



**Buick Performance Group
2nd Annual Buick National Event
Quaker City Raceway, Salem Ohio
August 11-14, 2005**



BPG



**Buick Performance Group
www.BuickPerformanceGroup.com**

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

The Build Sheet

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August 11-14, 2005

The BPG's 2nd 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

Event Director – Jim Haas

Race Program

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

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

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

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

G.S.Modified: All Buick heads-up class. Program run Saturday night. Entries can also qualify and run in Sundays race program. 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 – Buy Back Class: All first round losers can buy back into this bracket style gamblers race.

The Car Show information will be posted in the February/March Issue

BPG Hotel Information

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

****HOST HOTEL****
RED ROOF INN
Jeff Maurer - manager
330-758-1999
800-Red-Roof

HAMPTON INN
Deana Gaul - manager
330-758-5191

HOLIDAY INN HOTEL & CONFERENCE CENTER
Dan Walsh
330-726-1611
800 - HOLIDAY

FAIRFIELD INN
Brian NiCastro - manager
330-726-5979

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

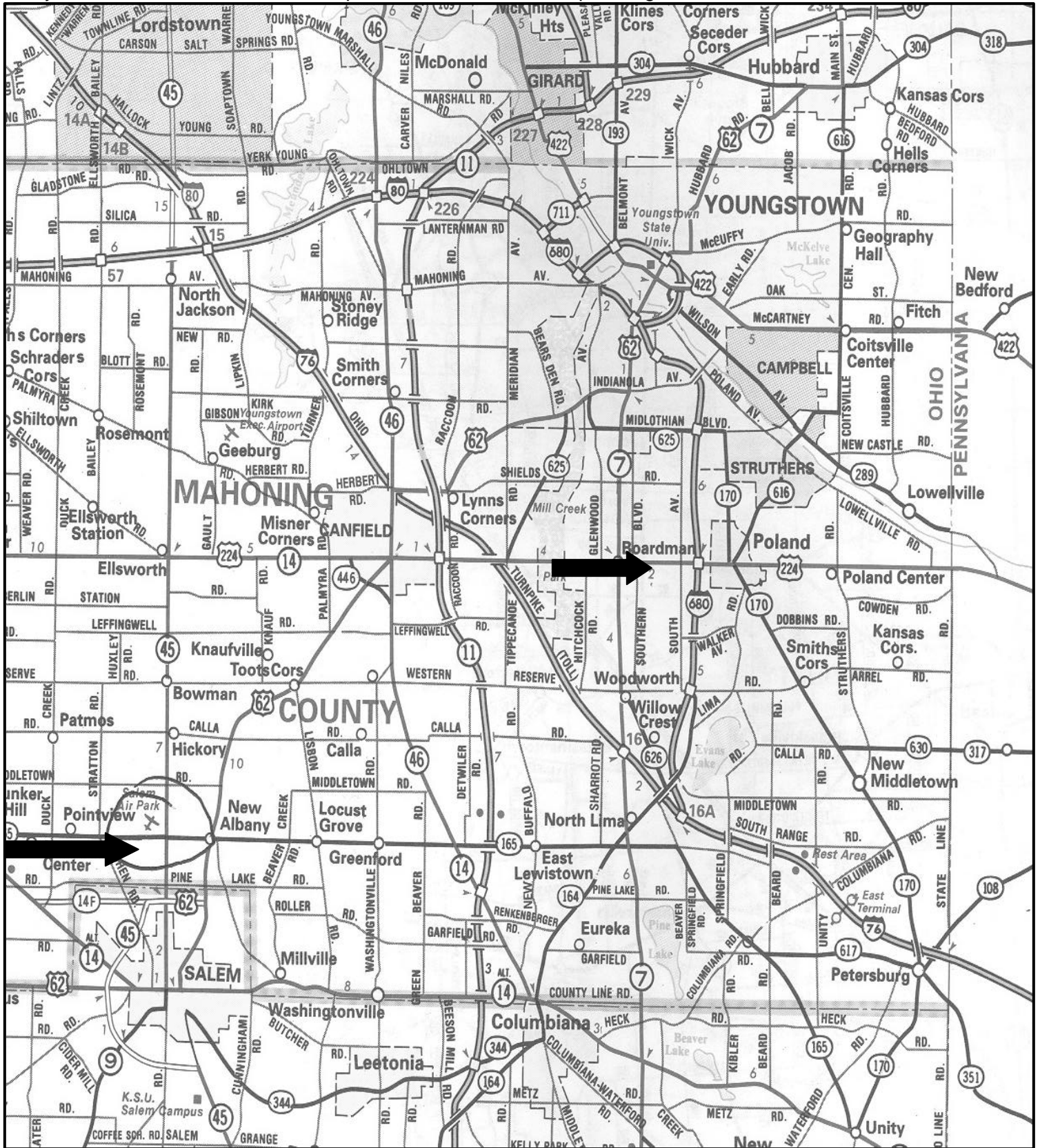
Another group of motels at the Niles Exit # 223 off I80 (7 miles from our cluster and 15 miles from track) include:

