

Holy Cow Batman - What a Blast

2005 NATIONALS

ROG

B326
TPA-999

Buy in the race lot!
www.holleyperformancegroup.com

WINNERS CIRCLE

A group of seven men in teal shirts and shorts stand in front of a checkered banner that says "WINNERS CIRCLE". Above them is a red drag racing car with "B326" and "TPA-999" on the hood. The background features the word "ROG" in large, red, jagged letters. To the left of the car are the numbers "2005" in a stylized font. To the right is the word "NATIONALS" written vertically in a similar font. Below the car is a website URL and a slogan. At the bottom, a group of men in teal shirts are posed in front of a checkered banner.



Johnno!



The Buick Performance Group

Buick Performance Group
1150 West 5th Street
PO Box 614
Marysville, Ohio 43040-0614

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.

BPG National Staff & Board of Directors

John Schmidt – Chairman
Acting Treasurer - Membership Director
Email: Opeltwinturbo@hotmail.com
Phone: (740) 264-1265

Bruce Hunter – Vice Chairman
Email: Brucehunter@alltel.net
Phone: (440-221-7676

Rick Martinez – Editor
Phil Green - Editor

Jim Haas – Event Director
Email: buick528@aol.com
Phone: (305) 592-7070

Brad Conley – Show Director
Email: kg8s@arrl.net
Phone: (937-642-2026

Micheal Garrison – V8 Director
Email: Mike@Mrbuick.com
Phone: (785) 246-2661

Scott Simpson – V6 Director

Adam Martin – Web Master
Email: adammm@buickpartsdirectory.com

Jim Wiese – Founder

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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, mail your information and pictures to this address:

Buick Performance Group
1150 West 5th Street
PO Box 614
Marysville, Ohio 43040-0614

All written inquiries and payments to the B.P.G Club be made out to: Buick Performance Group

www.Buickperformancegroup.com

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Editors Comments?

By Rick Martinez



Wow! Let me first start this by saying, "Thank You" to all of the members and non-members that came out to Salem, Ohio to attend the 2nd Annual Buick Performance Nationals. I would also like to add, on behalf of the Board of Directors, a huge "Thank You" for those members that devoted their free time to helping out during the event and for all of your support. You ladies and guys are the best!

It is amazing that just some seven odd weeks prior, the 2nd Annual BPG event was not going to happen. It was basically toast, and so was the club. John Schmidt kept the vision alive and took over the helm and told us that the word "no" was not to be in our vocabulary. This event was going to happen and he was determined to get the Club back on its feet again. And so we, the Board of Directors, all went to work and recruited some great people out there who shared the vision of this event continuing. We pulled it off and the event was a success! Just thinking about what we accomplished in just 7 weeks makes you wonder how much we can accomplish some 10 months from now for the 3rd Annual BPG Nationals.

We have re-organized the Buick Performance Group with a positive outlook and we are now on a path of growth for the BPG which we hope will bring about unity within the Buick Community. First on our list was to add new blood to the Board of Directors. Mike Garrison, turbo guru Scott Simpson, and our new web master Adam Martin quickly came on board. Their input and views have shown so far to be a huge asset to the Club. In addition, we recruited Mike Atwood and Phil Green. Mike is an extremely talented photographer along with his exceptional art work and internet expertise. Phil Green is taking up the job as co-editor, sharing equally with decision making and layouts for the Build Sheet. Phil is greatly welcomed to the position, as he will bring fresh ideas into the Build Sheet.

With the inner workings of the BPG now getting back on track, and the Club showing positives signs of growth and unity, I know some of you are asking, "What about the financial statements?" Yes, I know we stated that we would have them posted in this issue, but that just wasn't possible. Please keep in mind that the BOD is a volunteer job and we all have our own jobs and families to attend to, and that all takes priority. So, with what precious time we had left, we devoted it to setting up and running the event. It came up on us fast, too fast, but we stepped up and met the challenge. We succeeded, and we will do the same with the financials being posted in a timely manner for all of you. The BOD has taken all of the available financial information and turned it over to an accountant, where it has been checked and re-checked. We did file our 2004 tax returns after previously filing for an extension. This was the #1 priority of the BOD before we could move forward, and that task was accomplished.

The mad rush to get the 2nd Annual BPG Nationals in order was a major undertaking to accomplish within two months and, unfortunately, we had to put the financial matters off to the side, temporarily. Mind you, all this is only a SHORT setback in getting information out to all you club members. All of the particulars are just about in order, but we need a little more time to get back to work on it. The BOD will go on record right here, right now, to all of you that the next issue WILL include the past financials, in addition to the profit/loss information regarding the 2nd Annual BPG Nationals. If, for some reason that doesn't happen you will have the entire truth as to why not! That is a promise to you all that the BOD WILL keep! We will have closure on this topic!

One final note, always remember, "This is your club!" and we would like to thank you all for your moral support, words of confidence, and help. You have proven to us, the Board of Directors and staff, that you are as interested as we are in keeping the BPG going! We will do our best for you, the members of the club, so that we all can be proud of being part of the Buick Performance Group.

THANK YOU

By Brad Conley



A big “Thank You” needs to go out to several people whom tirelessly worked at the 2nd Annual Buick Performance Group Nationals this past August in Salem, Ohio. Without their combined efforts, this event would not have been able to be as successful as it was. I speak for the entire Board of Directors when I say “Thanks!” for a job well done.

Ken Lisk gave up his BPG Nationals to work the front tent, making sure you had the proper tickets and information for a fun filled event. Ken went beyond the call of duty working (for free) so you could have a good time. Thank you Ken, your efforts are much appreciated.

Also working the front tent were **Adam Martin** our Webmaster, **Tom Telesco**, **Joy Pirnat**, **Amanda Egan**, **Yardley**, **Alan Wander**, **Sonny Seal**, **Doug Hecker**, **Danie**, **Denny & Renee Moore** and all those that put forth an effort to see the club move forward. THANKS!!!!

