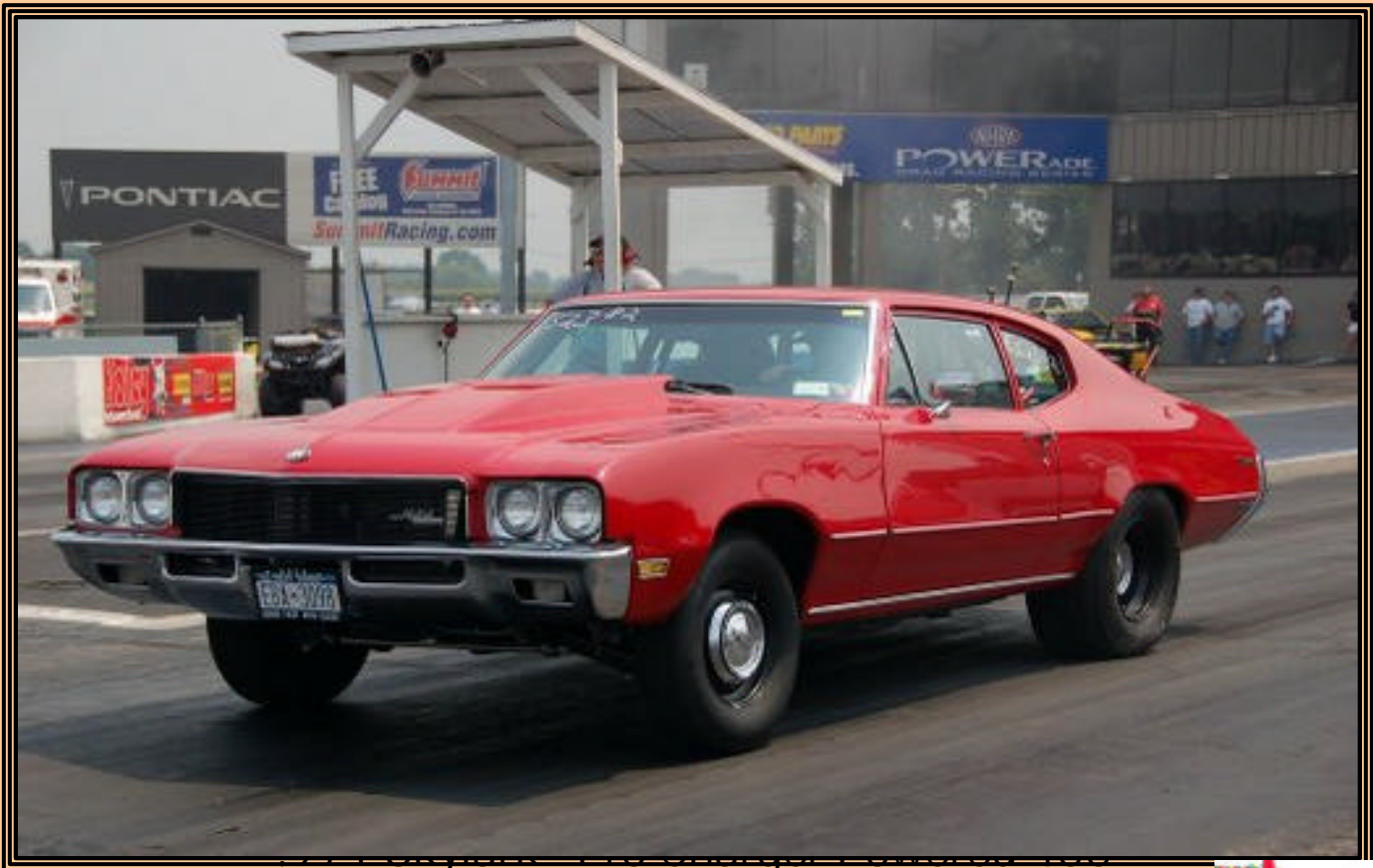


The Build Sheet



Annual BPG / Buick Horsepower Nationals



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

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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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PO Box 614
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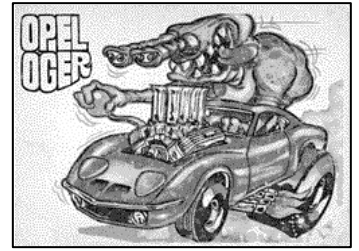
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2008 BPG Buick Horsepower Nationals

