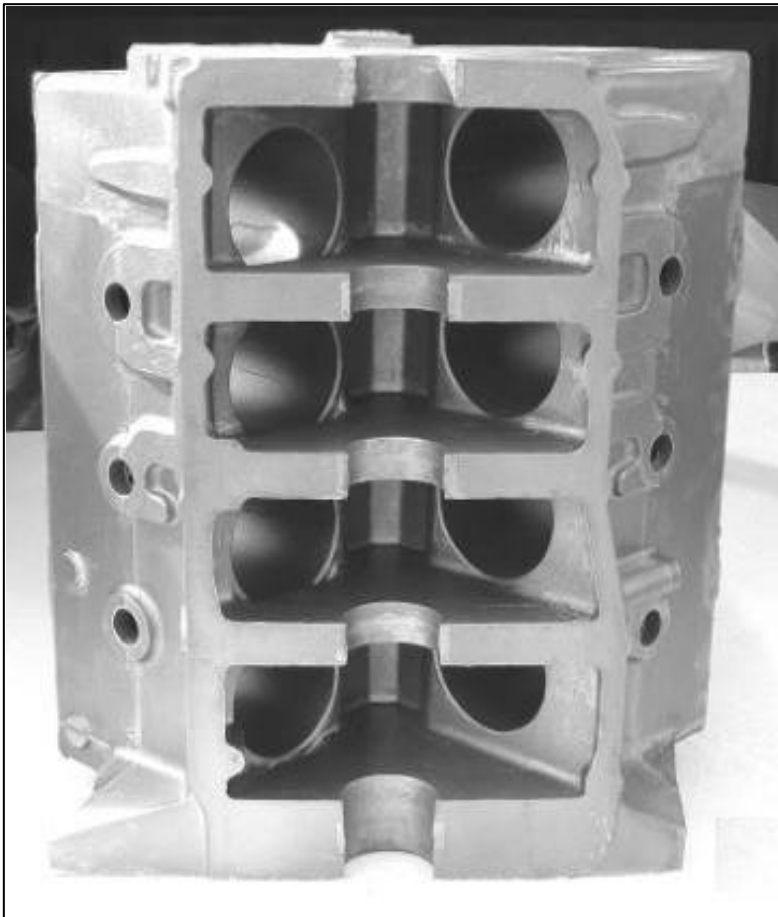
Finish Line Motorsports

Geof or Bob
PO Box 26
Freeport, MI 49325
616-765-5101
stg3@iserv.net



It's official, the new block has been poured. As of Tuesday morning 11/09/04, a new birth has occurred. The Buick community has anxiously awaited the arrival of this new baby. Brothers and sisters will follow shortly.

Fantastic



8TH Annual East Coast Buick Performance Meet

By Rick Martinez

This seems to be the little Buick meet that just keeps on rocking! This past October 8th & 9th the Northeast GS/GN Club along with the Tri-State Buick Club held their annual Buick race meet at Cecil County Dragway in Maryland. For those who have never made it to this event, well let's say this would be the track that you would run your best times ever. It is mainly a race only event with some Buicks placed on display. This year was no exception with people running their best times.

During the event on Friday we ran into a major snag. Apparently the NHRA has offered all of their sanctioned tracks a blanket insurance policy. Meaning all NHRA tracks are now covered by one policy for the NHRA. The catch is if a racecar was not NHRA safety approved, they could not race! Meaning if your car is a legal IHRA car along with your IHRA license you now cannot race that car as it is not certified by the NHRA and the driver does not have a NHRA license. This was sprung on us on the morning of the event and caught a few guys off guard where they were not aloud to race. Plus the track officials were extremely strict with the tech inspection. Something we often took for granted.

