

The Build Sheet



2008 BPG Nationals

August 1st - 3rd Hebron, Ohio

**BPG
Nationals
Show
and
Race
Information**



**Ron
Mooney's
Grand Nasty**



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.

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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 dues or articles, tips or your car for a feature, mail your information and pictures to this address:

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

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Directors Comments

By Bruce Hunter

Hello everyone, my name is Bruce Hunter, and for those that don't know me, I am a forty five year old contractor living in northeast Ohio, I have been involved with Buicks in some fashion since High School. I am one of the founding members of the BPG, and am now the acting Chairmen for the Buick Performance group. With the recent retirement of John Schmidt, I would like to say thanks to Mr. Schmidt for his years of service to the BPG, his dedication and leadership has left the Club in the state it is now. Thanks John! John is a good friend of mine and I'm sure a good friend to many.

The state of the Buick Performance Group is on solid ground, sure there's a bump in the road here and there, however we (BPG) are doing quite well, the financial report was printed in the last Newsletter for everyone's eyes. We currently have more than four hundred and thirty members in good standing with the BPG. Apparently, there have been some rumors that the Club is on shaky ground, ready to fold, and membership is around 80 to 100. Well this is positively FALSE!

Now to cover a few things

Elections: Are moving forward, we do have some people interested in stepping up the help run the Club into the future, We will be working on this as time allows and Elections will be held relatively soon. After the conclusion of the National Event coming August 1st-3rd 2008 If anyone is interested in running for a position please contact one of the BOD's and let us know. We the Directors have been at this for some time, and a few are ready to step down and allow some fresh legs to keep the fires burning.

Newsletter: Yes we are behind, I'm sorry, however it is a hard thing to due time after time with little input from the members. Hey gang this is your newsletter, be proud of it, write an article on your car, why you chose Buicks. Tell us about yourself a little. Rick Martinez has done an outstanding job for the Clubs newsletter over the years and will continue to do so until we find a good replacement for him, Rick truly deserves a vacation.

The 2008 Event: Things are going well and falling in place nicely, as you all should know by now the BPG Event will be held at National Trail Raceway in Hebron Ohio, August 1st-3rd. Again for this year is all vending is free! We are getting a good response from sponsors and vendors so far, I am excited about this years' event! I hope that many of you are excited as well John Chamberlain is our Event Director, and is working diligently to bring you the members and non-members the best BPG Nationals possible! We the BOD strive to do the best we can for the club and its members, remember gang, we have full time jobs like you as well. With the arrival of spring I'm sure that many of you are getting ready to enjoy the summer weather, getting the Buicks uncovered and polished for this summers show car scene. Finishing the latest modifications to your racecar, or just popping the car cover off, dropping that top and going for a cruise.

I wish you all wonderful and safe season, and I personally hope to see many of you at this years' National event!

Grand Nasty

By Ron Mooney

Grand Nasty started out as a new off the showroom floor Grand National for me back in October of 1987. It was purchased at Mark R Buick-Cadillac in Easthampton L.I. (no longer in existence). It was brought to Atco Raceway where in total stock condition it ran a [14.33@94.83](#). This car remained stock for about two weeks before it took a trip to Eastern Performance for a Posi (yes it came without one), an open element K&N cone air filter, and a Dyno-Tech chip. Back to Atco Raceway I went and it now ran a 13.25@103.21. I was hooked. Six months later, a shift kit and reworked stock torque converter and I was running [13.00@105+](#). Now I was really hooked!

Next step on my quest for the 12s was a Nitrous system. This netted a [12.37@109](#) but man was hard on the motor. Blew the original motor street racing with juice and sent it out to have it rebuilt at TurboPeople. A new 30 over motor with some porting on the heads and an ArtCar 9"convertor with slicks and we now ran 12.04@110. Remember this was back in 1990 so this was a pretty fast streetcar.

Much money was won on Friday and Saturday nights street racing in Brooklyn, NY against Mustangs and Big Block Chevies.... these guys still didn't believe a V6 could beat their V8s. This is where I earned the name TUFBUICK...went right out and got that vanity plate for the GN. A slightly bigger turbo, a set of bigger injectors and a bigger intercooler and we were now running mid [11s@114+mph](#) back in 1991-92.

In 1993 it was time to step-up and freshen up the motor. So a new bullet proof Kenny Dutwieller was built in California for this car. About this time I was going to retire from my advertising career so we built a no expenses spared, all the good stuff motor and I was going to run this motor at a reasonable boost so it would be my last rebuild. One last trip to Atco Raceway (as I would no longer be able to afford racing while retired) and this new just broken in motor ran an incredible 11flat@121mph!

Now for the bad news!!! On December 18, 1993 I took Grand Nasty out for a cruise with my new motor to watch a street race. The cops came and we all had to leave. Lots of people followed me, and about a mile away after waiting for a traffic light to change as I eased out into the intersection on my green light...WHAAAAMMM! I was broad sided by a drunk who blew his red light at hit me doing about 50mph.

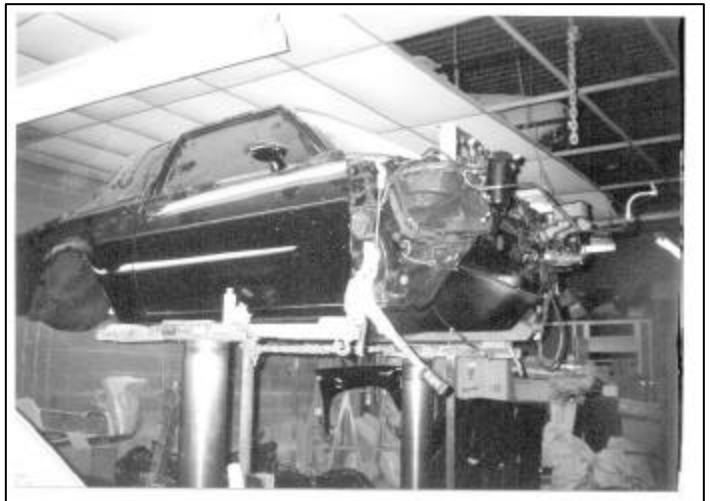


Nasty was wrecked and I was on the way to the hospital. The drunk was arrested on many counts and I had a dozen witnesses that were more than willing to testify. After feeling up to it I got around to going to my garage to view my pride and joy. Man was this thing blasted. He almost took the front off that car. The insurance company wanted to total the car and give me a B.S. payout. That's when I got my slick lawyer on the case for the damage settlement. My lawyer got me way more than I ever expected for the car and it was still mine for a fraction of the payout. I had been though too much with this to let it go to some salvage yard. Besides my high dollar mega motor had less than 500 miles on it and that was why I really wanted to keep the car. I knew there was going to be a large settlement on the personal injury and I also knew I didn't want to be without a G.N. while this one was being fixed. That's when I went out and found "The Most Optioned G.N.". Now I could rebuild Grand Nasty at a slow pace and do it right.