The BPG Board of Directors is pleased to announce that the 2008 BPG Buick Horsepower Nationals will be held Friday, August 1 through Sunday, August 3rd at National Trails Raceway in Ohio. Look for more details on the website as they become available

A VERY SUCCESSFUL 2007 BPG BUICK HORSEPOWER NATIONALS

By John Schmidt - Chairman



First I would like to thank everyone who attended the 2007 BPG Buick Horsepower Nationals. The Board of Directors, the Directors wives, the volunteers, the vendors, Buick Motor Division, the spectators, the car show crowd and the racers made this event our best ever. That's not to say we didn't have our challenges. When Buicks show up at National Trail Raceway so does the hot weather. 1998 was a scorcher. 2007 was a close second. Can you say HOT!

This was the BPGs' first year at National Trail Raceway. Located twenty five miles east of Columbus, National Trail Raceway provided us a first class facility with 17 acres of paved pits and a state of the art tower which included air conditioned suites open to our guests. Vendors row was awesome. From the tower it looked like a carnival atmosphere with tents, show cars, vendors, and customers. The pits were crowded with racers from all parts of the country. Big rigs, small rigs, open deck trailers and tow vehicles complimented the door slammers, dragster, and those wheel standing golf carts.

The BPG staff selected the motels and the Thursday night Cruise-In in neighboring Newark/Heath just 10 minutes from the track. This provided a great gathering spot for the social activities of our Buick community. These gatherings have become as important to our friends as the racing itself. Everyone must have behaved themselves because we received nothing but positive feedback from the local businesses and Tourism Bureau. They want us back.

Unfortunately we lost one GNX. John Sullivan crashed his beautiful, race prepared GNX into the hay bails at the end of the track. Fortunately, Johns' car was properly equipped with the necessary safety equipment and teched by NHRA track officials. John sustained only minor injuries. This is just another reminder that safety has to come first when racing our cars. Our other loss came on Sunday. Rain, rain, rain. The National Trail Raceway staff tried to get our racing program in between the rain drops but lost that battle. The Sunday qualifications and eliminations had to be cancelled. That cancellation has resulted in the BPG Board of Directors announcement that payouts will be carried over to 2008 and rain checks will be issued. That announcement is included in this 'Buildsheet'.

Finally, there are so many people that need to be individually recognized for their contributions to this years' event. Time and space will not permit that. However, Chris Lyons has to be recognized for his willingness to take on the role as Race Director one week before the start of the event. As a last minute replacement, Chris took control of the race program and made "veteran" decisions enabling the program to run as smooth as it did. This leadership will be carried forward in 2008.

In closing I again want to thank everyone for coming to the event. As always, IT'S ALL ABOUT HAVING FUN.

Thank You, To All Our Sponsors

Bruce Hunter – PR Director

Hello all, I would like to take this opportunity to thank our Sponsors and Vendors for this years BPG Buick Horsepower Nationals event held at National Trails Raceway.

Special thanks to:

Gold Sponsor

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- **Cotton Performance Center**

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- **Kirban Performance**
- **Metco Motorsports**
- **Northeast GS/GN Club**
- **John Csordas Jr.**
- **Special Additions**
- **The Radius Kid**
- **David Gramlow**

Also many thanks to our Vendors,

- **Pete Tomka, from Cold Air Systems**
- **Al, from Exclusively Buick (shirts)**
- **AM&P**
- **Kirban Performance**
- **Cotton Performance Center**
- **Special Additions**
- **Hartline Performance**
- **HRpartsNstuff**
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- **DLS Engine Development**
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I would also like to thank some special friends from JCC Racing Crew that added some highlights and laughter to the BPG event with their golf cart race, and Hawaiian contest, their support for our BPG event has grown over the years and we appreciate all the support they have shown in this years event, thanks gang, Artie, Ed, Rich, Sean, Art and all the gang. Thank You!!!

And for all the rest that supported us, Thanks!!!
Ed Bolling, Anthony and all the swappers hope you all did well.

As for the rain? What rain? We'll get em next year!!!

Behind The Scene Update

The BPG Board of Directors is pleased to announce that member Sean Ryder (a.k.a. gbsean, Shawn, Seen, Scene, Shaun, Shauna, Shawana) has volunteered his services to help in marketing the BPG. Sean will be coordinating advertising in the "Buildsheet", the BPG National Event Program, and our BPG website. Look for more information from our vendors and advertisers in 2008. Thank you Sean!

