



THE BUILD SHEET

Quarterly Newsletter of the...

Buick Performance Group

Volume VI, Issue 4

Fall 2009

History Has Been Made...



UPCOMING EVENTS: July 30-August 1, 2010 7th Annual BPG National Event - Hebron, OH
November 12-14, 2009 BCA Southeastern Regional, TN

The Buick Performance Group

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

You can also email your information, articles, and photos directly to the editor:

adamm@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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Chairman's Message

WOW—What a great event!

WOW—93 GSX's!

WOW—The track was great!

WOW—This was the best Buick event I've been to in years!

WOW—The BPG really has its act together!

...That last one is the one I'm most proud to be hearing from those who attended the 2009 nationals. We had our most successful event TO DATE and it was due all to the Board of Directors...well, we have to thank those who volunteered and attended the event, as well!

Duane Heckman and Mark Macourbie were instrumental in putting together the GSX Reunion, and are responsible for anchoring the event. Thank you, gentlemen! Without you, this would've just been another national event.

To the rest of the BOD, you are the glue that holds everything together. YOU made this event a true success. There are so many things that happen behind the scenes that no one person can handle all by his/herself. Our Board of Directors made it through the most successful BPG event ever and survived to tell about it. Congratulations, everyone.

There are so many people to thank—from the volunteers who threw their names on the signup list for the registration and the BPG tent, to the vendors and sponsors, the NTR staff, the host hotel staff, the Chamber of Commerce, the restaurants that welcomed us with smiles and little BPG stickers, and to the new members who signed up at the event and the membership renewals! I know there are more....

We have some big plans for the 2010 event. Most of you know about the Stage1 Convention already. I'd like to see the attendance of people and cars trump the 2009 event. I think we can do it, but we need to spread the word and preach BPG when you meet new Buick people!

Thanks again to everyone who attended. We really enjoyed the 2009 BPG Nationals!

WOW!

Sean Ryder
BPG Chairman



Editor's Notes...

I always have these great ideas about what to write here, but when it comes to sitting down and doing it, nothing comes to mind. Typical...

I've had a few suggestions about introducing a classified section to the newsletter, and I am going to try it out in the next issue. I'm going to go out on a limb and assume that the majority of the club's members are active on the various Buick discussion boards, and stay fairly current on what's on the market. OK, but what about the members who aren't? The classifieds offer those members a chance to see what's for sale/wanted. Anything goes, as long as it's Buick related. I will list advertising pricing in this issue, before all of the vendor advertisements.

Also, starting in the next issue, there will be a section for Buick events. Each event listing will be limited to 100 words. Member submissions are free. So, if you have a BUICK related event that you'd like to include in the next issue, please email me at adamm@buickperformancegroup.com as soon as possible. Or mail them to the BPG office if you need to mail a hard copy.

Anyone who has been to the BPG nats has probably seen Patty Charney running around in her golf cart armed with her huge camera. Patty has attended every meet since 2004, and has done an excellent job of capturing the essence of each event. She has compiled some of the best shots on her photography website at:

<http://skwee-g.smugmug.com>

Please take a look at the past event photos and check out her awesome work. I've bought a couple of photos of my car from the website, and the quality is top notch. Patty works hard to take and develop each photo. The BPG thanks her for all of the hard work she does to capture our events through the eye of the camera.

I cannot forget Artic Chin, who has consistently posted tons and tons of excellent event photos.

He has a SmugMug account, but I am having trouble finding a simplified link to post here. So, the best I can do to direct you there is to visit the BPG forums and click on the BPG Nationals forum. There is a thread for the 2009 event photos and video. In that thread, Sean Ryder has posted several links to photo galleries and videos people have posted since the 2009 event. Thanks Artie and Patty! I have used a couple photos from both of their galleries in the newsletter this quarter.

By the way, as you have probably noticed, you're getting this a month late. My apologies. Sometimes I forget how much time it takes to put one of these together. Especially since this is the "event" newsletter that needs to include all the results and highlights from the nationals.