It took three bng years to gather up NOS parts and put my pride and joy back together. A good friend of mine who owns a body shop did a frame off restoration (which I have documented in photographs) for just a little over \$8,000. That'll never happen again. We gathered all the parts, bought a new frame and transferred everything over to the new frame restoring and replacing parts as we went. Mind you, this car had less than 10,000 miles on it when it got wrecked. From the firewall back the car was virtually untouched in the crash so this was not a hard restoration. The left rear quarter was replaced with an NOS piece. The car was painted Lexus Black with has a truer Black gloss to it than G.M. black. I received the car with new paint and was told to leave it outside in my driveway so the paint would cure. Man, was I bummed about leaving a garaged car outside. No interior, no lights, no bumpers, the car looked terrible. About a month later I got the call to bring it back to be color sanded, buffed, polished and assembled. So I dropped it off and went about my business. I couldn't wait to see how this paint job was going to look so I stopped by to give a look see a few days later. Much to my dismay there was an old guy I never saw before sanding and buffing my car. When I asked my buddy who's that guy working on my car he said...that's Willie, he does all the finishing work for the local Mercedes dealer for the last 30 years...so Willie was my man. Finally after 3 years of collecting parts and waiting for my buddy to do this car in his spare time, Grand Nasty was restored, assembled, polished and better than new. The paint on that car was done so well that after 12 years it still looks new.



Now we approach the latest chapter on Grand Nasty. I've been driving this car approximately 500 miles a year for the last twelve years and haven't spent a dime on it for anything. It's a strong running streetcar and has many victories to brag about. Last



September 2007 I took it to our annual Buick event at E-Town. It just went for the ride, no show, no racing. Upon returning home I noticed I had a brake fluid leak right before the left rear tire. I discovered that my old nitrous line had been rubbing on my brake line and finally wore through. So at the beginning of March on the trailer it went to Stage 1 Automotive to be fixed. Rob Chilenski took

care of my leak in a jiffy. Now I asked him to look for a metallic ticking that I had in the motor for some time. I thought that it might be an exhaust header leak, or maybe my Cam Sensor was getting noisy. Well it turns out that my forward exhaust valve on the passenger side had worn the valve guide



so bad that it had about an 1/8" of side-to-side play in it. Off the heads came and they were sent to Gregg Gessler for evaluation. Although they were mildly ported heads the verdict was in...."JUNK". The valve seat was oveled out so bad it was irreparable. Good thing this was discovered now or it could have dropped that valve and cost me my motor.

Like I said.... I hadn't spent a dime on Nasty in 12 years. Now it's time to break out a bunch of Franklins out to fix this mess. A set of Gessler's Level 3 Ported and Polished Competition Big Valve Heads were ordered up. New ARP head stud set, RJC Racing Head Gaskets, Alky Control progressive alcohol injection system, a Turbo Tweak alcohol chip, a long overdue Scanmaster so I can tune this thing and a new set of Mickey Thompson Drag Radials to transfer the power to the ground.

All these modifications are being sorted out as of right now so we'll all have to wait for the results. This is probably my favorite Buick and it will now be even more fun than it ever was before. If you see me on the street.... be forewarned.... read my license plate frame.... it says, "YOU BETTER / THINK TWICE". For those who didn't take that seriously my third brake light says...."YOU LOST". Many a street racer has had the opportunity to read that brake light. Hope to see you all at the races!

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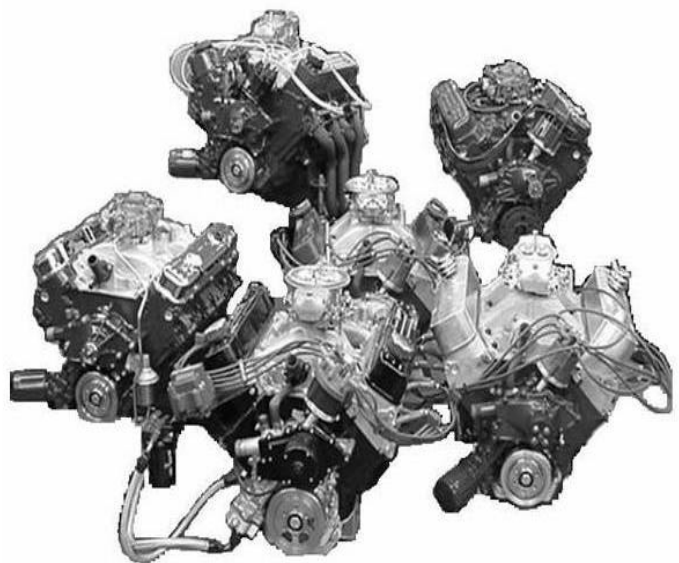
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Show Class Review

By Duane Heckman

I would like to keep the 2008 car show the same as it was last year, and I will give several reasons why;

First off, everyone seemed to like how last year's show was a totally judged event, with the Street classes and the Concours classes. The rules were new for the street classes and were structured in such a way that the "Performance" cars were on an even par with the un-restored cars. Everything seemed to go smoothly, and I heard no complaints. It seemed like a win-win combination.

Secondly, I need to tally the Awards we have and get a preliminary order in to the manufacturer within the next week or so. Therefore it is imperative that I know the number of classes to start with, and the number of awards needed. This also gives me only next week to get the order in, so I guess my point is that we are running out of time to change anything.