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. We expect this group to have slightly lower rates.

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 Long Road Home

By Johnno

Since my friends and I were old enough to get our drivers' license a bunch of them were into Buicks; Skylarks and GS's for the most part. So I had the enjoyment of riding in them for sometime. Well, after years of being asked "when was I going to get a Buick", I finally decided it was time. I started looking around at 1970-72 GS 455 cars. 1970 is my favorite year, but I would have settled for anything solid. Kevin (Wolverine) was helping me look and came across a 70 GS 455 in Vail, CO on V8Buick.com. There was only one small picture of this light blue GS on the website. After several phone calls, Kevin finally reached the owner



and arranged for 25 pictures to come to his e-mail. There was quite a bit of back and forth about the car on V8Buick but only one person checked it out because of the location. We learned that the car was a 1 of 16 paint code 20-20, Azure Blue. The paint was a Riviera color that was specially ordered for the GS. Finally after a few weeks of waiting the pictures showed up. I was sold. Two plane tickets to Denver International Airport, a ski shuttle to Vail, and for \$6,500.00 I was now the proud owner of a 1970 GS.

The owner of the car was a manager for NAPA auto parts and hooked us up with tools, parts, and fluids for the drive home to Boston. The owner warned us that the car "was not an interstate car" because of the 3.64 rear end gears. I had to agree with him, however the gears were just right for merging onto the freeway, getting sideways leaving the toll booths, and smoking up the truckstops. Vail is 10,000 ft above sea level and we were also warned that the timing and carb would need to be adjusted once we descended from the mountains. So here I am with my new GS halfway across the country. Ahead of me were the states of CO, NE, IW, IN, IL, OH, PE, NY, and MA....destination Boston!

We drove for 8 hours the first day (after a 6am flight, change over at CHI Midland and a 2 hour shuttle) from Vail, Colorado to Ogallala, NE and the car wasn't running so good at 3000 ft of elevation. After snow and sleet the rain was a welcome sight. Early the next morning we were lucky to find a Buick dealership and I quickly ordered up an oil change, tune up, alternator and a blower motor. In this sleepy little railroad town, the parts and labor cost me a whopping \$155.00! All of the mechanics were checking out the car and our "funny accents" so I smoked the tires out of the dealership and was sideways getting onto I-80.



Day two was a 24 hour rip from NE to Kevin's sisters' house in Chicago, Illinois. It was the flattest, smoothest, and straightest stretch of road I had ever seen. It was my GS and the tractor trailers for company the entire night.

Day three was an 18 hour ride into Ohio where a snowstorm stopped us in out (posi) tracks. So we stopped for dinner and some much needed sleep! Day four was similar to day three with another 18 hours through snow storms that really slowed us down. We arrived home at 1am, four days after flying out of Logan International Airport...back then just hoping the car was as good as it looked in the digital pictures. Freemont built, and spending most of its life in MO the car is about as solid as it gets. The last owner had the car garaged for over 10 years and he lost his storage and the car went up for sale. The previous owner had cloned the car into a Stage 1 with the fender emblems, chrome valve covers, and the Stage 1 sticker on the air cleaner lid. One of the first things I did to the car was getting it back to its GS 455 roots.