The BPG Board of Directors is please to announce that Dr. Michael C. Lyons has been appointed the new Race Director of the BPG. Chris stepped in at the last minute as Race Director for the 2007 BPG Buick Horsepower Nationals and did an outstanding job handling the event. Chris will be working closely with the BOD finalizing rules, classes and the schedule for 2008. Thank you Chris!

Huge thanks goes to our event photographers. Mike Atwood, and Patricia Charney. Both do a super job on getting some fantastic shots at the BPG Nationals. They both volunteer their services, spending countless hours taking shots of the racers, the show field and also a few candid shots for our club. Next time you run into Mike or Patty at any of the upcoming Buick events, please make sure you thank them. They are what makes this club so great. Great job Mike and Patty and thanks for the help!!!

Payout Adjustments Regarding Rain Out

By John Schmidt, Chairman

The BPG Board of Directors has decided that payouts for the 2007 BPG Buick Horsepower Nationals race classes that were not run on Sunday due to the rainout will be carried over to the 2008 BPG event and paid in ADDITION to the 2008 payouts!

Ticket Refunds - Anyone presenting a 2007 BPG Buick Horsepower Nationals race ticket stub for the Sunday rainout will be given a free race ticket at the 2008 BPG event. These tickets can be exchanged at the registration tent.

Super 8 & Quick 16 stickers - Anyone who purchased a S8/Q16 sticker for the 2007 BPG Buick Horsepower Nationals will be entitled to a free S8/Q16 sticker for 2008. The BPG has a list of those who did purchase the 2007 sticker. These stickers will be made available at the 2008 event.

The Board of Directors wants to handle the unfortunate rainout in the best interests of our members and guests. We appreciate your cooperation and understanding in this matter. Thank you.

Elections

Elections have been put off in the past as the Club had to first establish itself on firm ground. The BPG is announcing now that elections will be coming up with three new board members to be cycled into the current 9 Board of Directors. We will be looking to place 3 current Board Member positions up for elections. Any active BPG Member that would like to be part of the BPG Board of Directors, please submit your name to one of the current Board Members listed on page two.

Within a few weeks Chairman John Schmidt will be posting all the information and particulars regarding the elections on the BPG website along with the responsibilities of the Board of Directors. There will be a general election and we will ask all of the active BPG Members to participate and vote for the 9 Board of Director positions from the available candidates.

4th Annual BPG Buick Horsepower Nationals

On Behalf of the entire BPG Board of Directors, I would like to thank all the owners that brought their vehicles to our car show. This year we had a very nice turnout. There were quite a few familiar faces, and also a bunch of new ones. I personally got to see each car as it came onto the show field, and the thing that impressed me most was the quality of the vehicles on display.

I would like to give special thanks to the judging teams. These consisted of Rich Garland, Brad Conley, Sid Meyer, and John Chamberlain for the Concours Class, and Paul Gawel, Lynn Gawel, Rick Martinez, Adam Martin, Mark Reeves, Ron Mooney and Alan Oldfield and myself for the Street Driven Classes. I would also like to thank Belva Meyer and Joy Oldfield for helping with the awards. Again, thanks to the winners.

Duane Heckman

Please note that the following were not available for a photo at the award presentation
We would also like to mention their awards.

Gold Award Concours Class:	Joe Castrigano	1970 GS Stage One convertible
First Place Class 0:	John Csordas Jr.	1971 Skylark race car
Third Place Class P:	Rick Martinez	1973 Centurion 455 convertible
First Place Class R:	Chris Porter	1989 Turbo Trans Am

Silver Winners Concours Class



Larry Gibson 1970 GS 455 convertible



Phil Milat 1970 GS 455

Gold Winners Concours Class



Carl Rychlik 1970 GS Stage One



Troy Acton 1970 GSX



James Weinman 1970 GSX



Brian Jackson 1977 Skyhawk



Ron Toth 1970 GS455 convertible



Duane Heckman 1971 GS Stage One

Class A – 1965 to 1967 Gran Sport

Class C – 1968 to 1969 Gran Sport



First Place: Jon Slaboch 1967 GS 400

First Place: Eric Pfaff 1968 California GS



Second Place: Clyde Alberts 1967 Special

Second Place: Ted Nagel 1968 GS 400



Third Place: Ken Ossenfort 1967 GS 400 conv.

