



THE BUILD SHEET

Quarterly Newsletter of the...

Buick Performance Group

Volume VI, Issue 1

Winter 2008-2009

James Myers' 71 LeSabre - The 2NABOT

Article by James Myers

Back in early 1984, I was in the Army, driving M60A3 tanks at Ft. Knox, KY. I did well on a Soldier-of-the-Month board, and earned a 4-day pass. Plus, I had my enlistment bonus burning a hole in my bank account, and wanted (needed) something to get around Kentucky in. I called Dad back in Abilene, TX and asked him to see what was available in the way of good reliable transportation, and by the time I got home on that pass he had a line on a '74 Ford pickup and a '71 LeSabre. Both vehicles were creampuffs, really clean and in great shape. The Buick was a bit bigger than I was looking for, but it didn't drive like a really big car, it rode / handled more like a Skylark than an Electra. The Ford was a strong contender, but it had a 360 engine that I wasn't at all familiar with, and I kinda wanted something with lockable storage. The only issue I could find between both vehicles was a tiny leak in a rear

brake cylinder on the Ford. Otherwise, it was pretty much a toss-up between the two. Dad and I went for some coffee, and we figured that since whichever vehicle I bought I'd be working on soon enough – plus I had a 14-hour drive back to Ft. Knox ahead of me, so the Buick got the nod.

I bought it off the used-car row at Fred Hughes Buick, in Abilene, TX (an excellent dealership that no longer exists, sad to say), for \$1,285 cash. Its first owner was the head transmission mechanic at Fred Hughes, and I'm the second owner. It had 92,000 miles on it when I bought it, and right now it's just a hair short of 300,000 miles. I've still got the original bill of sale, and just about every receipt and piece of paper on it since I bought it. Here's what it had when I first got it:

(Continued on page 6)



UPCOMING EVENTS:

May 29-31
July 31-August 2
TBA

Buick Race Day - Norwalk, OH
6th Annual BPG National Event - Hebron, OH
Buick vs. Ford - Noble, OK

The Buick Performance Group

Buick Performance Group
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PO Box 614
Marysville, OH 43040-0614

BPG 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 we could love to include your car, tech tips, and any article that you would like to take the time to submit to us.

To submit material for the Build Sheet, please mail your information to the BPG office:

**Buick Performance Group
1150 West 5th Street
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You can also email your information, articles, and photos directly to the editor:

adam@buickperformancegroup.com

The Build Sheet is available to current members via the club website:

www.buickperformancegroup.com

"The Build Sheet" is a quarterly production of The Buick Performance Group, Inc. Each issue will be labeled seasonally – ie. Winter, Spring, Summer, Fall. To have an article submitted for the next issue, information must be received by the end of each month as follows: Winter – November, Spring – February, Summer – May, Fall – August. All articles/information received after that point will be considered for the next publication.

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From Sean Ryder - Vice Chairman

As another year ends and a new one begins, I hope that everyone is healthy and in good spirits and have enjoyed this Holiday Season. We have had our ups and downs this year with members losing loved ones and others welcoming new ones all in that cycle we call life. We have been working hard these past couple of months putting together a membership package and talking with National Trail Raceway in regards to our 2009 Race and Show. Duane has been working hard putting the GSX Reunion together and Renee, Denny and Chris have been working on the Race Rules and Classes. Marco and Adam have been hard at work with the IT and Build Sheet. Brad has been busy with all the new memberships. Mike with the printing and postage. Kevin and Duane on the Election rules. Alan and Marco put together a membership letter that was sent to all previous members and non-current members. Everyone has been working together and things are running smoothly. We have made a lot of strides to make this club better and we appreciate all of those that have worked behind the scenes as volunteers that do not hold a position in the club, but that's what makes it a club - all members working together! 2009 promises to be an even better year...