Now to the future, the point has been raised about creating a "Platinum" show class. This type of judging takes several hours per car to perform, and as stated previously, requires the cars to be screened to determine if they are even worthy to be considered for this class. (The best way to describe this class would be to liken it to "Bloomington Gold".) This class was basically designed for "survivor" cars that required only freshening up. Currently there are no restored 1965-1972 GS's that I know of that would survive this type of scrutiny. The only Buicks I could see surviving at all would be very low mileage GN's & GNX's that retain all their original equipment, and I wonder if any of those owners would be very interesting in having this type of judging done.

For the above reasons I never took the time to develop a set of rules for this class, and the question comes up as to who is qualified to judge this level of vehicle. Now I know Carl Rylchik has asked about this class, but I am wondering if anyone knows any owners/members that are interested in this class.

Anyway, that's all I have to say, the rules are posted in this issue. Please give me some input, so that we can possibly fine tune things, because we are quickly running out of time. At least time that I have available.

For the Car Show

The only real "Duties" the owners need to do is this:

1. Have the car on the show field at the appropriate time.
2. Fill out the Owner information, at the top of the Judging Sheet, and hopefully write it legibly.
3. Decide if you want to have the car judged, or put in the show for display purposes only.
4. Answer a few questions about modifications etc. so the car can be placed in the correct class.
5. Have a small UL rated Fire Extinguisher displayed with the vehicle. (It is not required to have it mounted, however it must be accessible.
6. Display the car with all windows up, and all compartments closed, and all 4 wheels on the ground.
7. Have a representative there to open the doors, etc. or allow one of the judges to do it for you.
8. Answer any questions the judges ask.
9. Leave the vehicle on the show field until the end of the show.

2008 BPG Buick Horsepower Nationals Car Show

100 Point Driven/Street Class Judging Rules

In an effort to help promote the BPG Car Show and make it grow, the decision was made to make a few changes for the 2007 BPG Buick Horsepower Nationals. For the last two years we have had no Judging in the regular Driven classes, but instead gave out 6 Directors Choice Awards for outstanding vehicles. This set-up did promote a sense of camaraderie, because no one was competing against each other, however it did nothing to honor the achievements of the individual car owners. We have also fielded complaints about not having a judged event, so the decision was made to try it.

It's easy to build a set of rules for a "Concours" type class, where the car is judged against the way it left the factory, and this type of rules works well at many other car shows, however it does not work well with the 60's-70's Muscle Cars. Face it, the guys that own these vehicles are interested in Performance, and often add pieces to increase that performance. Then, when/if they choose to place their car in a show, they are "faulted" for these same enhancements.

Over the last 15 plus years I have seen a lot of Buick Street cars, and have come to understand how the majority of them have been fitted out. I have also come to realize how inadequate our current 400-point rulebook would be if used to judge the Driven classes, and the frustration this would cause with the owners. Therefore a way had to be found to level out the playing field with owners of driven original cars and owners of performance oriented streetcars.

The rules that were developed take into account all the above info and were tailor made to work with 90% or more of the Driven/Street vehicles that are out there. The four basic differences between this set of rules and the "Concours" rules are;

1. The underbellies of the cars are not taken into consideration, except the parts a Judge can easily bend down and see, such as the rear axle, gas tank, etc.
2. Allowances will be made for paint chips.
3. Allowances will be made for commonly changed parts due to maintenance and safety considerations, such as Radial tires, Halogen headlights, etc.
4. Many of the performance parts will be "excluded" from being considered as Modifications. This will put a Driven original car on an equal par to a "tastefully" done Performance enhanced vehicle.

Also due to popular demand we will have two clone classes, namely one for the GS/GSX's and one for the Turbo Regal/GN/GNX cars.

Listed below are the pertinent sections of the rules, followed by a summary of all the classes available for this years show. A complete set of rules for both the Concours Classes and the Driven/Street Classes will be placed on the BPG website in the near future. An awful lot of thought went into creating a fair set of rules for all these classes. If you have any questions please feel free to call me. **Duane Heckman**

Rules for the Judges

Fire extinguisher

The car will not be judged if an operational UL approved fire extinguisher is not displayed. (It is not required to mount the fire extinguisher, but it must be placed in a readily accessible location.)

Judging the Exterior

First do a quick walk around the car. Check each of the components (fenders, doors, hood, etc.), the color scheme and presence of items, which should not be there, as well as absence of things, which should be there. Make a mental note of any discrepancies. If in doubt, discuss them with your Team Captain. If necessary the Team Captain should ask the owner for documentation while you are judging the details. Check for authenticity, condition, workmanship and maintenance. Also, due to the fact that cars in this class are driven, the presence of paint chips will be ignored, unless the number is excessive in nature.

Judging the Interior

When judging the interior, the owner is to provide access, however the judge does not enter the vehicle, touch anything, and must refrain from smoking, eating or drinking while judging.

Judging the Engine

Have the owner open the hood for you. Inspect all components for cleanliness and finish. Look for gasoline stains, deteriorated finish, excess oil, grime, extra holes, water leaks, and condition of belts. Maximum point deductions should be made only when a component is missing.

Judging the Chassis

The judge **will not** kneel down or crawl under the car when judging the chassis. Inspection of the undercarriage may be accomplished only by bending down, at the front, rear, and at strategic points along the sides of the car to perform the necessary observations. Flashlights and other aids are not to be used in the BPG judging process.

Note: The emphasis here is not to look for a perfect frame off restoration, but to check that the easily visible undercarriage components are consistent with a nicely detailed "Driven" Car.

Ruling for Modified Vehicles

All vehicles with two (2) or less modifications will be considered un-modified and are to be shown in their respective "Stock" Classes. If the vehicle has three (3) or more modifications then it will be placed in the appropriate "Modified" Class.

A "Modification" will be defined as anything that deviates from the way the vehicle was delivered from the factory. Examples of modifications would be aftermarket valve covers/bolts, unpainted aluminum intakes, air cleaners, wheels, non-factory colors, etc.