There were several ladies who also freely gave of their time, holding down the fort at the main BPG tent, selling T-shirts, giving away goodies, selling items to foster the clubs account and answering questions to all that came by. If they didn't have the answer, they found someone who could give people an answer. They are, in no particular order, **Belva Meyers**, **Carol Gibson**, **Beth Heckman**, **Sarah Gordon** and my wife, **Jodie Conley**. They were aided by **my daughter Chelsea and Maggie the wonder dog**. What a great group of ladies, we all appreciate your support and hard work.

We also must thank a few young men who did anything asked of them, my two sons, **Drew and Alex Conley and their good friend, Talon Shroyer**. They helped behind the scenes more than anyone can appreciate. Good job, boys!!

Thank you to all that participated. We had a great time, didn't we?!! Let's do it again next year!!

Phil Green, Co-Editor, Welcome Aboard!

By Rick Martinez

I would like to welcome club member Phil Green to his new position of Co-Editor of the Build Sheet. Phil has always been a great help within the club and is always willing to lend a hand to fellow Buick enthusiasts, he will definitely be a huge asset to the BPG. With his knowledge of Buicks and his openness on helping out and his endless dedication can only better this club.

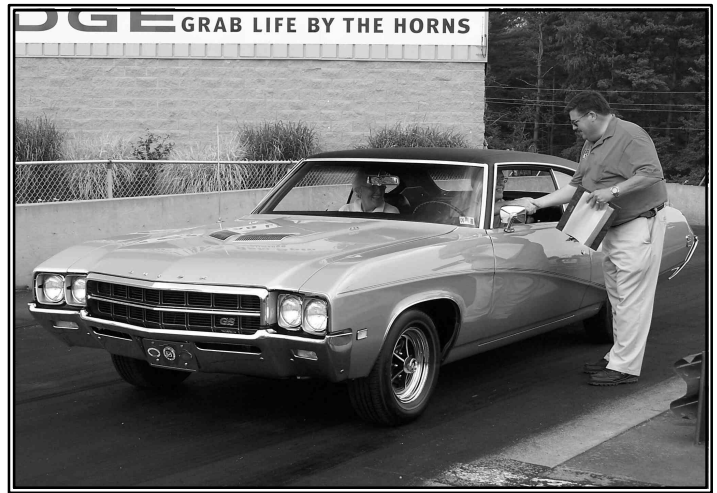
On behalf of the Board of Directors I would like to welcome and congratulate Phil to his new position as co-editor. No doubt Phil will be a huge asset to the BPG and to all club members.

2nd Annual BPG National Car Show Awards

Gold Winners Concours Class



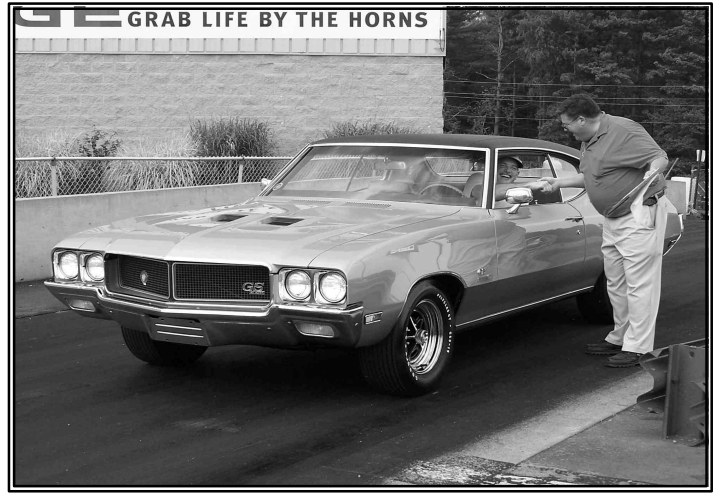
John Riley 1970 Gran Sport Stage1 coupe



Phil and Pat Dayen 1969 Gran Sport 350 coupe



John Maurer 1970 Gran Sport 455 convertible



Carl Rychlik 1970 Gran Sport Stage 1 coupe



Chris Porter 1970 Rivera GS



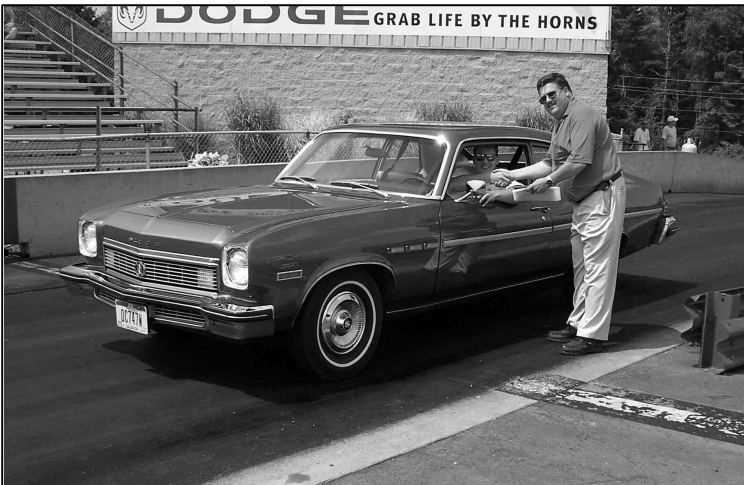
Richard Garland 1972 Gran Sport 350 coupe