The car had drum brakes and I've since done a disk conversion and front end rebuild. Next was the rear suspension, with new lower control arms and Edlebrock adjustable uppers and air bags. The engine is basically stock with an aluminum intake, a small cam, MSD 6AL, headers and a 3" X-pipe. The drivetrain has given me some trouble throughout the year to say the least. I changed the 3.64 rear for a 3.08 that was just about done in doing some super long burnouts at Salem. That was replaced with a 12 bolt 3.90's that let go launching at Cecil County Buick meet in Maryland. It now has a new carrier and 3.73's. The TH400 detonated on my little brother during a hole-shot and was replaced with a JW Racing TH400 and a 3500 stall converter. Now the drivetrain seems to be up to par and a set of heads is in the works. The car has run a best of 13.28 @ 99mph.

This year has been a blast with my GS. The car has attended and or raced at the GS Nationals at Bowling Green, Kentucky, BPG Nationals at Salem, Ohio, the East Coast Buick Meet at Cecil County, Maryland, the Buick Performance Weekend at Englishtown, New Jersey, the Buick vs. Ford Day at Atco Dragway in New Jersey, and the Musclecar Meet at Lebanon Valley, New York. Show me where the track is and I'll be there. I think it's called addicted to bracket racing. I've also had the pleasure of meeting many new friends and other Buick Performance enthusiasts from across the country. I shouldn't have waited so long to get my first GS. If I had any idea what a great time my friends and I had been having at these events with their Buicks I would have purchased one way sooner.

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Brian and Lynn D. Laurance's 1971 Centurion

www. Buickcenturion.com , Adam Martin

It was thirty-four years ago on December 16, 1970 that my Dad was contemplating his next automotive purchase. The time had come to replace the family's much-loved 1965 Wildcat 2-door hardtop, and my folks were busily planning a family vacation to San Diego over the Christmas holiday. The goal was to make the trek in a brand new full-size 1971 Buick.

The process of selecting a new Buick had really begun during the summer of 1970. We had looked at some of the beautiful 1970 Wildcats, but we realized that an all-new full-size Buick would arrive in the fall. "The Oregonian" newspaper had carried an article about a new Buick series to replace the Wildcat. Buick Motor Division had purchased the rights to the name "Centurion" from Challenger Corporation of Memphis, Tennessee, a manufacturer of Suburban-based ambulances. Buick had determined that it would reclaim the name of its famous 1956 Motorama dream car, the "Centurion".

The Centurion would continue the "Century concept" of mating Buick Division's largest engine with its lightest standard size body, preserving the tradition of the Century, Invicta, and Wildcat series cars that preceded it. We were primed and poised to purchase a new Centurion, and eagerly awaited the annual September new model introduction. September arrived with great disappointment. The United Auto Workers struck General Motors shortly after production of the new models began, and our local dealership had received exactly one new 1971 Buick, a Skylark 4-door sedan. There was no immediate end in sight for the strike, so we headed to the larger cities of Oregon's Willamette Valley to check the inventory at the Buick dealerships. Huling Buick of Eugene, Oregon had a beautiful Rosewood Electra 225 Custom 4-door hardtop on the showroom floor, and my Dad made a full-price cash offer, but the dealers were simply unwilling to sell the new models. The dealers had concluded that it was wiser to show prospective customers the few new cars in inventory, collecting orders for the time that production would resume. We returned home with the old Wildcat.

It was only after production resumed in early December and the new Buicks began trickling into the Pacific Northwest dealerships that we had hopes of buying a new Buick. Dad was sitting in a motel room in Portland, Oregon thirty-four years ago this evening, and he telephoned to say that he had leads on two possible Centurions. Wallace Buick on Sandy Boulevard had a Rosewood/Sandalwood vinyl roof Centurion 4-door hardtop, and Dad was very impressed with the appearance of this car. But he had telephoned Royal Moore Buick of suburban Hillsboro, and, after assuring Mr. Moore that he was not another dealer seeking cars,



had learned that the dealership had just received one of the new Centurion Formal Coupes. Dad had an appointment with Mr. Moore the following day, December 17. I spent the evening back at home poring over the photo of the new Centurions in the Buick brochure.