Exceptions:

As this is a Performance-oriented club certain items will not be considered as modifications in the Driven/Street Car Classes. These allowable changes are to be considered "stock" components and would receive no point deductions. They include;

Aftermarket Gauges

Headers

Up to and including 3" Exhaust

Ribbed Engine Accessory Belts

HEI

Aluminum Intakes (Painted engine color)

High Output Ignition Systems (MSD, etc)

Radial Tires

Halogen Headlights

Newer style POA Valves, for AC cars, as well as components for updated 134R Systems

Any correct type black or Delco Battery (i.e. Top post vs. Side Mount)

Any clean-looking correct type Battery Cable (i.e. Top post vs. Side Mount)

Any Delco Oil Filter



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Here is an example of how a car would be classified at a show.

The car is a stock appearing GS with radial tires, halogen headlights, headers, 2 ½" exhaust, aluminum valve covers, bare aluminum intake, stock air cleaner, black battery, and aftermarket gauges.

Here is the breakdown

Radial tires (No Modification)
Halogen Headlights (No Modification)
Headers (No Modification)
2 ½" Exhaust (No Modification)
Aluminum Valve covers (Modification)
Aluminum Intake (Modification)
Stock Air Cleaner (No Modification)
Black Battery (No Modification)
Aftermarket Gauges (No Modification)

The above car would have two (2) modifications and would be put in the "Stock" class.

Note; if this same car had an aftermarket Air Cleaner, instead of an original, it would have three (3) modifications and would be put in the "Modified" class.

Summary

To sum everything up for the 2007 BPG Buick Horsepower Nationals we will be offering the following Classes/Judging Systems

Concours (400 point judging system, with Gold Silver & Bronze Awards) The owner can opt to have his car judged or can put it out as display only. (Fire Extinguisher Required)

Driven/Street Classes (100 point judging system with 1st 2nd, and 3rd place Awards) the owner can opt to have his car judged or can put it out as display only. (Fire Extinguisher Required)

BPG Classes Judged by 100 Point Judging System

- A. 65-67 GS
- B. 65-67 GS Modified
- C. 68-69 GS
- D. 68-69 GS Modified
- E. 70-72 GS
- F. 70-72 GSX
- G. 70-72 GS/GSX Modified
- H. 73-77 Regal/Century/GS
- I. 73-77 Regal/Century/GS Modified
- J. 65-75 GS/GSX Clone
- K. 78-87 Regal/Turbo Regal/GN/GNX
- L. 78-87 Regal/Turbo Regal/GN/GNX Modified
- M. 78-87 Turbo Regal/GN/GNX Clone
- N. Front Wheel Drive
- O. Race Car (12.0's or faster, must have a time slip)
- P. Big Buick
- Q. Big Buick Modified
- R. Other Buick
- S. Other Buick Modified

Modified = 3 or more modifications (For an explanation of what constitutes a modification, see "Ruling for Modified Vehicles.")

BPG Nationals Race Program

Race Director, Chris Lyons

Friday

- Open Test and tune racing.
- Gamblers race.
- Quick 16 and Super 8. One Pass First Round Qualifying held at the end of day

Saturday

- Car Show
- TSO and TSM Tech Inspection Held
- Quick 16 and Super 8. Qualifying Two Rounds Held
- TSO and TSM. Qualifying 2 Rounds Held
- **BCO Bracket Race Program**
- **Charity Bracket Race Program**
- Open Test and Tune (One lane)
- **Super 8 Showdown Heads Up Race Program.** Top 8 cars will be paired up in pro tree pro ladder. Can bring me any time slip from Friday, Saturday does not have to be during qualifying. 8 fastest time slips gets you in the show. **Buick powered Door cars only.**
- **Dragster Match Race**
- Grudge racing after the Super 8 Class is run
- **Buick Small Block Bracket Class.** Note: This class may be moved to Sundays program

Sunday – Race Day

- Quick 16, TSO and TSM Classes and Buick Only Test and Tune. Qualifying 2 Rounds in morning
- **Bracket 1 Bracket Race Class Program**
- **Bracket 2 Bracket Race Class Program**
- **Quick 16 Bracket Race Program** (Buick Powered door Cars)
- **TSO Eliminations**
- **TSM Eliminations**
- **Alcohol Race Class** (Rules to be announced)

We had such a blast with last years' Golf Cart Race we are hoping to bring it back again for Round 2. Weather permitting we are planning to squeeze in this action pack hilarious race for this years BPG Nationals.



Detailed map, vicinity of National Trail Raceway, Hebron, Ohio Host Hotel, Hampton Inn, Heath, Ohio Map Quest distance between the two is 8.42 miles



High Torque Racing Auto Body

By Mike Garrison

I have worked in the body repair business since I got out of the Air Force in 1982. I have held several excellent positions over my career, but having my own shop has always been in the back of my mind. About August of 2005 I had been at the local Buick dealership for over 5 years and I decided that I had earned a raise in my salary. And since gas prices had doubled among other things, I felt it was time to ask for one. I sat down with the owner and showed him on paper how the body shop has up over 40K per month in sales since I came on board. I showed him the profit for the shop was up from the mid 20% to in the mid 30%. I showed him we were doing more work with fewer personnel since I came on as well. I knew all the money stuff was what he wanted to see. I figured a raise was going to be easy.... I was wrong. He told me and I quote, "I don't give raises. If you want a raise get more work into the shop." However he wouldn't give me anything but handcuffs to accomplish this. At this time I have now resigned myself to the fact that I am now at a dead end job.

For the next few month's, I started looking around for a building to use as a shop. I looked for another job as well. I found nothing. So being a guy that believes that God is in control, I decided to pray about the fact that I was unhappy where I was. What I noticed right away was that God had been preparing me to go back to my own shop deal all this time. I hadn't noticed but everyone around me was all of a sudden telling me that "you should get your own shop". So I started looking into a place to build a shop. What I found out was the local county was no help at all in the process. Then Dave Falley said, "Why not look north to Meriden? You are only minutes from home to Meriden." So I did.