So who am I? I get asked this question quite a lot. I am not new to the Buick Scene having owned my 87 GN since 1995 and used to attend the events in Bowling Green from 95-99. I was Born in England in 1965 and have lived there as well as Holland until moving to America in 1979 to the Chicago area with my parents during High School and then moved to NJ in 1983 and have been here since. I am a purchasing agent for Albert Kemperle, Inc., an Auto Body Paint and Equipment Supplier overseeing purchases for 30 locations in NY,NJ,CT,FL with other locations and states in 2009. We are the largest independent privately owned distributor of DuPont automotive Refinish products in the Country and actually 2nd largest overall. I have been in this Business for over 24 years starting off as a delivery person and working up to the

warehouse, to the counter, to asst manager, to store manager, to my current position. I have also worked part time in Body Shops and now tinker in the garage with my own and friends' cars. I am married and my Wife's name is Dawn and have 2 boys - Ian who is 8 and my mechanic Tim who is 5, he just loves cars and works with me on mine.

I became involved with the BPG after attending the meet in 2006 and came onboard, so to speak, after John Schmidt and I had a sit down in Cecil in 2007 where I asked to help with getting the word out about the BPG. From that point it has been down hill sinceThat's a joke...it takes some people a while to get my dry British Humor and has caused some raised eyebrows in the past. I am pretty straight forward and plan on staying that way. If any one has any questions about the club, my e-mail is on 24 hrs a day 7 days a week as well as my cell phone # which are available at the beginning of the Build Sheet. Feel free to contact me and I will try to get you an answer.

Take Care and look forward to seeing the old faces and the new faces in 2009!

Sean Ryder

Vice-Chairman - Buick Performance Group



Editor's Notes

This is certainly an interesting feeling, sitting at my desk trying to piece together my first BPG newsletter. In fact, this is the first newsletter I've EVER been in charge of. Hopefully, I can do as well as our previous editor, Rick Martinez. I have some big shoes to fill! I also want folks to realize that having the responsibility of newsletter editor in ANY club—local or national, it is one of the most challenging and time consuming jobs to be had. I honestly don't know how Rick made it this far :) Fortunately, I have had some members volunteer to help out with articles and other editorial duties.

As I type this, it is about mid-November 2008, and I'm quickly coming to the realization that in order to create a newsletter of this size, I must have material to FILL the pages. Well, the only way I can do this, is to have help from our membership by sharing your personal stories, tech tips, restoration logs, and whatever else you think our membership would benefit. Read the BPG mission statement—it states that one of our goals is to share information. Aside from the website, this is the only way to do that, short of attending any of our regional meets or the national meet at National Trail Raceway next Summer. Instructions on how to send information is on the inside cover of this newsletter (opposite this page).

As some or most of you know by now, I stepped down as webmaster and took the edi-



tor position. Marc Conigliari (most of you know him as Marco) stepped up to the plate and is really taking on the website duties with determination. My lack of energy and general poor attitude toward keeping the website updated was not something this club needs. I was just burned out from doing the same thing over and over all the time, not to mention having to deal with our beloved hackers of 2007. I'll continue to hang around to help, but my official webmaster title has been handed to Mr. Conigliari.

I'm sure plenty of you are fully immersed in Winter projects by the time you receive this newsletter. This is the time of year when we can all get caught up on the little (or big) projects that plagued us over the Summer months. I know I have lots of work to do on my own cars, mostly due to my fiasco at the national this year.

Go fire up the heaters and get to work!

Happy Buicking...

Webmaster Profile: Marc Conigliari



My name is Marc Conigliari. Everyone has called me 'Marco' since I was young. I've been married for almost nine years, and we have two young children. I was born and raised in Essex County NJ. We moved to Chester Springs PA two years ago.

With the exception of a dismal 3-month period in 1992, I've always owned a Buick since I was 15 back in the mid-'80s. Why Buick? I haven't a clue, as no one in my family

is a 'car nut'. I remember looking at my buddy's 1971 Skylark when I was 15, and I was amazed at the swooping body lines. I bought that car after the brakes failed and the front end was smashed. After fixing that car in my driveway over the next couple months (my parents loved that), and cruising around for the following year, this car sold me on Buick's reliability and performance. I was hooked! It was just the beginning. Over the years, I've owned about 8 of them, with the latest being a '70 convertible that I've owned since July 1998.