Dad arrived at the dealership, and was led to the new Centurion in the service area, where it was being prepped for display. Mr. Moore explained that he had attended a dealers conference months before in Las Vegas, where the new Centurion models were unveiled. He had thought that the color combination of the Las Vegas car was so striking that he had ordered an identical car for his dealership's first Centurion. The car was finished in Sandpiper Beige with a dark brown vinyl roof, black Centurion paint stripe, and saddle vinyl interior. Dad knew immediately that the Formal Coupe was the car for us, and the Wildcat was traded in. The Centurion was fitted with Buick's chrome road wheels, and Dad figured that Mom would think these wheels were an unnecessary extravagance. He instructed the dealership to exchange the tires and wheels with those of a new LeSabre sitting nearby.



As luck would have it, he then noticed that the Centurion had the extra cost oversize tires, and this appealed to his practical nature, so the chrome road wheels and larger size dual stripe whitewall tires remained. The teenage boy sitting back home with the Buick brochure would be eternally grateful. And, so, a long-term relationship began that continues to this day. When Dad arrived home with the new Centurion, even the owner of the Buick dealership was eager to see it. No one in town had yet seen a full-size '71 Buick of any description. The Centurion was an incredibly trouble-free car and a supremely comfortable long distance cruiser. Mom and Dad racked up many miles, and received numerous offers from others in our hometown who were eager to buy it. Many expressed that the Centurion was the "prettiest car in town".

They opted to keep the car after buying a new '77 Electra 225 Limited Landau coupe. By '79, however, the Centurion had passed into my possession. In 1982, I began to collect NOS parts in preparation for a cosmetic restoration. Bob Alberini, BCA #3038, was another early Centurion enthusiast, and he was extremely helpful in my quest to obtain parts and information. In late 1984, the car was taken to a Bellingham restoration shop for fresh lacquer paint and replacement of some of the stainless trim. It was not possible to locate the correct dark brown vinyl for the roof, so the upholsterers dyed a new roof covering to match the original. I had carefully documented the original Centurion paint stripe, and an artist was employed to repaint them.

Sandpiper Beige proved to be the second most popular color for the '71 Formal Coupes, with 1,671 deliveries of 11,892 cars produced.

A unique feature of the full-size 1971 Buicks was the vent louvers on the rear deck lid. The louvers functioned to exhaust air as part of the new power ventilation system. The large number of louvers on my car reflects its very early production; the body is no. 125 from the Southgate assembly plant. A short time after the beginning of the model year, the number of louvers was reduced from 54 to 24. The louvers apparently admitted more water into the drain-off system that it could handle, and some body styles created a positive pressure over the louvers, causing air to be drawn from the trunk area back into the passenger compartment. For these reasons, the louvers were eliminated altogether on the 1972 models. My car also has a series of openings in the rear of the hood over the concealed windshield wipers, and these were again discontinued midway through the 1971 model year.



It remains a pleasure to cruise in the same great Buick that I cruised in during my senior year of high school more than thirty years ago. In fact, the Centurion has now cruised in excess of 155,000 miles, but the engine and drive train have never required more than normal maintenance. Among my great memories are driving the car to the BCA National Meet in Los Angeles (1985) and the Flint Homecoming (1988). This fall, my wife and I enjoyed the Centurion on a wonderful three-day tour with the North Cascade Chapter, and my eighty-eight year-old Dad joined me and the Centurion at a car show in late September. I sometimes ask him if he figured he would still be riding in the Centurion thirty-four years later, and he admits that the possibility had never occurred to him. But I knew from the moment I saw the Centurion that it would be a long-term relationship.