Gold Winners Concours Class

Roberta Vasilow 1986 Grand National



B.O.D. Choice Awards



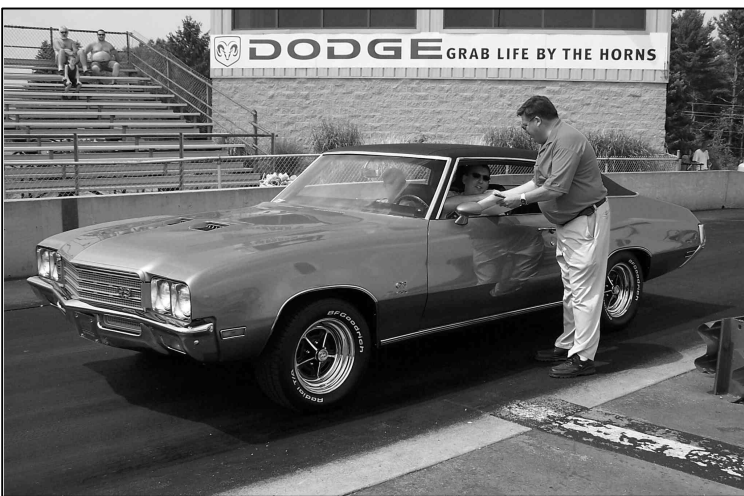
Tony

Buick Apollo



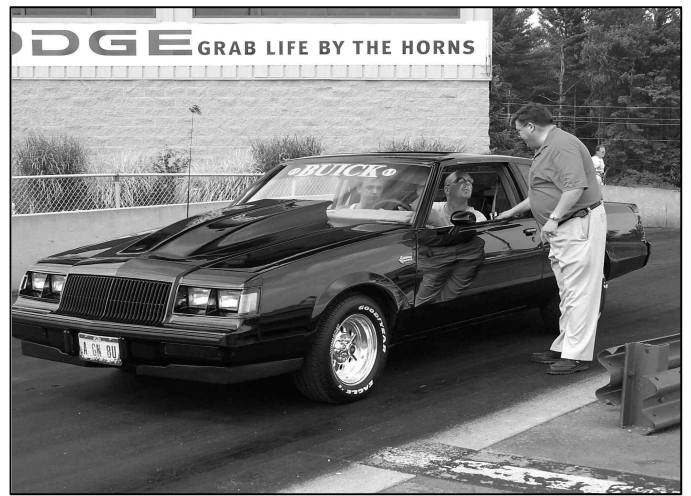
Steve Schlater

1972 Skylark 455 post



Derek Wilson

1971 Gran Sport



Danny Jeffery

1987 Grand National

B.O.D. Choice Awards



Sid Meyer

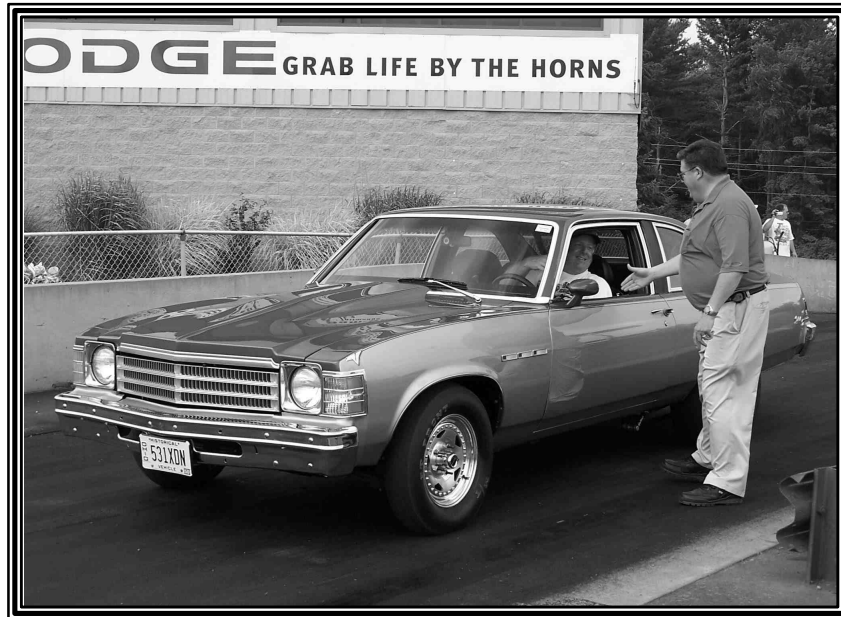
1987 T-Type



Paul Cassidy

1970 Sport Wagon 455

Track Owner's Choice Award

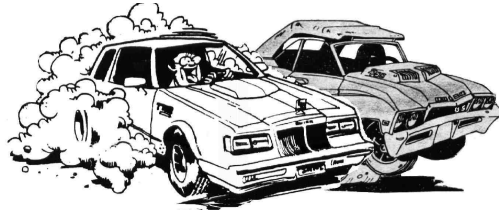


Bill Wills

1978 Skylark

The Board of Directors and Staff of the Buick Performance Group would like to extend our congratulations all winners and participants

2nd Annual BPG National - Race Winners



Friday Gamblers Race (31 cars \$620 purse; \$456 to winner @ 75/25 split)

Winner: John Scheckeloff 11.33 at 112.13

Super 8

Winner: John Csordas, Jr. 13.19 at 66.05
Runner-Up: Paul Pirnat 9.62 at 137.57 (red light)
#1 Qualifier: Rod Hendrickson 7.75 at 179.06

Quick 16

Winner: Gary Paine 10.17 at 127.74
Runner-Up: Rick Miller 10.34 at 128.68 (red light)

Super Pro

Winner: David Roland 10.30 at 131.02 (.492 red light)
Runner-Up: John Scheckelhoff 11.25 at 118.29 (.480 red light)

Pro

Winner: John Curtin 12.03 at 110.35
Runner-Up: Denny Weimer 12.19 at 106.58

GSE Class

Winner: Oliver Colteryahn 9.88 at 134.79
Runner-Up: Jeff Hart 10.06 at 132.88
#1 Qualifier: Gary Laughlin 9.80 at 137.88

TSO Class

Winner: Rich Rezes 9.92 at 140.12
Runner-Up: Tony Occhipinti 9.80 at 136.73
#1 Qualifier: Tony O. 8.97 at 154.92

TSM Class

Winner: Dave Bamford 9.71 at 140.24
Runner-Up: Bob Slusser 10.89 at 125.59
#1 Qualifier: Dave Bamford 9.77 at 138.66

Duck (Buy Back) Class (13 cars \$260 purse, \$195 to winner @ 75/25 split)

Winner: Leanne Gray 11.20 at 115.36
Runner-Up: Ramin Ansari 12.29 at 106.87

Just Some of the Action!



Rod Hendrickson above on his way to a 7.75 run!



Leanne Gray has that determined look as she goes for the gold



Guy Parquette had his restored "Reynolds Buick" at the BPG on display. It is a real work of art and a special piece of Buick history.