Well some guys with 9 second Buicks were aloud to race providing they kept the cars in the 10's. We did have a few get caught, as Paul Pirnat had us laughing after he clicked off a solid mid 9 second run, we saw the tech guy doing about 90 down the return road in his scooter. He approached Paul in the pits who knew he was done racing for the day, and started to lecture Paul, and while doing so Paul kept interrupting him saying, "Did you see what I ran!" He kept repeating himself over the tech guy voice (breaking his chops). Then finally Paul reached out with his time slip and told him, "Look at it! This is the best time I ever ran!" The tech guy was beat red faced and his head went into the spin cycle, he demanded Paul's tech card and ripped it up in about 100 pieces. It was definitely a funny moment.

Fridays test and tune had about 45 Buicks racing. We did have a rather lengthy shut down after John Massoud's engine blew up big time at half track. During this time John and Nancy Csordas got on the cell phone and ordered about 25 or so large pizzas to the track along with soda, free for everyone attending. So the track clean-up was like everyone taking a lunch break. Afterwards the racing resumed until 5 pm.

Saturday's program was again blessed with good weather. We had about 70 or so Buicks attending along with an additional 50 of the old time racers from the MADRA Club. Racing was going well with guys running their best times ever! Tragedy struck after Bobb Makley ran a best time in the 9.80's he went to line up again to better that time. He apparently had total break failure and was unable to stop at the end, missing the sand trap as his car slid on the grass straight into the woods hitting a rather large tree. It took a while to have Bobb cut from his car in which he was rushed to the local hospital. We have learned later in the day that Bobb suffered a broken arm, broken leg a few cracked ribs and his jaw was broken in several places along with his lower teeth knocked out. It was a serious accident, and we were all concerned and relieved that he was to be alright despite his injuries. Unknown and then realizing that the strict tech inspection is there for our own good, as we always overlook the safety of our cars. Had Bobb not taken the extra safety precautions to his GS the injuries he suffered would have been far worse. In the wake off this terrible accident it has gotten many of us to re-check and upgrade the safety equipment in our racecars.

At the end of the day for the finals it boiled down to Rick Miller and Mike Pollack in the Quick 16. Mike took the win with his 1970 GS running a 9.60 to Rick Miller with his Regal V8 running a 9.90 break-out pass. In the V8 Class Rob Giroux ran a 10.95 falling short to Will Lanier Jr. who ran an 11.40 for the win. The Front Wheel Drive Class Mike Anecchini took the win running a 12.54 against David Wallace who broke out with a 14.96 pass. For the V6 & Turbo 6 Class, Banning Cohen took the win with an 11.00 run against Jay Emrey who broke out running a 12.36. For the Gamblers Race final round was between Randy and Rick. Randy ran a 10.56 for the win on Rick Martinez who got the red eye running a 9.32.

The highlight of the event was when Bill Anderson with his Grand National set the record for the fastest ever run by running a blistering 7.25 at 188.25 mph! For 2005 again the same dates are set! Be there and run your best!

Home of the Down Hill Racers



Above left Rich Rezes was running strong with his GN. Above right a proud Bill Anderson stands next to his GN after running an outstanding 7.25 at over 188 mph!



Above is our dedicated and often over worked photographer, Alan Wander who was perched on the roof of his Roadmaster taking photos. Mostly every shot you see was taken by Alan. On the right is another strong showing of turbo power that was present at Cecil County. Below left is Johnno of the Massholes. These guys are top notch always ready to party, help out or just fry the tires. Below right Paul Cassidy with his eye stopping wagon. Paul is one tough driver to beat on the track.



Run it like you stole it!!



Part of the Ohio Crew, above left Doug Paine was running some strong numbers and was even paired against his dad, Gary (below left) who had won the event last year. Above right is Randy who won the Gamblers race beating out Rick Martinez who red lit. Below right a nice shot of "the crew" from the left to right, Randy, Gary, his wife Sandy, and their son Doug.



Below left Mike Pollack with his 9.60 GS who took the top prize in the Q-16 class beating out Rick Miller. Another eye catcher was this '64 Riv with the dual quads!