After I talked to the wife about it, (for 4 hours on our way to the Oklahoma race in 2006) she told me that I had obviously thought about this deal long and hard and she would support me if I could make it work. PERMISSION GRANTED!! I started the ball rolling right away. I had financing set up and all. But the bank wanted a business plan. I had no idea what the heck that was but I knew I could make one. This started being a deal I knew that God was steering me in the right thing for my family. I went to Office Max to look for a book on business plans. I was looking in the rack and found a book I was looking in and there was a quote from a wealthy businessman. It said, "The best businessmen he ever were around came from bad grades in school but had a vivid imagination" I literally laughed out loud since that was me exactly. This woman was standing there and asked me what I was laughing about so I told her what I read, then what I was looking for. And by the grace of God she told me that she was a business professor at the local college, and had a book she helped write that covers this very topic. She also said I could send it to you for free along with an outlined business plan I could model mine too. How awesome was that??!! After I turned the business plan into the bank he called and asked me if I had it professionally done? I told him NO I did it myself. He was impressed! About Jan of 07, my boss found out I was starting a shop so he set out to fire me and it took him till the end of March before I was gone. The funny part was the entire crew walked out after he hired my replacement. They had no confidence in a guy that hadn't been in the body shop trade for over 18 years. Not only that State Farm and Cincinnati Insurance both pulled away with the direct repair status as well. He lost about \$50K per month because I was gone. (That raise would have cost him less money, I wonder if he figured that out) So now I'm unemployed, every waking moment I devoted to getting a place to work in together. For some strange reason God supplied our house with all the money needed to survive during that time. I was feeling blessed even on unemployment.

Now on to the building part of this story: I chose 5 acres next to a metal fabrication plant, for a mere \$3000 per acre. I got my brother-in-law from Morton involved and got plans to build a 60 x 90 all electric building. I had all along the way been praying to God that if at anytime before I get over my head to pull the plug. If at anytime God thought I was to stop all I asked him to do was shut the doors on any part of the deal. When the zoning was changed I zipped thru it like nothing. When I went to the bank, everything was approved right away.

Every step of the way I could see God opening the doors to provide me the necessary things I needed to get the shop going. I pulled favors from everyone I had done things for in the past to get an office built, to build a 28 x 30 paint room and get the place ready to go to work in. I had to have the floors cut back out after the first concrete company screwed them up. That was a hassle but had to be done. By the time I returned from the 2007 GSCA Nationals the shop was nearly ready to go to work in.



I officially was open June 6th of 2007. I opened the doors with 2 cars in the shop to work on. Above is the picture of the booth.



I built the office so that I could have a car in it on display if I wanted too. And yes I wanted too!!



On the left is the roadside view of the shop.

Michael Garrison
High Torque Racing
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After the first 30 days I realized the workload was overwhelming me. I needed help. I asked God in a prayer that if he knew of a kid I could train send him in. And like nearly 24 hours later a kid from Vo-tech was sent over by a friend of mine, and it turned out he was a neighbor kid I knew. Problem solved?? Well no not really. I still needed a person that could do what I do. So once again, and since it worked the first time I asked God for someone to help out. Within 4 days I had hired a guy who had been in a restoration shop in California and needed work. He just moved here to be near his dad who was getting old.

Below are a couple pictures of what we have been working on.



Since then we have worked on and completed a 1967 Camaro BBC, 1957 Chevy deer hit, 1970 VW Beetle and a lot of insurance work. I still have a 1970 GS Stage 1 that belongs to Mike Mullen. It was in for a cosmetic restoration, and has had a few delays but soon will be completed. I have in the shop waiting a 1968 SS 396 4 speed Chevelle to restore. It's a one owner car all original car. I actually have a list of cars waiting to be worked on right now. It started out with over 50 cars on it and has gone up and down since I started crossing off names as we get them done. I set the shop up to be able to restore or do insurance work. However the older cars thing is so much more satisfying to do. I feel the product we are doing is of very high quality and dollar for dollar the person gets their moneys worth on anything we do. It's a work pride thing. I never said we were cheap I will say we are good at what we do. I have all the reproduction parts business at the shop now as well so now my weekends and evenings have become free to be involved with the family activities. Life is good God is better. If anyone wants to tour while passing by, that is always encouraged. Tourists are always welcome. The address is 3245 – 82nd Street, Meriden Kansas 66512. The phone number is 785-484-3245 if you want to get with me on the reproduction parts. Or as always mike@mrbuick.com is my email I will answer within a day or less most of the time. Thank you for your support.

Citrus Cleaners Have Taken Center Stage In Detailing By Scott Ellis

Categories: [Jax Wax Blog](#)

Citrus Cleaners Have Taken Center Stage In Detailing By Scott Ellis

Are you amazed at how many specialty cleaners that are available to clean your vehicle? Wheel and rim cleaner, tire cleaner, brake dust remover, engine degreaser, white wall cleaner, tar remover - the list goes on. Ever wonder what the pros in Dealerships and Detailing Shops use? In those businesses, concentrated citrus cleaners have replaced them all and taken the center stage. Why? Simple – they work, and work extremely well where time and results matter. Citrus cleaners work as well or better than the caustic counterparts that we are all used to using. Citrus cleaners are also cost effective and versatile. For example, a good professional-grade, concentrated citrus cleaner now replaces a lot of specialty products that professional detailers needed to use in the past. Citrus cleaners easily dissolve and lift grease, oily residue, grime and dirt without harming or discoloring the surface.

The principal component of a good, professional grade citrus cleaner is something called d-limonene. D-limonene is extracted from the oil found in peels of citrus fruits, a natural solvent that is also biodegradable. As with any product, the quality and performance difference is related to how highly concentrated the ingredients are, including d-limonene. For example, more “orange” cleaners are showing up on retail shelves, some of which are scented or colored orange, or both - and aren't really suitable for heavy duty cleaning tasks. A good professional grade citrus cleaner is highly concentrated and is able to be diluted all the way down to 1:50 for general cleaning tasks.

Other than simply working better, there are many reasons detailing pros use citrus cleaners. Citrus cleaners replace dangerous, flammable solvent-based products, are safer to use, environmentally friendly, non-caustic, and much more economical and cost effective. Citrus cleaners degrease, clean and deodorize at the same time while leaving behind a clean surface with a pleasant scent.