The action was as hot as the weather! Cruise night at the A&W was a blast as the lot was filled with Buicks! Alan Wander on the right testing his new Tri-Shield Performance engine. There was no shortage of power for Alan. Now he has the task of completing his performance combo.



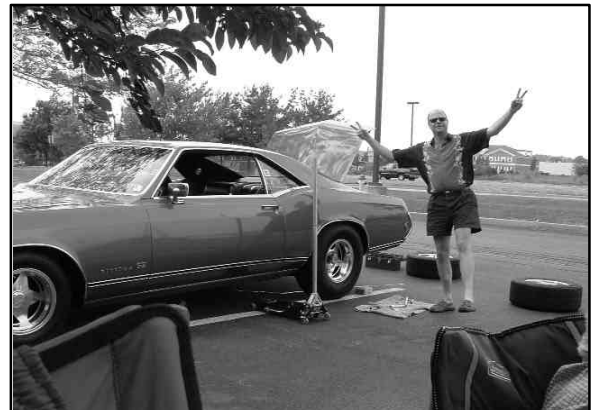


Johnno in the final round (near lane) against Dennis Weimer. Johnno took the win light on a close match running a 12.03 to Dennis's 12.19 Above right, Bruno DiPaolo gets some air time with his 9 second GS



What's a Buick meet without having Jack Cotton there with his wheel standing 8 second Regal! Below, John Csordas Sr. has a careful eye on John Jr's reaction. John Jr. took the win for the second year in a row in the Super 8 Class.

Never underestimate a woman racer. Beth Andrews was killer on and off the track. Shown above with an eye for concentration while having some fun for the camera during the late night parking lot parties.



Another icon in the Buick world, "Yardley" (photo right)! A true dedicated Buick enthusiast, always friendly, helpful and willing to lend a hand.

MY BIO

By: Phil Green



Born in Wauseon, Ohio (1974) I entered into the Army as an 11M (Mechanized Infantry). Spent 6.5 years in service and reached the rank of Sergeant. Married with 3 Children.

My Education is very diverse, during high school I chose to attend a Vocational School. My decision was to take the automotive repair course offered. This was completed during the last two years of High school. This enabled me to get a better understanding on maintenance and repair for the classic cars I enjoy. After the military I attended college. I decided on a Foreign Language Degree in German. Recently I have also started working toward an EMT certification.

Unlike many others my introduction to the Buick world came by chance. I actually started on the right foot my first vehicle. It was a 72 Chevy Monte Carlo. Yes a Chevy!

But without that Chevy, I would never have looked at that old Buick. The reason I say I started on the right foot was because it was a GM A Body. I actually went to buy a 68 Camaro, which a guy was driving off as I pulled up. Obviously I was a little upset at the way the transaction took shape. I looked into a local paper called the recycler. In that paper I saw a 71 Buick Skylark. Thinking to myself, that is an A Body Just like My old Monte Carlo. I had No Idea What a skylark/ GS looked like but I went and bought it and have never looked back since. Come to find out It was a 72 Buick. This is how my love for classic cars primarily Buick A Bodies began and will continue to be.

I hope I may be of help to each and everyone of you through the articles I write and Review!

Phil Green

In the Spotlight

By Mike Atwood

Harold Rolls

BPG Member Number 1075

Vehicle: 1969 Skylark GS clone

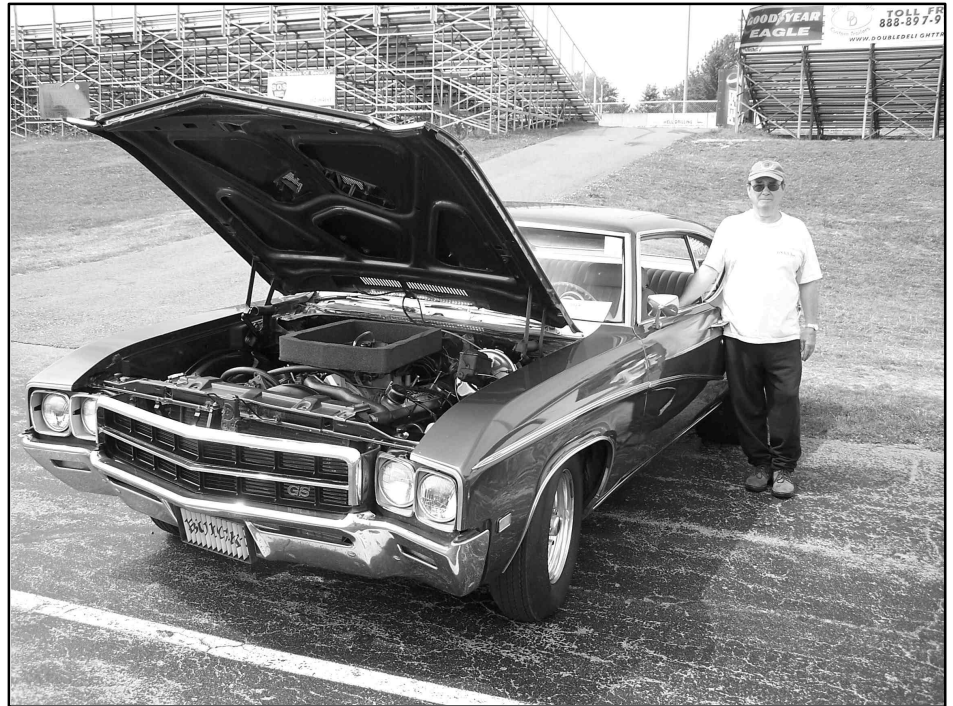
Weight: with driver 3,835 pounds

Harold Rolls, born on August 1, 1936, was employed as an autoworker at the GM assembly plant in Oshawa Ontario, Canada. Harold says that he thinks he was actually on the assembly line that produced that car that he now owns. Pretty darn amazing! Harold is now retired and enjoys going to the many Buick events that he can

get to. If you have ever met Harold at one of the many Buick events, he is an amazing person to talk to. He is filled with information, and tips, which he gladly shares with all that will listen.