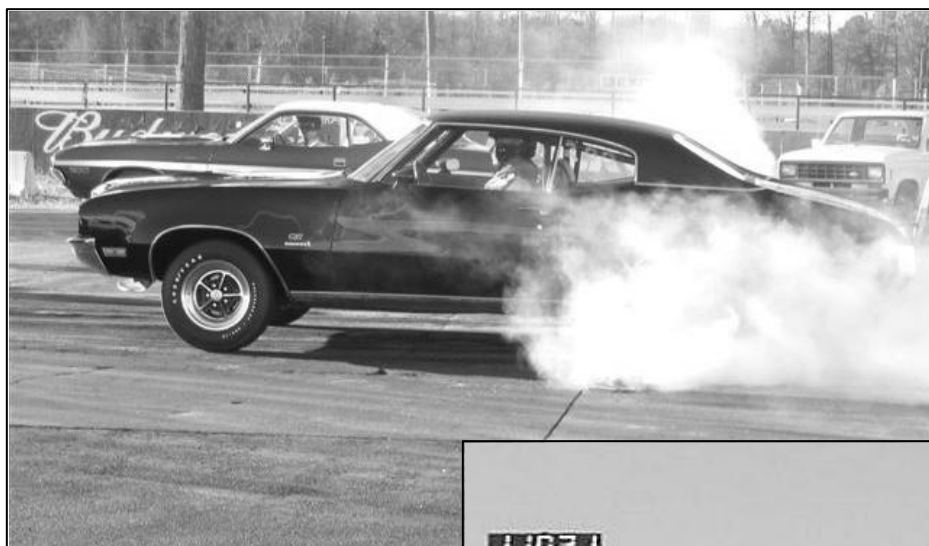


The "Snake" does it Again!!

Greg Gessler Stuns the Musclegar Community!

This past November 13th Greg Gessler shocked the musclegar community by running a blistering 11.02 at the Northeast F.A.S.T Class event held at Raceway Park Englishtown, NJ. Greg who had cleaned up on past events had some tough competition. One being Dave Dudek with his frame off restored Hemi powered Challenger 4-speed. Dave also running strong ran an ever so close 11.03 at tire spinning 132 mph! But were not here to talk about Dave's car. Greg Gessler who has been around Buicks since I can remember is the man that never gives up and even goes after the tiniest details if it would gain some performance. One time he had told me when I was looking to cut weight on

my GS to remove anything not needed even if it's a 1 ounce bolt. Why? I asked. He said because 16 ounces makes a pound and 100 pounds computes to lower et's. Look hard and work hard for your goal. Well he definitely is a man of his word. The nickname given to Greg fits him well, "The Snake". Greg is knowledgeable yet quite and keeps to himself until its time to strike, and strike he does with his 1972 Stage 1. Congratulations Greg you definitely earn it and you definitely deserve it!



Greg ran his 11.02 on Polyglass GT tires no less! It just boggles the mind how this docile looking Buick wakes up and strikes out with the speed of a cobra.



It is with deep regret that we announce that Larry Miller of the North Carolina GS Club has lost his fight with brain cancer on Nov. 20th. Larry and his wife Karen were the back bone of the GS Nationals car show venue. Larry's expertise in the Buick community will be greatly missed. Our thoughts and prayers go out to the Miller family for their loss.



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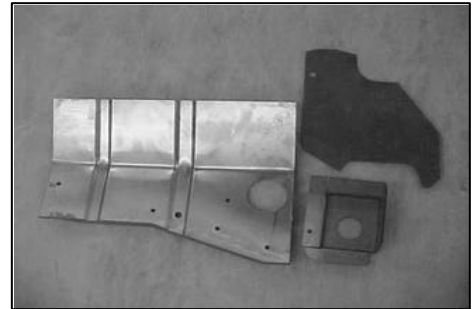
Contact GHP for all your cylinder head needs.