Third Place: Dale Jolly 1968 GS 350

Class D – 1968 to 1969 GS Modified



First Place Dave Kulka 1968 Sport Wagon 400

Class E – 1970 to 1972 Gran Sport



First Place Philip Whitaker 1971 GS conv.



Second Place Bob & Linda Leavell 1969 GS 400



Second Place Ron Schlater 1971 GS455 conv.



Third Place Alan Wander 1969 GS400 convert.



Third Place Jeff Dahl 1972 GS 455

Class F – 1970 to 1972 GSX

Class G – 1970 to 1972 GS/GSX Modified



First Place Tom Baker 1970 GSX



First Place Gary Waire 1970 Skylark



Second Place Jeff Fortner 1971 GSX

**Class H – 1973 to 1977
Regal, Century, GS**



First Place Jim Kovalo 1976 Regal



Third Place William Sales 1970 GSX



Second Place Mark Stover 1973 Regal

Class J - 1965 to 1975 GS/GSX Clone



First Place Al Kuehn 1970 GSX clone

Class K – 1978 to 1987 Regal/GN



First Place Ron Jones 1987 GN

**Class M – 1978 to 1987 Regal/GN/GNX
Turbo Regal Clone**



First Place Rick Hunt 1987 GNX clone



Second Place Sid & Belva Meyer 1987 T-Type

Class Q – Big Buick Modified



First Place Yardley 1969 Riviera



Third Place Bob Smith Limited T-Type

Class N – Front Wheel Drive

Class L - 1978 to 1987 Regal/GN Modified



First Place Danni Kemenl 2003 Regal GS



First Place Richard Hallock 1987 GN



Second Place Tom Wilhelm 1986 Century



Second Place Brian Lorenz 1987 WE4 Regal



Third Place Kevin Myers 1990 Regal GS



Third Place Jim Chaurrue 1987 GN

Class O – Buick Race Car



Second Place Paul Cassidy 1970 Sport Wagon

Class P – Big Buick Full Size



First Place Adam Martin 1971 Centurion



Third Place Al Kuehn 1967 GS



Second Place Gary Hallock 1965 Riviera GS

Class R – All Other Buick Powered



Second Place Jason Papageorge Turbo TA



Third Place Ron Green 1967 Skylark

BPG Buick Horsepower Nationals TSO Race Class Results

By Chris Lyons



*We had a great time, thanks to all who attended and raced
Congratulations to all winners and participants*

Qualifying:

1. Dave Fiscus	8.951 @ 152.23
2. Jack Cotton	9.130 @ 150.23
3. Chris Lyons	9.165 @ 150.51
4. Avon Thorpe	9.243 @ 150.83
5. Dan Strezo	9.440 @ 157.63
6. Bobby Don	9.538 @ 140.46
7. Odell Cantrell	9.678 @ 123.91
8. Steve Hughes	9.850 @ 141.39

Top ET goes to Dan Strezo and Joe Lubrant 8.78
Top MPH goes to Dan Strezo and Joe Lubrant 157.95

Round One:

- Dave Fiscus ran an 8.95 for a win over Steve Hughs
- Dan Strezo ran an 8.82 over Avon Thorpe's red light
- Jack Cotton ran an 9.08 over Odell Cantrell's troubled run
- Chris Lyons ran a 9.12 over Bobby Don

Round Two:

- Dave Fiscus ran a 9.05 over Dan Strezo's blistering 8.78
- Jack Cotton and Chris Lyons both red lit with Chris leaving first with an overheated trans brake.

Final Round:

- Dave Fiscus won over Jack Cotton when Jack pushed through the lights





Despite the rainout on our race program, we did manage to get in another race class along with the TSO Race Class. Jim Ramsey took the win in the Buick Small Block Race Class winning with his 1965 Buick Special. Shown above is a proud Jim Ramsey receiving his award from our BPG Chairman, John Schmidt.



The action was hot at the BPG Buick Horsepower Nationals! Between some of the rounds of racing we took a time out for some fast and furious golf cart drag racing. The competition was tough, with some wheels up cart action. Look for some faster carts for the 2008 event! Could we have a new wheelie king?