In the early '90s, after looking in my Year One catalog, I discovered there were Buick clubs. First I joined a national club, and then I became aware of local clubs in my area and started to attend local events. What impressed me most was the camaraderie of 'Buick people' and how they were always willing to help and teach. I refer to the 'famous' (or 'infamous') NE crew. I discovered that these guys would basically do anything for each other. Although I was only able to travel locally, I made sure to attend all local Buick events, where and I attempted to get to know everyone. I've met some of the best people over the years, and feel I am involved in the strongest friendships because of my involvement with these cars. Being a BPG member since inception in 2002, and moving to PA in 2006, has enabled me to attend the BPG national event the prior three years. I discovered that these great 'Buick-people' were not only over the country, but they are basically all over the world – although my Canadian friends have the best beer!

I am volunteering for the recently vacated Board of Director position of BPG Webmaster. I've been employed as a mainframe programmer since 1994, and am very familiar with IT concepts. I am somewhat familiar with web applications and methodologies. I currently maintain the 'Factory Stage1 Registry', and I developed the 'Factory Stage1 Registry' website eight years ago when there was barely any Buick information available on the Internet. I've been a moderator on V8Buick member since it was started, and I've been helping Adam Martin with some of the BPG website responsibilities. I welcome the challenge and opportunity to help maintain our awesome club's website.

BPG Sponsors Get Membership

The Board of Directors have agreed that Buick Performance Group vendors and sponsors that donate in the Silver Bracket and above are now to be given a 1 year membership. We feel that this will also show the BPG thanks for supporting our events and also may help us in making the club better able to support our members and guests.

PLATINUM Level -- \$1,000

- Prime Vending location – Space for customers to bring their cars to you.
 - 5 Free three day event passes (racing not included)
 - 5 Free event T-Shirts
 - Full page 1 year ad in The Build Sheet
 - Full page ad in Event brochure
 - Verbal sponsorship recognition throughout event
 - Your banner along track fence for greatest exposure
- 1 person 1 year membership

GOLD Level -- \$500

- Vending location with space for 2-3 customer cars
 - 3 Free three day event passes (racing not included)
 - 3 Free event T-Shirts
 - Half page 1 year ad in The Build Sheet
 - Half page ad in Event brochure
 - Verbal sponsorship recognition throughout event
 - Your banner along track fence for greatest exposure
- 1 person 1 year membership

SILVER Level -- \$250

- Vending product display location
 - 2 Free 3 day event passes
 - 2 Free event T-Shirts
 - Quarter page 1 year ad in The Build Sheet
 - Quarter page ad in Event brochure
- 1 person 1 year membership

BRONZE Level -- \$100

- Free event T-Shirt
- Business card advertisement in Event brochure

AS ORIGINAL (a pretty basic car):
 1971 LeSabre Custom 2-door hardtop, code 45457 (built in Kansas sometime in March '71)
 2-tone paint, dark green over light green (I think they called it "Emerald Mist" and "Willow Mist")
 Dark Green vinyl bench seat
 Air Conditioning
 Manual windows and locks
 "Soft-Ray" tinted glass
 AM-FM radio with front speaker
 350 cid, 2barrel carb, single exhaust engine
 THM 350 transmission
 3.08 open 8.5" rear axle
 Power brakes (front discs)
 Standard steel wheels with Base (ugly) wheel covers



I drove it back to Ft. Knox, and for the next two years I was there it never gave me a lick of trouble. I installed a B&M Shift Kit, swapped the single exhaust for duals with 12-inch glasspacks (that lasted 12 years and 100K miles), picked up a 4-bbl manifold from a wrecking yard and swapped the 2-bbl for a 600-cfm Holley 4-bbl sitting on an adapter plate. While it got pretty good mileage with a highway best of 22 mpg, I was never impressed with the performance of the Holley (now I know how undersized it was!), and within a year changed it out for a Quadrajet. Wow, was that an improvement! I also got a deal on a set of 5 Rally Wheels with Wildcat hubs for \$50. It's probably a good thing that I didn't have that much money to spend back then, or I probably would have screwed the car up with a bunch of "improvements". As it was, the LeSabre stayed pretty much as I got it.