How To Power Time Your Buick V8

By Larry Hymowitz

I see a lot of questions about what initial timing to run on a modified BBB, without regard to what the timing is as the RPM's increase. Everyone should know exactly what their total advance is, and at what RPM it's all in at. The right timing, at all RPM's can make a huge difference in the way your engine runs, and makes power. There are 3 components to total timing. Initial advance, mechanical or centrifugal advance, and vacuum advance. Since vacuum will be at or near 0 at wide open throttle (WOT), initial advance + mechanical advance are most important to how your engine runs under race conditions.

Initial timing is simply how you have your distributor installed, and adjusted, in the engine. You simply attach a timing light, and with the engine running,(vacuum advance plugged), you turn the distributor until the timing mark lines up with the desired number on the timing tab. As you increase the engine RPM's, you'll notice the timing mark move upwards, and out of sight. This is the mechanical advance in operation. There are weights inside the distributor that pivot against spring tension, and move the base plate so that the spark occurs earlier (advance).

The springs determine how quickly the mechanical advance increases with rising RPM. There is a pin that moves in a slot under the weight plate. This is what determines how much mechanical advance is built into the distributor. Aftermarket advance curve kits generally provide a bronze bushing that goes on that pin, and limits the movement of the pin in the slot, thus limiting total mechanical advance.

The only other way to modify the amount of mechanical advance in the distributor is to disassemble the distributor, weld the slot, and file it until you have the desired amount of advance you need. This is why you can't simply buy a junkyard HEI or other distributor, and put it in the engine, and run whatever initial timing you like. If there is too much mechanical advance in that distributor (this is typical for all factory spec'ed distributors), you'll over advance at higher RPM. If you need higher initial timing, you need to reduce the mechanical advance in the distributor to avoid over-advance.

Most Buick V8's run best at WOT, with a total timing of 30-36*, all in at 2500 RPM, or less. The easiest way to determine your total advance is to use a dial-back timing light. You simply connect the light, plug your vacuum advance, and have a second person slowly rev the engine. With the dial back feature, you adjust the light to keep the timing mark in sight as it rises. When the timing mark stops moving, you hold the RPM's steady, adjust the dial until the balancer mark lines up with the 0 on the timing tab, and read your total advance off the dial.

To do this with a conventional timing light, you need to make a 30* mark on your balancer. The Buick 350 and 455 balancers are 6 3/4" in diameter. Circumference (360*) of a circle is pi (3.14) X diameter. $6.75 \times 3.14 = 21.195"/12 = 1.76"$ (30*). Looking at the engine from the front, measure exactly 1 3/4" clockwise around the balancer, and make a second mark. This is your 30* mark. Connect up your timing light, and watch your 30* mark as you increase the RPM's. At some point, your 30* mark will stop rising, and move no higher. This is the RPM, where all of your mechanical advance is in. At this same RPM, with the distributor loose, adjust it so that your 30* mark lines up with the 0 on the timing tab. You now have 30* of total timing. Line it up with 2, 32* total, etc.

Keep in mind that a stock distributor usually has stiff springs in it, that don't allow full advance in until 4000 RPM or more. For best performance, you want your advance in at 2500 RPM, or before. The easiest way to do this is to purchase a Crane adjustable vacuum advance kit. It comes with 3 sets of springs to allow your advance in as early as 1600 RPM, or as late as 3200 RPM, or anything in between. For points distributors (Jegs part # 270-99601-1, GM HEI, 270-99600-1). What I did was purchase the kit, and install the lightest springs (2 yellow). I used these springs to adjust my total timing, that way, I didn't have to rev the motor very high to see my total. Afterward, I installed the springs that brought my advance in at 2200 (2 silver). One important note is to make sure the timing is returning to the initial setting, when the engine is idling. So when setting your timing, pay attention to when the advance starts, as well as when it is fully in. Having the distributor in the advance curve, at idle speeds, can cause excessive rpm drop with an automatic trans, with some camshaft/converter combinations. Generally, the more aggressive a camshaft you use, the more important this will be. Advance curves should generally start at around 1000-1200 rpm, when your idle speed is around 800 in Park.