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The Best of Both Worlds

Race on Sunday, drive it to work on Monday

By Rick Martinez

I have been a long time friend of John Csordas since the early days on driving our Buicks to the GS Nationals way back in the early eighties. Over the years both our families have become close, attending many family functions. What comes to mind though, was back in those early eighties while traveling to Bowling Green for the GS Nationals, John would have his wife Nancy and one of their sons, John Jr. attending. John Jr. as I remember was always into the cars and always being just a plain old good kid watching over the years us gear heads acting sometimes younger than him, but we all had fun. And keeping with that basic Buick family attitude Jr. was slowly becoming one of the boys. Fast forward to the present day John Jr. has grown to be a man that every father would be proud of. We all consider him now a good friend and fellow Buick racer. A few years back John Jr. married his long time girlfriend Jill Gorski. Jill was also into the cars and racing. They say behind every man is a great woman; well Jill is that great woman. They are both lucky to have each other.



After some searching, they bought a really clean 1971 Skylark 455 which was Jill's car that she raced while John was racing his 8 second Skyhawk. Unfortunately 2 years ago while attending the Buick event at Cecil County, Maryland Jill's Skylark was stolen and was never to be found. Jill didn't want to end up being a spectator she wanted another car, so the search began. Back in November of 2006 John Jr. located and bought a 1971 Skylark out of Long Island, NY. This is to be Jill's new car...well it is suppose to be Jill's car ☺

They located and bought a 1971 red Skylark 2-door post coupe minus engine and transmission. This was not your everyday Skylark. This Buick sported loads of custom fabrications built by NRC Motorsports of Long Island, NY, such fabrications as narrowed frame rails, small gas tank, adjustable front and rear suspension, hidden parachute, along with a complete chrome molly funny car cage with double frame rails, making this "Plain Jane" Skylark certified to 7.50 ets! Yet this Skylark still had a functional rear seat along with a full factory interior and was completely street legal! Total weight sporting a big block Buick with driver tipped the scales at 3,960 pounds! John Jr. and Jill had big plans for this Skylark. It was to be something different, something unique and something fast!

How fast you say? Well so far this low compression pump gas fed Buick pulls nearly 2 tons of Buick steel to the tune of 11.11 at 122.5 mph down the quarter mile! And that's only with 5 pounds of boost!!! BOOST...You say?!?!
Total weight sporting a big block Buick with driver tipped the scales at 3,960 pounds! John Jr. and Jill had big plans for this Skylark. It was to be something different, something unique and something fast!



Scotty, give me more boost!!!

The heart of this street sleeper is not a nitrous oxide set up, not some elaborate high dollar big block, and no, it's not a turbo V6 either. The heart is a Pro Charger setup built on a very mild low compression 455 engine that has over 400 quarter mile passes and probably 30,000 plus street driving miles on it from previous use in another Buick. John Sr. had this engine lying around the shop and figured it would be a good starting point for the Pro Charger.



Starting with the short block, it is a .030 over 462ci engine built by AMP. It has Hypertech 9.6.1 low compression pistons, stock rods and a mild hydraulic Lazer cam along with TA 1.6 roller rockers, the stock bottom end was balanced. Nothing fancy, nothing high tech here. Up top is a set of non ported Stage 1 heads and a Wildcat intake along with a Quick Fuel Blow Tru 750 carb, fed by a Magna Fuel 500 pump and regulator with #10 line straight to the custom stock fuel tank. The ignition setup is a MSD programmable digital 7 box along with MSD wires, Blaster coil and distributor. A set of TA Performance 1 7/8" headers feeds the 4" exhaust pipes thru an H-pipe and a set of Dynomax Bullet Mufflers and Dynotech Case Mufflers hitting the air with a set of Dynotech turndowns with inserts. Keep the entire operation cool is a custom aluminum radiator with the stock water pump added with a Volvo electric cooling fan. The F1R Pro Charger was picked up used and is hooked to a Honda 3" inlet and outlet intercooler. All of the Pro Charger brackets were designed by Cliff at Readers Digest Auto Center (works with John Sr.) and then brought to Rob Giroux of Precision Billet Design to be fabricated, making this a complete bolt on setup for the 455 Buick.