It was while I was at Ft. Knox that the car got its name. While it's not a small car, I've always refused to admit that it's a "big" car – from my viewpoint, other cars are just itty-bitty. But I will admit that it's something of a land-yacht. (Remember, I was a US Army tanker driving 55+ ton tanks for a living. Size is relative!) Plus, I was often tinkering with it, making sure everything was tuned just right,

my buddies would tease me – and I'd tell them: "I can't tune a piano, but I can tune a boat!" and that's where the name "Tuna Boat" came from.

The Army then transferred me to Germany. I left the Tuna Boat with my Dad for the next 2 years. On the way back to Texas it rolled over the first 100,000 miles, going 100 mph for the entire mile. Nothing like West Texas highways! Dad drove it once a month just to exercise it, but otherwise it sat idle while I was overseas.

When I ended my time in the Army in 1987, I took the Tuna Boat back to college with me. During that time I messed around with an exhaust leak and burned a valve at 145,000 miles. That was all the excuse I needed to overhaul the entire engine, so we pulled the engine and rebuilt the 350 engine to 1970 GS specs using Kenne-Bell pistons and other parts, and went to a recurved HEI distributor. What a difference high compression and good ignition made! The smog inspection guys didn't like the open chrome air cleaner I had, so I picked up an enormous yet stock-looking air cleaner off of an 80's Olds Diesel. It holds the biggest air filter Fram makes, and I cut a couple of 2" x 4" openings in the back of it Got all kinds of airflow and the smog inspection guys never suspected a thing! With the mostly-stock but well-tuned 350 4-bbl, the LeSabre surprised a lot of people. When the Q-jet opened up and the blown-out glasspacks roared, the Tuna Boat gained a reputation as quite a people-hauler, especially on the highway where I put lots of high-speed miles on it around Texas. One Christmas some friends chipped in and bought the first set of personalized license plates; "2NABOT", and it's worn that name ever since.

I got married, we moved several times, and put another 100,000 or so miles on it. It's been our commuter car, daily driver, tow vehicle, and we brought both of our children home from the hospital in it. We repainted it, boxed the lower control arms and added a rear anti-sway bar, and had John Osborne rebuild/calibrate the Q-jet. It had it's share of needed repairs, and there were times we thought about maybe selling it and buying something else, but it was always cheaper / simpler / easier to just hang on to it – besides, I never figured I could get enough for it to come close to replacing it.

In 2000 I had a job with a company car and we weren't driving the 2NABOT that much and the interior needed some work, so I gutted the interior and added quite a few options and upgrades, many

items coming from fellow Buick fans I'd found on V8Buick.com and the BPG.

ADDITIONS / CHANGES

Green cloth 6-way power bucket seats w/ power recline from an '86 Riviera
Power door Locks
Power windows
Cruise control
Rear window defrost blower w/ 2-speed switch
Remote trunk release w/ glovebox switch
Courtesy lights (front footwells and rear sailpanels)
Lighted vanity mirror on passenger sunvisor
Riviera 3-spoke steering wheel
AM - 8track player with four-speakers (8-track stereo)
255-70-R15 tires
KYB gas-a-just front shocks (makes a HUGE difference!!!)
Air shocks on the rear
Poly bushings on front sway bar
Dark-tinted glass all around
A/C converted to R134a w/ recalibrated POA valve
Map lights in rear-view mirror
Gauges (tach, oil pres, eng temp, volts)
Space-saver spare tire



All this time, I'd never taken the 2NABOT to a track – I'd only even been a spectator at a track once, way back when I was at Ft. Knox. That changed when I took the 2NABOT over to the Brand X Bash in Temple, Tx, and I finally met in person a lot of the people I'd met online, and that was really a fun time! It took me a couple of times to get the hang of the timing lights and launching, but the 2NABOT ran a best of 16.2 at 85mph, not bad for a small-block engine in a not-small car. I was really tickled to later learn that this made the 2NABOT the 2nd-fastest 350-powered full-size Buick on record among the crowd at V8Buick.com (whatever THAT'S worth, lol).