Harold obtained his car in 1989 from a police auction in Toronto, Canada for the price of \$300. He put new quarters panels on the car, as well as new doors and transplanted the drive train from another Skylark that he already owned into this car. The original drive train was a 350-2 barrel, with a 350 transmission and a 12 bolt 2:56 non-posi trac rear end.

Harold now runs a 462 inch Buick, which puts out near 500 horse power. Harold's best time at the BPG Nationals was 11.91 in eliminations with a 11.90 dial in. The transmission is a Turbo 400 with an ATI 3500 converter, and the rear end now sports posi traction and 3:73 gears. The exhaust Harold runs is fed through a set of super scavenger headers, an X-pipe, with Super Dynomax mufflers on a full 3 inch system, exiting at the rear. The heads are 1968 430 heads converted to Stage 1 specs with Speed Pro valves, 3 angle valve job and back cut. Port matched to a T/A SP 1 intake by Harold himself, topped off with an 800 Spread bore Holley. Harold runs Weld Wheels all around, 5" fronts with 195x75x15" tires. Rear has 8" rims with 27x11.5x15 Hoosiers Quick Time Pros.



Harold still runs the stock fuel tank with a custom made ½ inch pick up that he fabricated himself with the original sending unit. The cooling system is an early 90's Chevrolet truck radiator with the large 4 plate transmission cooler. Harold says that he can run all day at 180 degrees, and that it cools better than the original radiator.

Harold Rolls is the kind of club member that brings the term, "Sportsman", to terms. Harold is a generous individual who has gone out of his way to donate items to several people in the past, myself included. I am proud to call Harold Rolls my friend, and fellow Buick enthusiast.

LONE STAR BUICK

BRAND X BASH

By : Phil Green

DRAG STRIP IN CENTRAL TEXAS OVER RAN BY BUICKS LOOKING FOR A FEW EASY KILLS

On March 5th, 2005 at Temple Academy Dragway The Track owner Greg Duffield and his wife Peggy (Former Grand National owners) welcomed all Buick owners to their track for a friendly Completion in which they advertised on there website: Buick's Versus the World. Under this heading it stated, Bring Out your Fords your Chivies and mopars to race against some of the fast-est Buick's in the country. I could not have said it better myself...



Starting Line at Temple Academy Dragway!

Where The Eats!

We had a Great BBQ Prepared By Frank Brooks from Austin, TX. He brought his Truck and BBQ trailer and brought his 71 GS

convertible to boot. It was such a blessing to have the trailer there and having Frank at the helm to control the BBQ. It made lunch go

much easier than in past years where we had to wait and use multiple grills for lunch.



TESTING & TUNING

As test and tune got underway it was great to see all the Buick's and Buick powered Hybrid cars running down the track. As we got toward the end of test and tune we were all ready to start hunting down all those Brand X Cars...



Two Buick convertibles ready to head down the track!

The Weather Attacks!

The first round started and it went through as planned. But then Mother Nature stepped in to let us know we had enough fun for the day. As we waited to see if the weather would clear people once again started up conversations and were having a great time. As the hours went by and the moisture continued to fall many people retired to the hotel and to

their homes to conclude the 2005 Lone Star Buick Brand X Bash.



Next Texas event will be held :

DECEMBER 3RD 2005

Lone Star Buick Winter Bash!

Playing it Safe When Racing

By Rick Martinez

It's Spring time, the tracks are open and we head out to go racing. We wait on the long tech lines and then those dreaded words you hear from the Track Safety Official. "You can't race, your car does not comply with NHRA/IHRA safety rules". You promptly lose your cool. You say "Why me? This sucks!" Yep, it sure does, but it will suck more if you find yourself awake in a hospital bed after a crash where a safety device would have prevented your injury.

The problem as I see it is that we Buick racers have all been spoiled, for the most part, with lax safety inspections at most of the Buick events out there. We all have been guilty of this. Well folks, times have changed. With people not being held responsible for their own actions, with more and more lawsuits being filed, insurance companies have raised their rates to the outer limits. So, to prevent being dropped, racetracks must comply to the letter of the law.

A common complaint I have heard time and time again is; "Why do I have to change my safety harnesses every 2 years, when a factory stock vehicle can have the same 20-30 year old belts in their car and race? This sounds like a rule made for belt manufacturers to profit from." Well to start with, it's a fact that UV light, spilled food/drinks, oil and grease stains, fuel, and plain old perspiration can erode the strength and integrity of the safety belts. As we go faster in the ¼ mile the requirements get stricter. The powers that be have figured that at a certain speed, stock 20-30 year old belts will still do their job. At faster speeds you need better equipment. Now, you may be the clean guy/girl who makes sure your racecar is free of food, oils, grease, etc. That's fine and most likely your belts will be good. But in a world where people are not held accountable for their own actions, there are racers who are slob, with torn belts and grease stained 15 year old helmets. They race, they crash, they sue and they win! Why? Because they are not held responsible for their own actions. So, for this reason, everyone pays. Learn to live with it folks, it's here to stay, and the positive byproduct is that maybe by keeping your safety equipment up to snuff, you may someday save yourself from a serious injury.

The thing that prompted me to write this article was witnessing some nasty accidents at recent Buick events. In each of these accidents the required safety equipment did its job. We've been fortunate that we avoided losing close friends in all three of the pictured accidents. It makes you think twice about trying to slip past the track safety tech inspection with substandard equipment.



At this past GS Nationals Don Allen lost control of his 1970 Buick and slammed hard into the wall. It was the proper safety equipment that most likely prevented him from serious injury. Thankfully, Don was able to walk away from the wreck.

During this past BPG Nationals, we had a serious discussion among several key Buick Event Organizers. The biggest topic was the consistency of safety at all the major events. We all agreed that we must do our best to make all of the participants aware that they must conform to the safety rules set forth by the NHRA/IHRA. It's all about liability people. We don't want the various track owners thinking we're a bunch of outlaws that they need to watch like a hawk. We want to maintain our reputation as good, safe racers.



Above, during the 2004 East Coast Buick Regional Meet at Cecil County, MD, Bobb Makley had total brake failure. He ran off the end of the track and into the woods doing just over 100 mph, striking a tree head-on. There is no question that his safety equipment saved Bobb's life. He had a five-point harness along with a full rollcage, and at 100 mph even with that equipment, he was still hospitalized. How many of you racers out there go through the traps at 100 mph with only a factory lap belt?