2009 BPG Nationals Race Results

SUPER 8

Winner: Jim Rock 8.27 @ 156.57 .012 '95 Skylark

Runner Up: Rich Brouwer 8.699 @ 156.97 .132 '86 Somerset

Top Qualifier: Bobby Sullenger 8.082 @ 168.18 '86 GN

Quick 16

Winner: Jerry Siwec 10.094 @ 133.53 .048 '67 Skylark

Runner Up: Randy Kolasinski 10.313 @ 126.61 .115 '68 Skylark

Top Qualifier: Rich Brouwer 8.712 @ 156.90 '86 Somerset

Buick Comp Open

Winner: Paul Cassidy 11.135 @ 111.67 .114 '70 Sportwagon

Runner Up: Larry Hemsley 10.681 @ 122.98 .167 '70 Skylark

Top Qualifier: Rob Giroux 10.496 @ 126.77 '70 Skylark

Turbo Street Outlaw

Winner: Dave Fiscus 8.714 @ 156.99 .048 '86 GN

Runner Up: Tony Gomes 8.926 @ 165.11 .058 '87 GN

Top Qualifier: Dave Fiscus 8.321 @ 168.64 '86 GN

Turbo Street Modified

Winner: Scott Claridge 9.555 @ 143.29 .117 '87 GN

Runner Up: Phillip McGloin 9.619 @ 139.96 .079 '86 GN

Top Qualifier: Scott Claridge 9.555 @ 143.35 '87 GN

Turbo Hot Street

Winner: Dave Day 11.088 @ 129.82 .166 '87 GN

Runner Up: Justin Hinderer 11.406 @ 119.57 .079 '87 GN

Top Qualifier: Dave Day 10.690 @ 129.24 '87 GN

Bracket One

Winner: Mike Barbarino 11.781 @ 107.04 .070 '70 GS

Runner Up: Philip Roitman 11.681 @ 115.53 .170 '73 Century GS

Bracket Two

Winner: Bryce Taylor 12.986 @ 100.28 .124 '81 Regal

Runner Up: Gary Hallock 15.928 @ 83.35 .040 '65 Riv.

Gamblers Race (Run on Friday)

Winner: John Csordas Jr. 11.715 @ 114.79 .026 '73 Century GS

Runner Up: Gary Paine 10.614 @ 124.86 .033 '68 GS

Big Boat Challenge (Run on Friday)

Winner: Paul Cassidy 11.406 @ 102.01 .053 '70 Sportwagon

Runner Up: Nick Rabi 13.820 @ 96.84 .563 '72 Centurion

Congratulations to all our winners!



2009 BPG Nationals Cars Show

Results

Driven/Street Classes (100 Point Judging)

Class A (65-67 GS)

1st Place Doug Davis (1967 Platinum Mist GS 340)
 2nd Place Ken Ossenfort (1967 Red GS 400 Convertible)
 2nd Place Tom Kiepsky (1965 White GS 400 Convertible)
 3rd Place Clyde Alberts (1967 White Special 2-Dr)

Class B (65-67 GS Modified)

1st Place Tony Saggese (1965 Seafoam Green Skylark Coupe)

Class C (68-69 GS)

1st Place Nick Serwo (1969 Convertible)
 2nd Place Eric Pfaff (1968 Red California GS)
 3rd Place George Dwyer (1969 Cameo Cream GS 400)

Class D (68-69 GS Modified)

1st Place Alan Wander (1969 Red GS 400 Convertible)
 2nd Place Greg Davis (1968 White GS 350 Coupe)
 3rd Place Donald Scott (1969 Silver Skylark 2-Dr)

Class E (70-72 GS)

1st Place Don Weiland (1970 Diplomat Blue GS 455 Coupe)
 2nd Place Denny Manner (1972 Royal Blue (SCO) GS 455 Coupe)
 3rd Place Bob Masi (1972 Flame Orange GS Coupe)