By 2006, I had researched and collected enough parts to do two things that I'd always dreamed of: get a posi-trac rear end, and swap in a

455. Even though the 350 had 150K miles on it since its rebuild, it still had good compression and oil pressure and ran strong. But everything was in place, so out it came and in went the big-block that I'd obsessed about for years. A TA212 cam, forged Wiseco pistons, Stage 1 valves with DIY head porting / polishing, TA Shorty headers, MSD ignition, and all of the little details that make it all work together. The result is astonishing, and a LOT of fun to drive – the posi is now a necessity! Where the 350 was working to haul the not-light Buick around, the 464 will effortlessly swing the speedo needle as far to the right as you want it to, and first gear at 4000+ rpm just leaves me grinning from ear to ear every time. At a local 1/8-mile track, it did a best of 9.68 @74mph, with a lot of room for driver improvement.



Currently I'm not driving the 2NABOT that much, but I'm still tinkering on it. It's just shy of hitting 300,000 miles, and still going strong. I've got a wideband air/fuel gauge, and I'm getting a "new" 800-cfm Q-jet dialed in, and I'm toying with the idea of an aluminum radiator now that there's more of a market for drop-in replacements. I picked up a THM 400 transmission a couple of years ago, but then I saw a couple of '67 full-sized Buicks with Switch-Pitch trannys in them in a local wrecking yard. Plus there's the lure of a bigger camshaft...decisions, decisions, decisions... Plus there's the full length (ashtray to rear seat) console with AM-FM CD player, gauges, armrest storage, door lock switches, power outlets, cup-holders and insulated 6-pack-sized cooler in the rear section that I've been mocking up for several years now. Like Robert Earl Keen sings, *"The road goes on forever, but the party never ends."*

James Myers
BPG Member #1604

Membership Benefits

What do my membership dues buy??

After hours and hours of hashing out the details, the Board of Directors would like to present you with your membership package. This is what is offered to you for your yearly dues. We hope that it makes renewing your dues worthwhile.

1. Race and spectator tickets discounted
2. Member prize money for racing and show (still work in progress) does not include special show class/benefit/charity/gamblers race classes.
3. 15% discount on club merchandise
4. Event hotel information released 1 month prior to general public
5. Event pre-registration through members-only section of the website
6. Group event parking
7. Vendor specials before general public
8. Quarterly newsletter "The Build Sheet"
9. Vendor discounts
10. Availability to print out all the back issues of "The Build Sheet"
11. Ability to enter the members only forum and have the right to vote post opinions on race rules. Discuss club issues. Run for BOD positions
12. Sponsors given 1-year membership for \$250 level and above

This is a great opportunity to become a member of this awesome club!

NAME: _____ E-Mail: _____

ADDRESS: _____

TELEPHONE: _____ CELL/WORK#: _____

NEW MEMBER: YES NO BPG MEMBER NUMBER: _____

Check off below only if you are already a multi-year or lifetime member, and just fill out and mail in this renewal form.

Multi-year/Life time member: _____

CIRCLE ONE: 1 Year - \$35.00 2 Year - \$65.00 3 Year - \$90.00 Life Time - \$500.00

*Please make checks or money orders payable to: **Buick Performance Group.***

Mail to; Buick Performance Group, 1150 West 5th Street, P.O. Box 614, Marysville, Ohio 43040-0614

Dues can also be paid via **PayPal** at this email address:
paypal@buickperformancegroup.com

www.buickperformancegroup.com



My Long-Time Love for Buicks!