For example, cleaning and degreasing under the hood is a snap with a good citrus cleaner at the coin car wash. Here's how: Simply pop the hood, spray the cleaner from front to back, left to right, then right to left - getting coverage in all the nooks and crannies. Throw in some quarters, select rinse and spray away all the crud. Once you're done, shut the hood and rinse off the excess from the outside finish. Go for a short drive to dry it off and it will look like brand new.

If you've owned a utility trailer, RV or camper, you undoubtedly experienced those dreaded black streaks that run down the sides from the roof, which can be a real challenge to remove. To easily remove them, substitute a good concentrated citrus cleaner as you would for soap. Wash as normal and rinse. The results will be a clean shiny surface with no black streaks. Sounds too good to be true, doesn't it? It really is that easy with a good citrus cleaner.

Cleaning and removing brake dust from wheels, and tires with a citrus cleaner is a breeze. Make sure the wheels are cool first - if not, spray some cool water on them. Liberally spray a concentrated citrus cleaner directly on the surface and select high-pressure rinse and you're done – usually no need for scrubbing. Citrus cleaners also do a great job at removing adhesive residue, cleaning concrete floors and countless other uses.

Try a professional-grade citrus cleaner next time in your cleaning regimen. Other than getting better results, it will make things a lot easier on you and your wallet.

Scott Ellis is from Jax Wax Distribution Systems and is responsible for distributing Jax Wax Car Care Products retail worldwide. Jax Wax Car Care Products are widely used in commercial businesses such as detail shops, body shops, and auto dealers. Jax Wax is now packaging its products in smaller quantities for the consumer market. You can get fast, commercial quality results by doing the detail work yourself. For more information, go to www.jaxwax.com or call 877-7JAXWAX.

Should You Use Professional Car Care Products? By Scott Ellis

Categories: [Jax Wax Blog](#)

Should You Use Professional Car Care Products? By Scott Ellis

When talking with most car owners, whether their ride is a daily-driver or a show-car, most have an opinion on the type of car care products to use. It used to end with, "You get what you pay for." But today, the differences between car care products is blurry, mostly due to marketing which has created a lot of hype and confusion for people. Today it seems that "New and Improved" is a requirement for printing any product label.

Who hasn't gone to a department store, paid \$8 for a bottle of wax and sacrificed most of a Saturday cleaning and waxing their car? Or maybe you've decided that the big Auto Parts Chain stores had better stuff to cut your time and you can get better results for only a few dollars more? Today, on any "Wax Wall", there is a myriad of choices, all in slick packaging competing for your hard earned dollars.

So, what separates the retail and professional car care products besides slick packaging and marketing? Think about this simple fact: If Auto Dealers and Professional Detailers could get products of similar quality in the Auto Parts and Department Store Chains, why wouldn't they? Simple - because time is money and results matter.

Let's look at a Professional Detailing business. You hire them to clean and detail your car for a fixed price. You don't care if it takes them 1 hour or 18 hours – you are paying the same price. Professional Detailers have three major challenges. First, their time is their most valuable asset for earning a living. Secondly, if your car is not looking good for a time after the detail, you won't go back to them and they have lost a customer. Third, most of their business is word of mouth. If the results aren't astonishing, they won't get any referrals. The bottom line is that they need products that are fast, easy to use, get great results and last. If they don't use professional car care products, they will not be in business very long.

Now let's look inside an Auto Dealership. They take your car in trade when you buy a new one. The first thing that they need to do is to clean and detail the car, then put it for sale on their lot. The goal is to sell the car as soon as possible for a profit, but it might sit in inventory for a month or more before eventually being wholesaled to an auction or another dealership. The car almost always sits outside, has to constantly look great and the finish has to stand up to the outside elements. The dealership has similar needs to the Professional Detailer - products that get great results in a minimal amount of time. They only want to clean and detail that particular car one time.

Don't get me wrong - not all retail products are bad, and you may be very happy with your brand of choice. The major difference of retail and professional car care products is usually based on amount of quality ingredients used in the formulations. For example, most of you would be surprised when learning that some of the larger, well known retail brands don't even manufacture their own products – they have in essence become marketing companies, and are very good at it with wide distribution and big advertising budgets.

Keep in mind how much you are really spending. It might make sense to choose a retail product over a professional car care product to save \$5. But, it might make more sense to get better results in less time that last longer and opt for a guaranteed, professional product. Another bonus when purchasing professional car care products is that these companies are used to serving professionals and are well versed in car care. They often will work with you one on one with your car and can offer expertise to help you with your specific needs and questions that you have.

Consider your choices when buying retail or professional car care products. Factor in what's important to you – cost, time, and results. Scott Ellis is from Jax Wax Distribution Systems and is responsible for distributing Jax Wax Car Care Products retail worldwide. Jax Wax Car Care Products are widely used in commercial businesses such as detail shops, body shops, and auto dealers. Jax Wax is now packaging its products in smaller quantities for the consumer market. You can get fast, commercial quality results by doing the detail work yourself. For more information, go to www.jaxwax.com or call 877-7JAXWAX.

Victor Wouk and The Great Hybrid Car Cover-up of '74

Sent in by Dave Shaker

Obtained from the Internet : <http://www.hybridcars.com/history/the-great-hybrid-car-cover-up-of-74.html>



Relations with the EPA have not yet started to go downhill, as Wouk poses proudly with his 1972 hybrid Buick Skylark at the EPA test site.

Thirty years before the Toyota Prius got the attention of an energy-anxious nation, a starry-eyed inventor named Victor Wouk built a hybrid gas-electric vehicle that sipped fuel at half the rate of virtually all other cars on the road. And the U.S. Environmental Protection Agency tested Wouk's vehicle, certified that it met the strict guidelines for an EPA clean-air auto program—and rejected it out of hand. The story about the vehicle and its inventor, who died in May, 2005, at age 86, is unknown among even the most diehard fans of today's burgeoning hybrid car movement. One might conclude that in fact America was ahead of all other countries in hybrid car science—three decades ahead—but squashed it under the weight of the federal bureaucracy.