Class F (70-72 GSX)

1st Place Arthur Wressing (1970 Saturn Yellow GSX) ?
 1st Place Gordon Martin (1971 Cortez Gold GSX)
 2nd Place Rob Sarlan (1970 Saturn Yellow GSX)
 3rd Place Jeff Fortner (1971 Platinum Mist GSX)

Class G (70-72 GS/GSX Modified)

1st Place Frank Mouthhaan (1970 Apollo White GSX)
 1st Place Scott Roys (1970 Blue GS 455 Coupe)
 2nd Place Steve Osborne (1972 Red GS Convertible)
 3rd Place Cecil Douglass (1970 Bamboo Cream GS)

Class H (73-77 Regal/Century/GS)

1st Place Joe Zamiska (1973 Brown Stage 1 Coupe)
 2nd Place Jim Kovalo (1976 Red/White Regal)

Class J (65-75 GS/GSX Clone)

1st Place David Breau (1972 Silver GSX Clone)
 2nd Place Stephen Haftl (1971 Blue GS Convertible Clone)

Class K (78-87 Regal/Turbo Regal/GN/GNX)

1st Place Joshua Lephart (1987 GN)
 2nd Place Rodney Jones (1987 GN)
 3rd Place Andy Green (1987 GN)

Class L (78-87 Regal/Turbo Regal/GN/GNX Modified)

1st Place Jim Chaudrue (1987 GN)
 2nd Place Richard Hallock (1987 GN)
 3rd Place Brian Cannella (1987 GN)

Class N (Front Wheel Drive)

1st Place Tom Wilhelm (1986 Black GS)
 2nd Place Bob Flowers (1990 Blue Reatta)
 3rd Place Dean Wispar (1989 Silver Lesabre T-Type)

Class O (Race Car)

1st Place Al Kuehn (1967 Black Special 2-door Post)
 2nd Place David Hanlon (1970 Red GS 455 Coupe)

Class P (Big Buick)

1st Place Ted Nagel (1965 Flame Red Wildcat Conv)
 2nd Place Bob Stemm (1965 Black Riviera GS)
 3rd Place Adam Martin (1971 Brown Centurion)
 3rd Place Ron Mooney (1969 Red Electra Convertible)

Class Q (Big Buick Modified)

1st Place Speco Novakovic (1973 Black Centurion conv)
 2nd Place Nick Rabi (1972 Red Centurion Convertible)
 3rd Place Yardley (1969 Embassy Gold Riviera)

Class R (Other Buick)

1st Place Chris Porter (1989 White Turbo Trans Am)
 2nd Place Jason Papageorge (1989 White Turbo Trans Am)

Concours Class (400 Point Judging)

Gold Award

Mark Reeves (1970 Saturn Yellow Motion GSX)
 Brian Herrick (1971 Bittersweet Mist GSX)
 Curtis Roys (1970 Saturn Yellow GSX)
 Joe Pratt (1970 Apollo White GSX)
 Ray Witt (1970 Apollo White GSX)
 Troy Acton (1970 Saturn Yellow GSX)
 James Weinman (1970 Saturn Yellow GSX)
 Mark Reeves (1971 Blue Stage 1 Convertible)
 Mike Sobotka (1970 Saturn Yellow GSX)
 Mike Sobotka (1970 Saturn Yellow GSX)
 Ron Toth (1970 Blue 455 Convertible)

Silver Award

Fred Braswell (1970 Apollo White GSX)
 Robert Quigg (1970 Saturn Yellow GSX)
 Dave Keenea (1970 Red GS Coupe)
 Mike Rehberg (1970 Saturn Yellow GSX)
 Carl Rychlik (1970 Desert Gold GS Stage 1 Coupe)
 Jack & Jean Laswell (1971 Platinum Mist GSX)

Bronze Award

Larry Gibson (1970 Seamist Green GS 455 Convertible)
 Chris Lance (1970 Silver Stage 1 Coupe)



2009 BPG Sponsors & Vendors

The BPG would like to thank all of our supporters for 2009. Thank you for allowing us to make 2009 a smash hit event! We look forward to having you all back for next season.