Article by Russ Palumbo

Hi BPG members! I've loved Buicks since 1965 when I was 15 and my parents drove a '65 Wildcat Gran Sport. When I was 19, I bought my first Skylark Gran Sport—a '65 1/2 convertible 4 speed for my college years. I'm not mechanical, just an enthusiast. The experience with the ol' GS left me wanting more but I never forgot my first Buick!

Fast forward 15 years (most of the 15 years was spent working learning the retail liquor business in our family's liquor store—80-90 hours a week mostly working—I was in need of a hobby!). After checking our Hemmings Motor News, I spotted a '65 Skylark Gran Sport from West PA with only 25,000 miles (it still has less than 35,000 today, owned by another enthusiast in my home town). It is beige with white vinyl top and white interior, and automatic transmission that I rebuilt the suspension, brakes, exhaust system, and added 15" rallye wheels. Also, in 1987, I bought another '65 GS hardtop (from a Duke Univ. professor whose wife wanted a Corvette!) - Seafoam Mist Green paint with automatic transmission and console. I still own this one. It now has a TA 462ci engine with aluminum heads, TA intake, headers, laptop tuned EFI (tremendously responsive!), overdrive 200r4 transmission, lockup convertor, 12 Bolt 3.73 posi, dual exhaust w/ X pipe, 15" Lakester wheels, Vette power disc brakes, aluminum radiator, electric fans, aftermarket bucket seats, Hurst 1/4 stick, and 3-point seat belts. A midrance cam, the OD trans, and EFI all contribute to 20 MPG doing 65-70 MPH at

2100 RPM! When raced, it produces 12.65 time slips all at 4100 lbs. No A/C on this one... yet. It sounds awesome!

It had some quarter panel rust when I bought it and still needs a few things after body work and paint—twice! The rest of the car needs things like better fender/hood/door fitment and the chrome needs to be redone.

1987 wasn't over & I wanted a Grand National. I bought one (and listened to a girl, naturally) that I used to trade for a GNX in January of 1988. This car was initially for sale at a Buick dealership in Kokomo, IN. They couldn't sell it, so GM stored it in their warehouse in Atlanta, GA until Herb Connolly Buick in Framingham, MA bought the two they had. I found out the next day from their hot shot mechanic and bought the car the next day using the leaky GN as a partial trade. The "X's" weren't cheap, as they aren't now. A simple "chip," down pipe cutout, and K&N air filter made the car very quick. The cutout was replaced by a 3" down pipe and a high flow catalytic convertor. Transmission pan and cooler were next! After visiting Mr. Lawrence Conley, the war went mid-11's with 93 octane.

Eventually, with CPP's engine transplant (252ci) the car went 10.90! I've since not traveled much in it. The car has 78,000 miles on it, mostly from Buick events and visiting relatives in FL and CA. I decided to put the rebuilt Jack Merkel original engine back and the car runs like a top—a joy to drive! Back to stock with some speed parts, it runs at a consistent 12.01

to 12.03. It hasn't been raced in 3 years.

Next, I designed a '70 Skylark to look like a '71 Stratomist Blue GSX with a black interior. This car was equipped with factory A/C, cruise control, tilt steering wheel, 200R4 transmission, 3.42 Moser 12 bolt posi, quiet 3" Dynatech exhaust, Cloys wheels, Vette front brakes, & MP large rear drums. It was powered by a 494 stroker with an an 870 CFM Holley. All I did was put it together and pay for it!

I also built two turbo Regals and since sold both of them. Lately, I've been experiencing difficulty with my sight and hearing, and have lost all interest in racing. But I still want to try to make Buick events in the future.

My current project is a California manufactured/assembled '65 GS hardtop with 66,000 miles, factory A/C and automatic transmission. It was sold in NJ to a Navy officer who was promptly transferred to San Diego. The car followed him there, and was there until 2007 where it was sold at Carlisle and I saw it in Hemmings (again!) and bought it. I was going to build it for my father's 90th birthday, but he had a heart attack 2 months before his 90th. He's doing fine, now. I always ask him "How many birthdays have you had?" He always says "Just one."