During the Buick Raceday in Norwalk Ohio in 2003, Sonny Seal was driving "Tweety", his all-steel 1969 Buick GS 350, down the track when his lower radiator hose blew off. Sonny lost all control as his Buick made a hard turn at wide open throttle right into the wall. Sonny was able to walk away from this wreck, as he was wearing a full harness and had his low eleven-second GS equipped with a roll bar. Safety equipment works! These three examples all had the proper equipment for their respective speeds



Here at the BPG, we want to educate those who are unsure of the safety rules at the various sanctioned tracks. We also want to remind those who are aware of the rules that they should be prepared to comply with them. The safety requirements will be enforced by the track officials, NOT the event organizers. Bottom line folks, the track officials will have the final say on safety, we just want you to be made aware in advance. You can obtain your own copy of the official rule books by going online for the NHRA or IHRA websites. It should be noted that, while some rules are the same for both organizations, it is up to the car owner to make his or her car compliant with the rules of whichever sanctioning body covers the track at which they are planning on racing. In some cases IHRA and NHRA follow the same rules. Both groups should honor each others credentials, but cooperation between the two is not a given. If your Buick runs in the 9 second range where a Comp License is needed, you may need a license in both NHRA and IHRA, as well as the chassis certification sticker from both groups. It may be a good idea to get both so that you don't travel 500 miles to an event only to get turned away. It has happened in the recent past!

Below is the ET Quick Reference Chart. If you have any questions regarding the particulars of certain rules, please do yourself a favor and pick up a Rulebook. They can be obtained at most tracks or on-line from NHRA or IHRA.

This chart is a good baseline. You still need to read the rulebook to find the exact specifications for your application. For example; The correct way to install the roll cage; How to properly mount the driver's seat to the roll bar.

I am aware that there have been some recent NHRA rule changes regarding the ET requirement for a roll bar. It use to be required at 11.99 but it has been lowered to match the rule in place in IHRA, which is 11.49. Another good way to keep up with any changes in the rules is to check for updates in National Dragster, the weekly newspaper from NHRA.

Welcome New Members!!

Ervin R Turner Jr, Hephzibah GA

Ron Cavanagh, Ontario, Canada

David Bamford, Detroit MI

Ed Jones, Oklahoma City, OK

Rick & Kristi Bejarano, Lake Anna, VA

Kevin Sherwin, Farmington Hills, MI

Steve Hughes, Jamestown OH

Keith Bleakney, Valencia PA

Bob Martis , Perrysburg OH

John D Riley, Parkersburg WV

Tim Perkins, Greenville PA

Brian Henricksen, LaGrange IL

Joseph Pratt, Chicago IL

Richard Rezes, Freehold, NJ

John McCarthy, Castaic CA

Dustin Sanders, Loganton PA

276		Charts & Formulas					
2005 NHRA E.T. QUICK REFERENCE CHART							
Quarter-Mile e.t.s	6.00 to 7.49	7.50 to 9.99	10.00 to 10.99	11.00 to 11.49	11.50 to 13.99	14.00 & Slower	
Aftermarket Rear Axles	Y	Y	Y	2:11	2:11	2:11	
Arm Restraints (Open Cars)	Y	Y	Y	Y	10.3 11.99	10:3	
Auto Trans Flexplate (SFI 29.1)	Y	Y	2:14	2:14	2:14	2:14	
Auto Trans Reverse Lockout	Y	Y	Y	Y	Y	Y	
Bellhousing (SFI 6.1/6.2)	Y	Y	Y	Y	2:10	2:10	
Driver Restraint System (SFI 16.1)	Y	Y	Y 10:5	Y 10:5	C 10:5	10:5 10:11	
Driveshaft Loop	Y	Y	Y	Y	2:4	2:4	
Electric 16.00 & Quicker	Y	Y	Y	Y	Y	2:4	
Flexplate Shield (SFI 30.1)	Y	Y	2:14	2:14	2:14	2:14	
Flywheel/Clutch (SFI 1.1/1.2)	Y	Y	Y	Y	2:5	2:5	
Harmonic Balancer (SFI 18.1)	Y	Y	Y	Permitted	Permitted	Permitted	
Helmet (Snell 90 or SFI 41.1A min.)	Y	Y	Y	Y	Y	10:7	
Liquid Overflow	Y	Y	Y	Y	Y	Y	
Master Electrical Cutoff	Y	Y	8:4 135mph	8:4	8:4	8:4	
Neck Collar	Y	Y	10:8	10:8	10:8	10:8	
NHRA Competition License	Y	Y	10:4	10:4	10:4	10:4	
NHRA Chassis Sticker	Y	Y	4:4	4:4	4:4	4:4	
Padding Roll Bar/Cage	Y SFI	Y	Y	Y	10:6 135mph	10:6 135mph	
Parachute	Y	Y	4:8 150mph	4:8	4:8	4:8	
Pressurized Bottles DOT (1800)	Y	Y	Y	Y	Y	Y	
Protective Clothing	Y	Y	Y	Y	10:10	10:10	
Roll Bar			Y	Y	C/13.49	4:10	
Roll Cage	Y	Y	Y 135mph	4:11	4:11	4:11	
SFI Chassis Specification	Y	4:4 180mph	4:4	4:4	4:4	4:4	
Supercharger Restraints	Y	1:15	1:15	1:15	1:15	1:15	
Taillight	Y	Y	Y	Y	Y	Y	
Transmission Shield (SFI 4.1)	Y	Y	Y	2:14	2:14	2:14	
Window Net (Full-Bodied Cars)	Y	Y	6:3 10:3	6:3 10:3	6:3 10:3	6:3 10:3	

Y = Required C = Convertibles
 Number Refers to General Regulations
 In no way is this Quick Reference Chart intended to supersede or replace the current NHRA Rulebook

Safety First at Car Shows

By Duane Heckman - BPG Assistant Car Show Director

With the recent debates going on regarding Racing safety issues I wanted to talk about Car Show safety. The BPG, like the BCA, require a car to have a readily available fire extinguisher, before the car can be judged. It does not need to be mounted to the vehicle, but it must be easily accessible in an emergency.