Taking the power is a heavy duty Turbo 400 that was built by Mark Deconti back in the early 90's that was originally in John Sr.'s Estate Wagon which had logged in about 150,000 miles! It shifts automatically at 5800 rpm, fully automatic with no manual valve body! The 2600 stall torque converter is on loan from club member Dave Shaker; it is from Ultimate Converters in Connecticut. The 10 bolt 8 1/2 rear currently sports a spool with 3.90 gears supported by custom built tubular fully adjustable upper and lower arms with QA1 rear shocks and QA1 coil over shocks in the front. The rear frame was notched to fit 315/60 15 Mickey Thompson Drag Radials on steel 15x10 wheels. Slowing this Skylark safely are Wildwood disc brakes on all the corners including an E-brake.



Currently the car is over revving with the 3.90 gears and will be changed over to 3.73 gears along with some more boost this coming spring to shoot for those 10 second time slips. Remember guys, that's 10 second times with a fully street legal Buick running on PUMP GAS!!!

Just a note; 5 lbs of boost dropped the ET by a solid 2 tenths over a N/A set-up! Future plans will be a fresh engine being built by Scotty's Racing Technologies in Florida. It will be an 8:1 compression with Stage 3 aluminum heads and a custom cam by Scotty. The new engine should really wake this Skylark up.

For now the only problem left is that Jill has to fight off John Jr. for the keys, as we all keep reminding John that this is Jill's car.

Special mention goes out to Cliff at Readers Digest Auto Center where all of the drivetrain and fabrications was performed and a special thanks to, Rob Giroux at Precision Billet Design, Bobb & Geoff at Finishline, Dave Shaker, Mark DeConti and Doug Hecker.

Jill is keeping the keys to this one



Joe Pratt's 1970 Apollo White GSX

Joe Pratt has been a loyal Buick owner for as long as he can remember, being a GSCA member since 1983 (#33) along with being a member at the Chicago Chapter #488. Joe was introduced to the BPG by Dave Kleiner while Dave was doing the restoration work on Joe's GSX. He joined up and is now a current member of the BPG # 1788 GSX.

Just one look at Joe's GSX and you can see it is a fine example of the excellent restoration work that was done by Dave Kleiner. Joe owned his GSX for over 30 years and during that time has raced it along with attending various cruises and shows. On the track his GSX ran a best of an 11.38 in full factory GSX trim! As Joe was planning on doing a full frame restoration he decided to retire his GSX from the track and bought a 1987 Grand National to keep that go fast Buick feeling in his blood. Joe managed to tweak his Grand National down to an 11.70 and yet he could be able to drive it anywhere.

Not too long ago Joe got his 1970 Apollo White GSX back from Dave Kleiner, who completed the frame off restoration. Dave did a fantastic job on the car, which is now in full concours condition. During this past GS Nationals Jo proudly entered his 1970 GSX in the Concours Class. Before the day was over Joe was to become a very proud owner of now a Concours Gold Winning GSX as he took the Gold Award.

Future plans between his busy work schedule is to squeeze in and attend most of the Buick events including the BPG Buick Horsepower Nationals now that he is also part of the BPG family. It will be great to see his GSX in person at the show, and no doubt more Gold Awards will be awaiting him.



Aftermarket ECU Installation

By Cal Hartline – Hartline Performance

As you modify your Buick there comes a time when an aftermarket engine control unit (ECU) can become a benefit. There are a lot of factors that come into play when determining when and what system to buy. The main factor in determining which system to buy is buying one from a vendor that will give you customer support after the sale. When it comes to Buicks, there are three systems that are normally used. In no particular order, they are: FAST (Classic and XF1), Big Stuff (GEN 1 & 3), and Accel (Gen 6 & 7). Any of these three systems are capable of getting you the results you want.

For most people, the most difficult part of installing an aftermarket ECU is the wiring. If you have a Turbo V6 you have two options. You can use the existing engine harness and adapt your computer to it. This is normally done with an adaptor or interface harness. But, it can be done by repining and installing new plugs on your factory harness. The other method is to buy a complete new harness supplied by the ECU maker or buy a custom harness from companies like Casper's Electronics. This is called a standalone harness. If you are fuel injecting a Buick V8, you will have to install a new harness.

Typical installation using an adaptor harness on a Turbo V6

Step 1: Remove the factory ECU and plug the adaptor into the factory harness. Plug the other end into the aftermarket ECU. You will need to mount the ECU. Some systems mount the ECU under the passenger seat and others mount it in the factory location.