This car has a 462ci AM&P block with Stage1 heads, TA intake, EFI, exhaust manifolds, 200R4 trans, mild convertor, 3.42 Moser 12 bolt posi, 12:1 AGR steering box, aluminum radiator, 2 1/2" exhaust system, 4-wheel disc brakes with "Hydroboost," 17" wheels #104 Buick from Wheel Vintiques, Diamond Back Classics gold line radials, cruise control, updated A/C system, new suspension with tubular A & G arms, and Bilstein shocks. This is supposed to get 22 MPG at highway cruise speed. It was designed not as a street/strip car, but as a cruiser! I'll write again or drive it to an event so you all can see the results!

Thanks for your time,
Russ Palumbo

Long-Distance Car Purchase? Make sure you cover your bases!

I'm sure I'm not the only one who has experienced the disappointment and frustration that comes with these long-distance purchases. There's nothing worse than the sinking feeling of "What did I just get myself into?" when you see the car for the first time in-person. Well, there are ways you can avoid this situation, or at least minimize the shock.



This may seem elementary to some who buy and sell all the time, but many of us tend to take the seller's word as the truth. This is the single biggest mistake we can make as buyers. ALWAYS ALWAYS ALWAYS have an unbiased set of eyes on your prospective purchase, whether it be your own, or a hired inspector, or even a fellow club member.

If the car isn't too far away, most of the time I would recommend going to inspect the car yourself. Besides, it's going to be YOUR problem, isn't it? And you can't blame anyone but yourself if it turns out to be a turd after you get it home. This will also give you a hand in negotiating if you find problems that were not brought up in conversation with the seller previously.

If you cannot inspect the car yourself, find someone local who is qualified to do so. You need to be able to trust this person to make judgments on the condition of the car. Make sure they cover the basics like body, paint, engine, interior, rubber parts, undercarriage, tires, and exhaust. These are the minimum "categories" your inspector should be

looking at. They should be able to give you a detailed report on the condition of all these things. Photos are always a good addition, too. This allows you to see angles of the car that the seller didn't cover, or didn't want to show you because of some hidden flaws.

When someone asks me to inspect a car locally, I always put myself in the position as if I was going to buy the car. That way, the actual buyer will have the most fair inspection possible. A digital camera and a pad of paper should be standard equipment for doing an inspection. Grab a magnet off the refrigerator so you can check for body filler in the normal rust-prone areas. Depending on light conditions, you'll need a flashlight, too. If this is a body style/model you're not familiar with, then do some quick research on the internet and get acquainted with the model. Do this last part **ESPECIALLY** if you're the buyer. If you don't know anything about the model/brand/type of car you're buying, then you shouldn't be buying it.

....ok, that comment doesn't apply to everyone, but generally, you want to have some education on any vehicle you plan on purchasing. I recently bought a 58 Buick Limited, and I made sure I did my homework before I bought it. I found out that these cars have more chrome and brightwork than virtually any other production car...EVER. My chrome/stainless bill will be in the \$10k range. Does that make me sick? Yes, but I knew it before I started actively looking for a 58. The same thing applies to any other car out there. They've all got their quirks and oddball parts made of unobtainium.

Alright, back to the inspections...

"Who do I call to do an inspection for me?" Good question. Ye Olde Internet....what did we ever do without it?? Post a request on one of the many Buick-related discussion forums out there. This is probably the quickest way to get someone to volunteer their services. It might not be the best solution, though. There are many enthusiasts on our Buick boards, but not everyone will have the attention to detail you desire for a thorough inspection. So make sure the volunteer knows the ins and outs of doing

inspections like this. Another way is to contact your local club members to see if they know anyone in the area who is a member of the national club. I've found that the BCA national club roster is a great tool for finding members local to the car you're interested in buying. If you're not a member, find someone who is and check out the roster. Then, all it takes is a couple phone calls, and you have yourself an inspector. OR they can recommend someone else who would be better qualified.

If you can afford it, hire a professional inspection service or an appraiser. Call a local appraiser. They have connections to nationwide companies who specialize in inspections. They're generally not cheap, but you get what you pay for.