(908) 362-7692
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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 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.

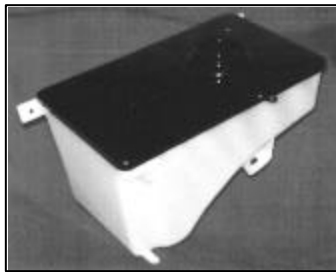
Pull-up bar on '70-76 console shifter \$45 plus shipping



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Reproduction Coolant Overflow Tanks



Clear tops also available!

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.

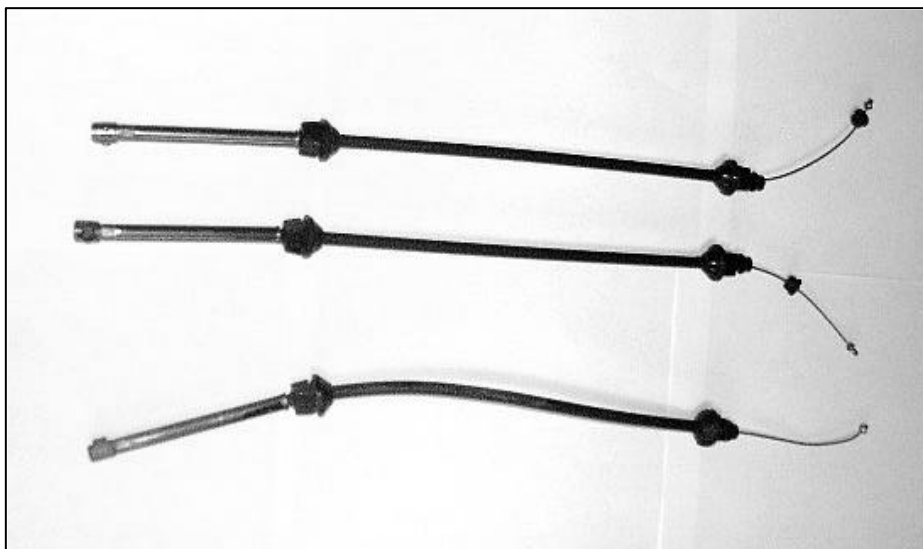
For pricing, ordering, and all other information please call or email

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Plus... New Reproduced Throttle Cables

Hot off the production run is the new Buick 455 throttle cable. It may be time to replace that old cable that over the years has become dry rotted.

The reproduced throttle cables are now available at \$39 each plus \$6 for S&H. PA residents please add 6% sales tax. Call today to order yours!



2005 Buick Calendar

Danie Kendal had just completed a run of 2005 Calendars featuring 12 great shots of Buicks in action. They should be ready to ship out on December 10 and the price is \$20 each plus \$3 shipping. For any questions, multiple orders, or orders for outside the U.S. please e-mail Danie at Danie@jdieter.com . Otherwise make your check payable to Danie Kendal mailed to:

Danie Kendal
706 McHugh Road
Yorkville, IL 69560

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Jim Crayley's 10-Second
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Who says a body off restored Stage1 4-speed "TRAILER QUEEN" can't make over 450HP, and a 100 MPH pass every now and again at the drag way to go with those six foot best of show trophies!

STREET DOG ... \$1,850.00

Bronze Valve Guides (sized), Intake 2.19, Exhaust 1.81, Complete Valve Job, Assembled ready to bolt-on for mild solid or hyd. cam.

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Stage 1



Stage 2 Heads



STAGE 1



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Viva Las Vegas



Above, June Cecil stands proudly in front of her '70 GS "Very Few" along side another Buick fan, Jay Leno. Above right, Bruno DiPaola sets his own land speed record at Atco, NJ by running a 9.16 at over 141 mph! To the right, well who else but the Snake in action. Greg Gessler was out gunning the FAST Class competition. Greg ran an incredible 11.02 at 127 mph!