Now for the vacuum advance: Some people prefer not to run vacuum advance at all. Under race conditions it is totally irrelevant, because it won't function at WOT. BUT, on a street car, it can be used to enhance throttle response, increase gas mileage, and let the engine run cooler at idle and low speed. The problem occurs when there is too much vacuum advance coupled with a modified mechanical advance. As mentioned before, stock distributors didn't allow total mechanical advance in until upwards of 4000 RPM. At your typical cruising speed of 3000 RPM, only part of your mechanical advance was in. The vacuum advance would supply an additional 14-18* for a total of around 40* or more. At light loads (cruising), an engine can easily tolerate this much advance. The result is better gas mileage.

With a modified mechanical advance, all your mechanical advance is in at cruising speeds. Add the 14-18* of vacuum advance, and the engine pings when you punch the throttle, and the advance from the vacuum canister doesn't/can't go away quick enough. The answer is to modify the vacuum canister to allow only 8-10* of additional vacuum advance. With 30-34* timing + your vacuum advance, you'll be at 38-44* which should be optimal.

As far as running your vacuum advance off manifold or ported vacuum, everyone has a different opinion. In most cases, OEM used ported. I use manifold vacuum. With a wild cam, you can use manifold vacuum advance to give extra advance for a smoother idle, and better low end response. Everyone's engine will be different, so you need to experiment with your combination. With the Crane adjustable advance canister, there is a better way to limit the degrees, than what Crane suggests. I'll post some pictures to detail this. With the stock canister, you'll need to fashion a block off plate. You basically restrict the pull pin travel to .086" for 8*, or .104" for 10*. Again, I'll post some pictures.

Repro Parts

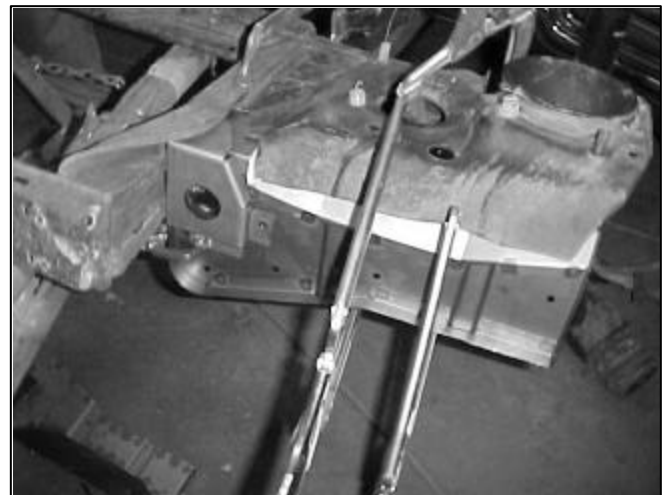
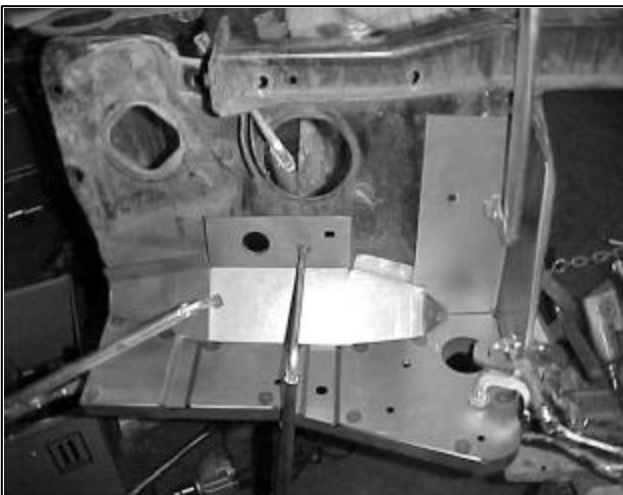
1968-69 Core Support Kits

By Michael Garrison

This is one shot that represents the last and final core support kit proto-type. I have decided this will work perfectly. I need one more adjustment and it is so small it will not matter until the run time. I have on my desk an order sheet for both sides. All I need is to see how many I can sell right now. The order will take approximately 4-6 weeks to fill and ship out once I place the order! Patience will be needed to be the word here as the production process takes some time.