“The government program I was on to develop hybrids was more secret than Los Alamos and the atom bomb. There was a program, but nobody knows anything about it now,” Wouk said in an interview one year before his passing. The story of the 1974 prototype hybrid car pits Wouk against an EPA bureaucrat, Eric Stork, head of EPA's Mobile Source Air Pollution Control Program from 1970 until 1978. Stork was highly skeptical that any inventor or backyard tinkerer could produce a feasible low-emission vehicle. Stork recently stated, “It never happened.”

What certainly did happen is that the EPA in 1974 ran an obscure research program called the Federal Clean Car Incentive Program. Wouk, whose enthusiasm for gas-electric hybrids bordered on fanaticism, shared the passion of many amateur auto inventors of the 1960s and 1970s who sought to create an everyday car that belched far fewer toxic fumes than contemporary vehicles. Wouk's design, which he built with his partner, Charlie Rosen, easily could be lost to history. But since more than 200,000 hybrid gas-electric vehicles will be bought in the United States this year, the story of Wouk's invention is required reading for anyone interested in our quest to wring more performance out of gallon of gasoline. And with the national average price of gas hovering around \$2.60 a gallon, who isn't?

The Answer is Hybrid

Victor Wouk could hardly be labeled a backyard tinkerer. After receiving his doctorate, magna cum laude, in electric engineering from the California Institute of Technology, he worked for Westinghouse in Pittsburgh, where he developed high-voltage controls for centrifuges used to purify uranium for the Manhattan Project. Victor's brother, the Pulitzer-Prize winning novelist Herman Wouk, reportedly based the War and Remembrance character of Palmer Kirby, a CalTech alum and atom bomb developer, on Victor. In the late 1940s and 50s, Wouk founded and sold two successful electric manufacturing/supply companies. In 1962, he was approached by one of the founders of Motorola, Russell Feldman, who recognized automobile pollution as a problem and wanted to explore the market possibilities for electric cars. Wouk drove Feldman's test electric vehicles, took measurements, and reported back that the batteries didn't have the energy required to produce either enough speed or range. Electric cars, Wouk told Feldman, were not commercially viable. Throughout the 60s, Wouk pondered the problem and subsequently reached an ingenious solution: combine the low-emissions benefits of an electric car with the power of a gasoline engine to produce a hybrid vehicle. Wouk received little or no response to his ideas for a hybrid gas-electric car. In fact, he was often criticized for not having faith in a full-electric system, which promised to produce no emissions. A hybrid vehicle, which utilizes gasoline as well as electricity, can greatly reduce but not completely eliminate tailpipe emissions.

The Chance to Prove His Ideas

Wouk's colleague, chemical researcher Charlie Rosen, shared his belief in hybrid cars, and told him about a new EPA program, the Federal Clean Car Incentive Program. Wouk contacted several people he knew at the EPA, who encouraged him to propose his hybrid car ideas. Wouk and Rosen formed a new company specifically to develop their hybrid car idea and submit a proposal to the FCCIP. Herman Wouk came up with the name of the new company, Petro-Electric Motors, Ltd. The race was on to create a hybrid car blueprint. As Wouk and Rosen launched their company, the political climate was building more and more impetus for low-emissions vehicles. The Clean Air Act, requiring automakers to reduce hydrocarbon and carbon monoxide emissions by 90 percent, was passed on New Year's Eve, 1970. Section 212 of the act granted \$25 million per year for the purchase of these low-polluting vehicles, if they were safe and reliable. Stork said, "I had one engineer who handled Section 212 for me. It wasn't worth my time. It was just a nuisance. I was busy regulating the auto industry. I didn't have time for that Christmas tree ornament." What Stork saw as a futile and wasteful government program, Wouk saw as the chance for massive support for his great hybrid car dream.

Preparing the Proposal

The Federal Clean Car Incentive Program did not contribute seed money to Wouk and the other applicants. They would have to earn it by submitting a plan for a vehicle that could meet the standards proposed in the Clean Air Act. Inventors who submitted a proposal that was approved would receive a contract for \$30,000. But the money didn't motivate Dr. Wouk. He said, "My real incentive was mainly to prove the damn thing worked." Wouk and Rosen worked feverishly on their project for a year. They tweaked the proposal until the night before the deadline, made the required copies (despite a creaky copy machine), and flew to Washington, D.C., to deliver the proposal. Three agonizing months later, they got the call: Petro-Electric Motors Ltd. got the \$30,000 contract. Seven other applications got the thumbs-up from FCCIP, including proposals for an electric car, a diesel engine, and a vehicle using a simple exhaust filter. Wouk's application was the only hybrid.

Building the Prototype

The inventors went shopping for a car to use as the frame for their prototype. "I went to various showrooms in New York. I looked under the hoods. The Buick Skylark seemed to have the most volume. And not knowing exactly how much space we were going to need, I wanted a car with the largest volume under the hood." As Wouk and Rosen conducted a series of their own emission tests, they learned that—one by one—all the other applicants failed to produce the desired results, and dropped out of the FCCIP project. On the other hand, Petro-Electric Motors' **hybrid Buick Skylark** was still humming along. Wouk notified the EPA that they were ready for a final test. To Wouk's surprise, Erik Stork refused to test the hybrid and threatened to drop the entire program. He saw himself as a regulator extraordinaire. Referring to Detroit automakers, Stork said, "I was their regulator. It was marvelous. It was a pissing contest at least every day, maybe two or three. Really makes the adrenaline flow and the rheumatism go away. You may be up to your ass in alligators. You're never going to drain the swamp, but once in a while, you nick an alligator, you think you're doing something. It was wonderful." Wouk petitioned for help from the National Science Foundation, which called a meeting of a special committee, which included Wouk, Stork, other EPA officials, and Herman Wouk, one of the project's sponsors. Victor gave a presentation to explain their progress with the hybrid. The committee pleaded with Stork to let the project proceed. Stork finally agreed, promising to move ahead if the hybrid passed the test. From Stork's point of view, that was a big if.