Step 2: Remove the MAF air sensor and adapt your air filter accordingly. Make sure to tape up the factory MAF wiring plug.

Step 3: Remove your Air Temperature Sensor (ATS) from the air filter. This sensor will need to be relocated so that it can better monitor the air temperature going into the engine. One place to mount the ATS is the upper plenum. This is a very accurate location but does require removing the plenum and drilling a 3/8" hole and tapping it to 3/8 NPT. Another popular location is before the throttle body. This requires a 3/8 NPT bung to be welded on the up-pipe.

Step 4: Remove your factory O2 sensor and plug the hole. The aftermarket ECU's use a Wide Band Oxygen Sensor (WBO2) to more accurately monitor the air/fuel mixture of the engine. This sensor is susceptible to extreme heat and has to be located in the downpipe. It needs to be mounted in the exhaust stream normally after the bend coming out of the turbo and not in the bottom of the pipe where debris can contaminate it. Once mounted, run the WBO2 harness into the car and plug it into the adaptor harness.

Step 5: Install a new MAP Sensor. The factory sensor can only read up to 15 psi where a 3 bar sensor can read to 30 psi. For certain applications you may need a 3.5 bar (38 psi) or even a 4 bar (60 psi) Map sensor. There are a couple of methods to doing this. You can just mount a 3 bar sensor on the passenger side fender where the factory 2 bar Map Sensor is on an analog dash equipped car. The plug will still be there even if you have a digital dash. You will then need to either buy an adaptor harness or wire it in yourself. To wire it yourself, locate the clear connector (C437) that is wrapped in foam behind the glove box. Certain pins in that connector will need to be jumped to the original engine harness. You will need to jumper the following wires:

<u>C437 connector</u>	<u>connect to</u>	<u>Factory ECU Connector</u>
Pin A (Green Wire)		Pin C14 (Gray wire)
Pin B (Gray Wire)		Pin B6 (Gray w/Red wire)
Pin G (Black Wire)		Pin D10 (Black w/White wire)

This should complete the adaptor harness installation. Now you need to plug in your laptop and start tuning!
Look for PART 2 - TUNING TIPS in the next edition of "THE BUILDSHEET".

New Products From High Torque Racing Auto Body

I have another new product out now. I am now offering the BBB throttle cable bracket for the 68-72 GS/Skylarks. I had these made from just a touch larger material and they are much stronger. I have already test fit them on my wife's car so I know they work!! I have already shipped several out and the reviews are in!! Another excellent part!! They are \$25 each and ready to bolt on. The picture has a really bent up one (from right to left) then the repro one and then the one from the 70 stage 1 car. You can order them by sending me a PAYPAL to mike@mrbuick.com or calling me at 785-484-3245 from 8-5 M-F (central time) with a major credit card. Or sending payment to me:

High Torque Racing Auto Body
3245- 82nd Street
Meriden Kansas 66512

I will be selling the BBB Throttle cable brackets by Sept 20th 2007. They are \$25 plus \$4. S&H. They are ready to bolt and go. I had them made from a slightly thicker metal so they will last better than the originals. You can order them by emailing me at mike@mrbuick.com or call me at 785-484-3245 (days). I can take credit card payments or paypal, unless you want to send a check to me to the address below. Thanks for your support.
Michael Garrison

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NHRA Rules Enforced ~ B.O.P.C. Powered cars only ~ Gamblers Race

- ← Pro/Super Pro Combo (Electronics)*
- ← Sportsman Street Combo (Non-electronics) *
 - ⇒ *Race your own class until the final round
 - ⇒ *Winners of each class meet in the final round

- Pontiac LSx Bracket Gamblers Race



BOPC FL Finals Heads Up Racing -Saturday

NHRA Rules Enforced ~ Gamblers Race

- Buick TSL - Turbo Street Limited



Muscle Car Drag Racing! Trophies Awarded-Saturday

NHRA & FAST Class Rules Enforced-All makes & models

For rules see www.StockAppearingDrags.com

- Stock Appearing (featuring FAST class cars)
- Factory Stock
- Muscle Car Eliminator



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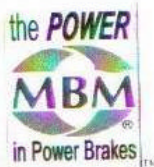


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- Custom Autosound
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Photo by Mike Atwood