Up until now we have been a bit lax in enforcing this "fire extinguisher rule", but that is about to change. I am stating here publicly, for **ALL** to see, that from now on if a car does not have a fire extinguisher it will not be judged at the BPG Nationals, and I will give my reasons.

Many of us rarely drive our cars, and keep them in storage most of the time. We all know what happens when cars sit idle for long periods of time, gaskets dry out, carburetors varnish, mechanical linkage starts to stick, wires crack, brakes start hanging up, etc, etc.

The following is a personally witnessed example of what can happen at a car show

Years ago one of our local Mustang clubs was holding its annual car show. It was basically a show within a show, with the Mustang club having their show in one area, and everyone else in the area next to them. The day went on and everything was fine, until the guys started leaving. There was an old guy there (Original Owner) with a restored green 50's woody wagon. The car was beautiful, anyway while he was heading for the gate the carb backfired and gas spilled out of the air cleaner and poured all over the engine. The car then caught on fire and the guy was standing next to it yelling and watching it burn. Everyone at the regular show was standing there helpless, including myself, and was watching it burn, but about 10 or so Mustang guys grabbed fire extinguishers from their trunks and put the fire out. The damage ended up being minimal, as it was contained to the underhood area, and the hood.

The above situation illustrates perfectly how important fire extinguishers can be. If the fire had not been quickly contained the car would have been a total loss, but through the efforts of a few guys, and the availability of a few fire extinguishers, the car was saved.



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Γρεατ Τυνες Ωιτηου τη Μεσο

By Rick Martinez

I sort of stumbled on this idea and I would venture to say some of you are already aware of, but I know many are not. In my case I had an aftermarket CD stereo installed in my 1973 Centurion. On various long trips to many Buick meets I attend I always find myself lugging around a rather large CD case and find myself fumbling around for different CDs while driving. That I find is a royal pain in the rear. Furthermore on occasions when not racing I like to enter my Centurion in shows, joining you car show guys for the day. Unfortunately an



aftermarket radio doesn't look to well with a car that sports a restored factory interior. For years it's been like this and I'm sure for others too. The problem is we want to enjoy our Buicks cruising around town with some good tunes, but when in a show we lose out on a non-stock looking radio. What are we to do?

Well by accident when my son got an iPod for his birthday I started reading up on it. For those that are not "with it" as my son tells me, in the computer and music world. The iPod is a small 2" x 4" computerized music box. It can store 500 or more songs in any arrangement you like. You simply download the music from your computer and that's it! No skips, no CD's or tapes to load! The huge benefit I found is a small \$39 attachment called the iTrip. This attachment plugs into the top of the iPod, (see photo below) then you take any radio and dial in 87.9 FM and instantly your music on the iPod is playing on your radio! It even comes with a programmable disc to change the default station in case in your area 87.9 is being used by a radio station.

Recently at a car cruise I ran into a guy with a 1964 Riviera. This car was perfectly restored down to the original radio. We got talking about his car and he was saying that he loves the oldies music and that the only station around playing oldies just re-formatted and they are no longer playing the old tunes. He was looking for an aftermarket type of CD/radio player that he would have to hard wire in his Riviera and try to hide it in the car. He did not want to take out the original radio or damage the car, yet he loves to drive it and now has no music to cruise with.



I went back over to him with my iPod and iTrip in hand and told him what it does. We both were curious if it will work on an original factory 41 year old radio. Well we tuned it to the extreme left on the dial and got the 87.9 channel and behold we were listening to Guns and Roses on his radio. Needless to say with the speakers being as old the quality was not best, but installing good quality speakers is a lot easier than ripping apart your dashboard to install an aftermarket radio. The guy was floored! No defacing his Riviera and no hassles of bringing a bunch of CDs in the car. No worries of hiding the CD case when you park. Plus the nice part of it is you unplug the iTrip and you can use the iPod with head phones. Or in your garage, just do the same and your music plays through your stereo! No more hassles of fumbling for your music.

The iPod is also a lot cheaper than a good quality automotive stereo CD player. The 500 song version (the one I described) goes for \$199 the iTrip goes for about \$40 bucks! Apple even makes versions that hold more songs. This is definitely something to consider next time you want good tunes but you don't want the hassles of changing a factory style radio or bring around the CD case on trips. Now you can have the best of both worlds.

The Winner of the Best Caption Award

Ken Malette won the best caption award and knew the two involved regarding the photo shown below. Ken notified us immediately and during this past BPG Nationals took home his free event shirt. Way to go Ken!!!

“Now pay attention, this is how you’re supposed to grab 2nd gear.”

As we all know Doug Hecker (the big guy) was actually standing a few feet behind Larry Hymowitz when this shot was taken



Win a free “Second Annual BPG National’s” DVD created by Nelson Febus (see ad on page 10)

For a free 2nd Annual BPG Nationals DVD just name these guys and put on your thinking cap and let’s hear the best caption for each of these photographs. Second Best wins you a free BPG T-shirt. You can call, fax, or e-mail your results to:

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fax: 845-228-9895
e-mail: marti4@suscom.net



These two characters are basically up to some mischief. As you can see the guy on the right (well known in Ohio) wasn’t just looking for his contact lens. The guy above seems like a



fish out of water when not behind the wheel of his Buick. What could he be up to?

Twin Turbo Sleeper

At this past Buick Performance Weekend held at Raceway Park, Englishtown, NJ an old time racer and V6 engine builder, John Perri of ESP Performance debuted their new street legal twin turbo Buick V-6. John had no idea on what the car would turn in the quarter mile. He did say they drove it in from central Pennsylvania to New Jersey. This Regal is 100 percent street legal including a valid inspection, passing the Pennsylvania emission.



One look at this Buick and you would think it is an everyday plain Jane driver, nothing special. At least until you look under the hood. One look under the hood would show you that this is one serious twin turbo V6. John showed us the dyno sheets which revealed this killer combo to have 670 hp and 757 pounds of torque! After a few shake down runs John managed to get a best of **an 11.03 at 125 mph!** Not too shabby for a plain looking street legal Buick!