As the testing date approached, one of the EPA engineers shared in confidence with Wouk that Stork told the EPA staff that the hybrid would not be accepted under any circumstances. Wouk asked why. Wouk, in a 2004 interview, said he was told that Stork said, "If you think you're so smart, build the car and build lots of them and we'll buy them. Don't have us test them." Wouk insisted that the FCCIP program was under contract, and obligated to test the hybrid. The team tuned up the Skylark, quickly adjusted for unexpected electricity spikes in the motor, and modified the fuel mixture. At last, the EPA tested the hybrid—and it passed.

A month later, the EPA sent a report citing 75 reasons why the hybrid would not go into the next phase of support. Volumes of correspondence exchanged between Wouk and the EPA, going into great detail about whether or not the Skylark really passed the test. In one letter, Stork went beyond his previous explanation, stating his fundamental disagreement with the hybrid design. He agreed that the hybrid cut emissions and saved fuel, but objected to the use of two sources of power. According to Wouk, Stork reportedly told him that he just didn't believe in hybrids. Today, Stork, now retired from the EPA at age 78, recalled, "On the dynamometer, it was rigged to run only on the batteries. That's why the emissions were so good. It's just not a very practical technology for automotive. That's why it's going nowhere. It certainly wasn't [going anywhere] then. Even today, it's marginal." Charlie Rosen, Wouk's partner, also retired, said he does not have a clear memory of Stork and his role in the rejection of their hybrid.

Giving Up on the EPA

After two years of trying to get the EPA to overturn their rejection—or to get the automotive industry to pay attention to their hybrid's impressive capabilities – Petro--Electric Motors ran out of money. Rosen recalled, “With a family to support, I had to move on. But Victor thought the hybrid car was the greatest thing since sliced bread. He wasn't going to let it go.” Rosen remembers that GM and other auto companies were more encouraging and helpful than the EPA, but the interest in taking any action was very low. Rosen attributes the lack of interest to the low cost of gasoline after the initial shock of the Arab oil embargo wore off. “It's a marketing problem. Gas was 28 cents per gallon. I felt that nobody would really give us or hybrid cars a chance, until gas reached the \$1 mark. Wouk said, “By 1976, I was so disgusted. I lost so much energy, that I gave up, and I went into straight consulting.”

The 25 Year Hybrid Crusade

While Wouk gave up his fight against Stork and the EPA, his belief in hybrid technology continued to burn. From 1974 – 2000, Wouk published more than 100 technical papers, gave regular lectures, and wrote numerous letters to the editor. He championed the benefits and feasibility of mass commercialization of hybrid cars, especially plug-in hybrids, and criticized Detroit's foolish pursuit of magic solutions for reducing emissions and increasing fuel efficiency. By contrast, he saw hybrids as real, practical, effective, and immediately available.

In 1979, he wrote in the New York Times, “Tests on, and studies of, hybrids have shown that petroleum usage of 80 miles per gallon will be possible for normal daily driving, and 50 miles per gallon when averaged over a year...We should start a crash program to commercialize the hybrid. It would make sense because all aspects of the hybrid have been proved workable. No new technologies need be developed.”

Vindicated At Last

In 2004, one year before his death, Dr. Victor Wouk recorded an oral history interview with the CalTech Archives. Interviewer Judith Goodstein asked Wouk what might have happened if EPA officials running the Federal Clean Car Incentive Program had been less committed to an anti-hybrid view. She inquired, “Do you think it would have meant a different outcome for this country and the evolution of hybrids cars?” Wouk replied, “That is what I had been espousing for almost 30 years. If we must reduce automobile pollution and reduce automobile fuel consumption a large amount in a short period of time. The only thing you should do is use existing technologies, and as these technologies improve, you just go ahead. But nobody did anything about it until, independently, the Japanese—Toyota and Honda.”

Well into his 80s, Wouk purchased a white Toyota Prius and proudly drove it through Manhattan. Eric Stork sees no irony. He said, “The hybrid vehicles that we see now are really very different technology.”

Today, over 300,000 hybrids are running on American roads. 95 percent of them are Japanese. Detroit's Big Three auto companies continue to produce large SUVs and trucks, and invest billions of dollars in hydrogen vehicles, which most experts predict are between 10 and 20 years away from commercial viability.

The total cumulative health cost of auto-pollution-related illnesses since 1980—when Wouk's hybrid design could have realistically been put into production—can be measured in the billions.

Dr. Victor Wouk, who never smoked cigarettes, contracted lymphoma and died of lung cancer in New York City on May 19, 2005.

Editor's Comments

By Rick Martinez

It's time again to re-new your dues if you haven't already! While your at it is time to get up off your couch and come on out to the BPG/Buick Horsepower Nationals in Hebron, Ohio. If the high prices of fuel are holding you back, then grab a fellow member or non-member and car pool out, either to race or just attend and have a great time.



As your club's editor I will just about do anything to make the BPG/Buick Horsepower Nationals! Well...almost anything. ☺ This year we will be selecting our new BPG Board Members, their names are posted on page two under the title "Board of Directors At Large - Member Candidates". We had open nominations for a while and these members stepped up to help out our Club. I commend them all for stepping up. During this years event we will be taking in a final tally on them. No doubt all of the nominees will be taking positions within the Board. Please, if anyone else out there still has interest please reach out to us or let us know during the Nationals.

I would also like to add that the BPG is alive and well, this club is not going anywhere, we're here to stay and financially sound, and with the influx of new Board Members comes new and fresh ideas. These members will help lead this club for years to come.

Now getting back to some brass tacks here. If you haven't re-newed your dues, please do so! Most important, of all of those members that have sent us articles, tips, photos, suggestions, etc. we want to thank you all! You ladies and guys really are a tremendous help not only to us but also to the entire BPG membership and Buick community!

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Again, FREE Swap Meet to ALL Vendors at BPG Nationals!

By Sean Ryder

We are going to have a separate section at this years event for vendors of used and new parts. You need a bracket or tailight...go to swap meet area and see what you can find....This will be free and for the benefit of our members and guests....more details to follow.....if any one is interested in attending the swap meet...PM me or e-mail at gbsean@optonline.net and I will add your names to a list.....this will be FREE, all that is required is to contact me and pay the entrance fee.

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