It's easy to cover your bases when making a vehicle purchase "sight-unseen," but it's even easier to get burned!! Do your homework and have the car looked at by a trusted source or a qualified inspector. It will pay off. It could be the difference between the best buy you've ever made, or the worst.

Adam Martin - BPG #1358



WANTED

DEAD OR ALIVE

**We want your X's...
not your ex-wives or girlfriends but your GSX's**

The BPG, in conjunction with the GSX Registry, is planning a GSX reunion. This one time event will be held on Saturday August 1st during the 2009 BPG Nationals at National Trails Raceway outside of Columbus Ohio. Our goal is to have 50 plus real GSX's on display. This would be the largest gathering of GSX's since they were first built, and may generate national coverage.

This will be a non-judged event and we are looking for everything from a Concours show car to something that looks like it just got pulled out of a barn. Regardless of the condition of your GSX, if it's got 4 wheels and is a real GSX then we want it on display. Bring your GSX and celebrate one of the most powerful and stylish muscle cars to ever drive the streets of hometown America.

We will be handing out a commemorative license plate to every owner that has a vehicle in this special event. These plates will be similar to the ones given out at shows like the "Concours de Elegance" and can either be put on the cars, or would be suitable for framing. These plates will not be sold, and will ONLY be available to those that bring a car to the event.

All GSX's in attendance for the reunion will be displayed in a special place of honor on both sides of the entrance road just outside of the Car Show area. For those that also want their cars judged we will have two options, they can enter them in the Concours Class (400 point judging), or they can be entered in the Street/Driven Class (100 point judging). Both of these classes will also be positioned outside of the show area, so all the cars will be displayed together.

To get in on the fun contact Duane Heckman @ 610-544-6776 after 7:30 PM EST and get your name added to the list. The only cost associated with the reunion will be the entrance fee to the BPG Event. GSX owners will not be required to be BPG members but will have full access to enjoy all the other awesome activities at the show, race event, swap meet and clinics. More information will follow as the event approaches. See everyone at the track.

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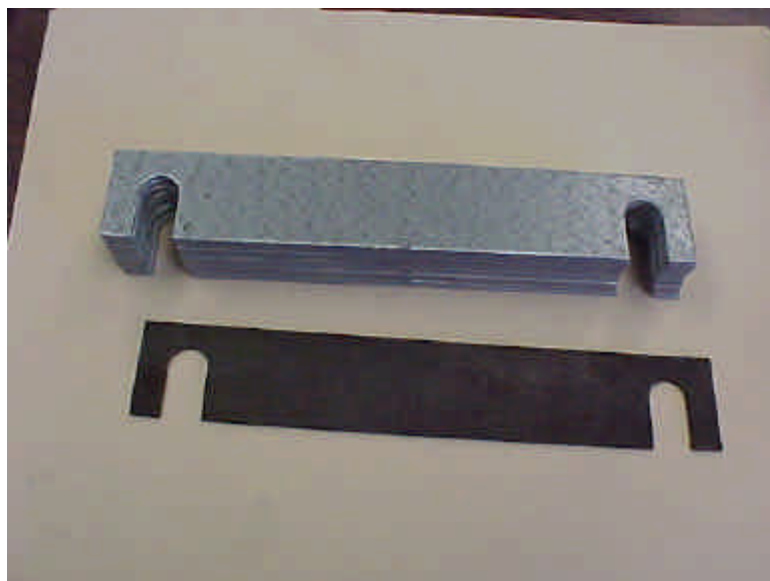
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BPG Buick Horsepower Nationals

Thursday Night Cruise

Every year, the club has an informal cruise night in the parking lot next to Ruby Tuesday. It is held on Thursday evening before the event begins. The cruise night is open to anyone who wants to come out! This is a great way to meet the owners of all the beautiful cars you see at the event over the weekend, and also allows old friends to meet after last year's nationals.

All photos courtesy of Mike Atwood. These photos and more can be seen on the club's website at: www.buickperformancegroup.com