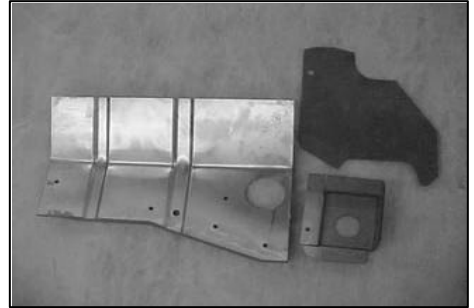
If anyone wants to order a kit Left Side (drivers) or Right Side (passenger), it is time to buck up, because I have to upfront the entire full payment to have these pieces produced. The cost is \$136 each and for the first run on them I will take care of the freight. Saving you \$15 or \$20 for the pair! I do PAYPAL using mike@mrbuick.com or e-mail me at the same for my address for snail mail.

The size of the first run on these will be determined by how many I order. I will not place this order until I have at least 30 committed (PAID) kits. You have to realize this is a \$6000.00 deal for me to lay out at ONE time! I am not going to spread out my money for the balance unless I sell the 30 so let's get everyone involved, its time to party!! No more talking about them!



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.



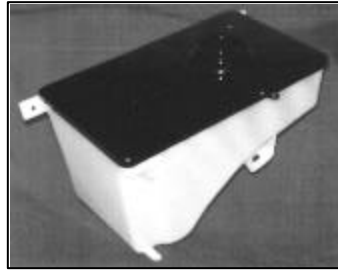
Pull-up bar on '70-76 console shifter \$45 plus shipping



McIntyre Enterprises LTD

is proud to announce the release of

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!



1970 SKYLARK/GS PARTS CHANGES

By Duane Heckman

If you work with 1970 Skylark/Gran Sports for any length of time you will notice that quite a few parts changed during the production year. The most obvious changes include the radiator cover plate, radiator overflow jug, rear courtesy light lenses, instrument panel lenses, and the height of the numbers/letters on the instruments themselves. Now that more and more people are interested in restoring these cars correctly, I am often asked when these changes took place, and if these parts changed gradually or happened all at once.

To answer this I compiled data from talking to hundreds of original owners and looking at many unmolested original cars. I also took both the body build date (Located on the ID plate on the firewall.) and the various production plants into consideration. By doing this I discovered a few things; (1.) the production plants introduced the new style parts at different times, (2.) even weeks after the new style parts were introduced some cars were still being built with early style parts, and (3.) as time progressed the ratio of early/late parts decreased, until at the end of the transition period, only 1 early style piece could be found on any particular car.

Below is the time sequence for these parts. Cars built on or before week 11D would have been built with **only** early style parts.

Early Style Parts, Up through 11D (4th week of November 1969)

Plastic Radiator cover with metal end caps, and associated emission decals.
Clear Top and Bottom Radiator Overflow jug
Tri-shield Courtesy Light Lenses (4-tab)
Pointy Instrument Panel Lenses
Tall Numbers/Lettering on Gauges

Transition Period (Week 11E thru 01A)

Starting week 11E some later style parts were introduced. At first the cars had only 1 or 2 new style parts, but by the end of the transition period, the reverse was true.

Later Style Parts, after 01B (2nd week of January 1970)

Metal radiator cover with associated emission decals.
Black Top with White Bottom Radiator Overflow jug
Concentric Circle Courtesy Light Lenses (4-tab)
Flat Instrument Panel Lenses
Short Numbers/Lettering on Gauges

By week 01B the changeover was basically complete, so cars built after this would have been produced with **only** the later style parts.

The above info is offered as a guide only, there are probably exceptions.