More details will follow in our next issue. If you can't wait, you can reach John at 610-970-8944 or on the web at: www.esppformance.com. Ask them about the "Twin Turbo Kit for the Stock Buick Engine".



Special Thank You

Mike Atwood and Patty Charney did an outstanding job taking photos at the 2nd Annual BPG Nationals. They both devoted most of their free time behind the lens taking a ton of photographs for the Build Sheet. We have to say some shots are unbelievable! On behalf of the Board of Directors and members of the BPG we want to thank you for your outstanding work.

TECHNICAL INFORMATION

the car was new is not working so good now. The boost display shows 5 or 6 lbs. of boost at idle, which is not possible, and the tach display shows 3600 rpm when the engine is barely idling. This is a

This problem seems to happen fairly consistently with the age of the vehicle. It now appears to be a very common problem that eventually will happen to each and every turbo car fitted with this display. The tach section seems to be more prone to failure than the boost readout, and for an obvious

New Products

Ok here they are. I have installed the samples on a console and the fit was just as nice as the original. These also are going to only be black. If you want them another color you will need to paint it. I am offering these on this limited number order. I will most likely only do this one order and it depends on the response I get. I have one vendor who has signed on for an order of these, so to Cars Inc I salute you for your support.

Now for the rest of you these are going to be \$69 plus \$4.50 S&H for those who order prior to September 30th.

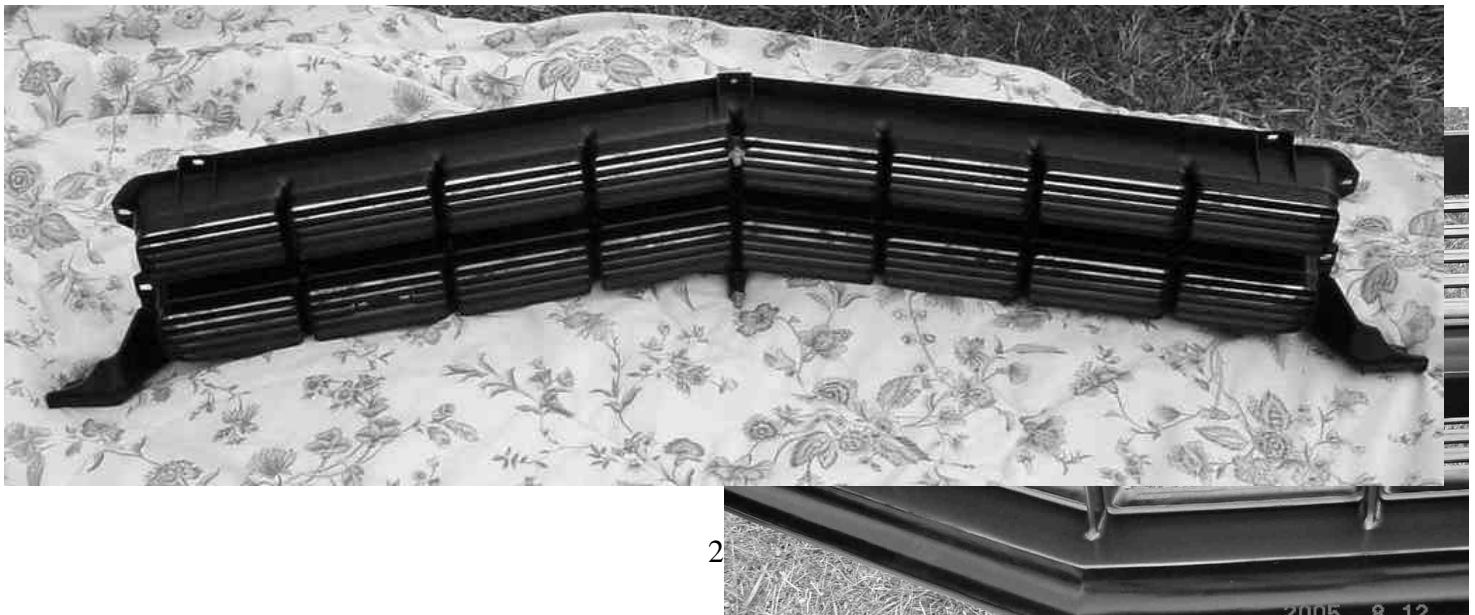
After that they will go up to the \$89 price. Just for the record making dies/molds and the order etc etc is now a \$6500 deal (UP FRONT!!!) I NEED to receive your orders as soon as possible!!! Please do not wait. Now is the time to move!

THANK YOU for your support. I already have the next part in mind ready to ship out to the manufacturer!

Email me at mike@mrbuick.com or PAYPAL me at the same. Or call me in the evening at 785-246-2661

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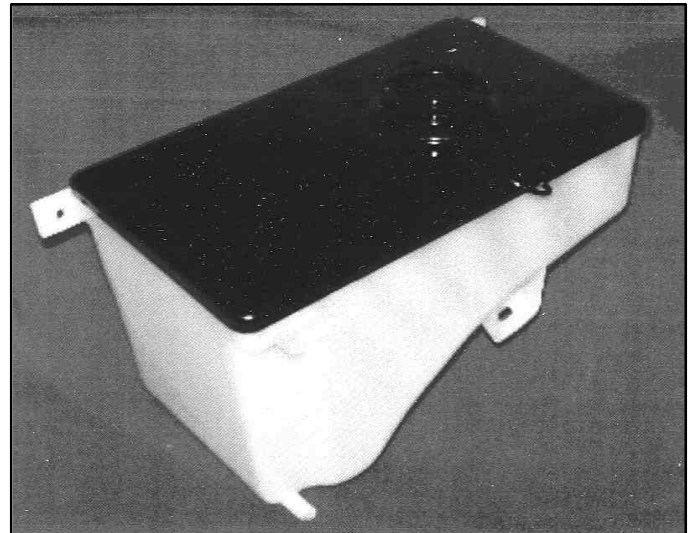
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New Reproduced Throttle Cables

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!



Reproduction overflow coolant tanks



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

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

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