Lone Star Buick Brand X Bash

Place: Temple Academy Dragway
(Temple, Texas)

Date: March 5th 2005
(Rain Date March 12th 2005)

Cost: Spectators - \$10
Racers - \$25 (\$10 entry and \$15 to Race)

Start Time: Gates open @ 9:00 am
(BBQ to be served at 11:00 am)

Hotel: Great Western Inn
(Temple Texas)

Payout: 1st - \$250
2nd - \$150
3rd - \$100

It's time once again for the Lone Star Buick Brand X Bash. This is the 3rd year for this event . The first year of this event netted about 35 cars and in 2004 we had about 50 cars. This year we hope to see more. This year we have many Sponsor such as The BPG and LSPBC (Lone Star Performance Buick Group). If you would like more information on this event feel free to email me @ ts70gs@austin.rr.com

Phil Green

URGENT LEGISLATIVE ALERT

New York State Introduces Bill to Reduce - Historic Vehicle Registration Fees

A bill (S.B. 59) has been introduced in the New York Legislature to provide that historical vehicle owners only pay a one-time registration fee of \$100 upon initial registration.

We Urge You to Contact Your State Legislators Immediately to Support S.B. 59

The reduced registration fee would be available to owners of historical vehicles owned and operated as an exhibition piece or collector's item and used for club activities, exhibits, tours, parades, occasional transportation and similar uses.

- Under current New York law, a historical motor vehicle is either a vehicle manufactured more than 25 years ago or one which has unique characteristics and which is determined to be of historical, classic or exhibition value.
- The \$100 one-time fee would replace the current annual fee of \$23.

Contact your own state legislators in Albany immediately by phone, fax or email to support this legislation. If you need assistance in determining who your legislators are and their contact information, please contact the New York legislature's General Information Line at (518) 455-4218. This information can also be obtained by calling the SEMA Washington, D.C. office at 202/783-6007, ext. 38 or via the Internet at <http://www.semasan.com/ContactYourLegislator.aspx>

Please e-mail a copy of your letter to stevem@sema.org or fax to 202/783-6024 or mail to:

SEMA Washington Office, 1317 F Street, NW, Suite 500, Washington, DC 20004
Attention: Steve McDonald

Some More Shots From The 2004 BPG Nationals

The following shots are courtesy of Jordan Photo Sports



Above Duane Heckman was busy running the Restoration Seminar along with Dennis Manner and Mark DeConti. Great job guys!



On the lower right is this lovely lady, Beth Smith, our BPG Secretary. She kept things in perfect order at the BPG Hospitality Tent. A huge thanks for all of her help! Three other beauties parked under the tent was, Duane Heckman's GSX-Camino, John Schmidt's 1910 Buick and Brad Conley's 1970 Prototype GSX.



WINNERS CIRCLE
QUAKER CITY RACEWAY

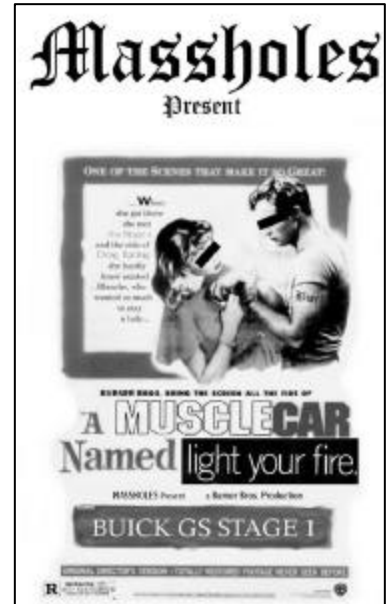


A "Must Have" Buick DVD Movie

By John Campbell

I've been video taping various Buick related stuff for a while and finally decided to throw something together. Most of the footage is from 2003-2004 including the BPG Event, the Musclepalooza Event, and various other Buick meets. I tossed in some GS National high lights from as far back as 1997. Lots of burnouts, some donuts, some fly by's, drag racing, wheelies, etc. I've added music to some parts (hard rock). I'd like to add that this is a raw uncensored DVD and when you are out filming burnouts or people working on cars someone is going to swear. There is also plenty of immature and/or stupid driving maneuvers so please be warned. Also it is a homemade DVD made with a digital 8 camcorder so the quality is not the greatest but is still good but expect some small glitches. I bought some used DVD cases off e-bay so the cases are not new and may have some scratches on them.

Cost is: \$15 each including shipping within the U.S. (Outside the U.S may be slightly more). If interested please e-mail me at: wildcat455@comcast.net



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