2009 Sponsors

TA Performance
Finishline Motor Sports
HRpartsstuff
Automotive Machine and Performance
Greg Gessler—Gessler Head Porting
High Torque Racing
Special Additions
The Computer Doctor
Precision Industries
NOS4GN
Kirban Performance
Cullen Bryant Design
RJC Racing
Kemperle
Rock Auto
NE Chapter
World of Motorworks.com
Pat's Performance Converters

Special Thanks for Additional Cash and Prizes:

Dun Rite Tires Plus Wheels and the MAGNA Chapter
Mike Garrison - Cash for fastest ET during eliminations
John Gentner - Cash for first perfect reaction time during eliminations
Harold Rolls -- Cash for Charity Race
David Gramlow -- Cash for SBB Race
David Shaker -- Cash for the "hard luck" award
GSX Registry -- GSX Welcome Packs! (thanks Mark)
Adam Martin -- Big Boat Buick Challenge Cash

2009 Event Vendors

HR PartsNStuff
<http://www.hrpartsandstuff.com/>

NOS4GN...Nos G body Parts
<http://www.nos4gn.com/servlet/StoreFront>

Buick Man CD Version of TR Service Manual
<http://buickman.r00td0wn.net/index.html>

Cullen Bryant BPG Merchandise

GNSPerformance...
<http://www.gnsperformance.com/>

Finish Line Motor sports
<http://www.finishlinemotorsports.com/>

TA Performance
<http://www.taperformance.com/>

Gessler Head Porting
<http://www.gesslerheadporting.com/>

Jax Wax
<http://www.jaxwax.com/>

Automotive Machine and Performance
<http://www.automachperf.com/>

Stage 1 Automotive
<http://www.stage1automotive.com/>

Then and Now Auto
<http://www.thenandnowauto.com/>

World of Motor Works
<http://www.worldofmotorworks.com/>



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2009 Election

Positions open for nominations are:

News Director (Editor)
Web Director
Membership Director
Car Show Co-Director

Members had until August 15, 2009 to submit nominations and bio's for the election. There were two (2) members who sent in bio's, and both of them were for the Car Show Co-Director position. Please see the ballot on the opposing page. The nominees are as follows:

Larry Gibson

Hello to all BPG members. I am writing this so those who don't already know me can get an idea of why I am interested in the position of Co – Director for the Car Show portion of the BPG Nationals. I am a retiree after having been employed as an Outside Plant Engineer for 34 years with AT&T. My wife Carol and I had one daughter, Stephanie, who blessed us with our first grandchild nine months ago. Unfortunately my wife passed away unexpectedly last winter and didn't get to spend much time with our grandson.

I have been involved with Buick's since 1982. That year I bought a 72 Skylark to use as a daily driver and since that time, I have owned many 68-72 GS's and Skylarks. The first GS I bought was a 72 GS Stage 1 that my brother brought back from Georgia in 1983. It is flame orange metallic with a white bucket seat interior. I redid it over the winter from 85-86 and drove it to the GS Nationals for the first time in 1986. That car has always been special to me because it was the first GS I owned. It has been raced and thrashed and has only let me down once during the years I've owned it. I think it's time to get it out and freshen it up for the Stage 1 Convention scheduled for the 2010 BPG Nationals.

During the past several years I have been involved in showing my cars more than racing them. I have attended the last seven BPG Nats and have been volunteering at the event. A few years ago I entered my 70 GS 455 convertible in the concours judging at the BPG Nationals and received a silver award for my efforts. This provided an opportunity to learn more about Buicks and what it takes to return them to as factory built.

With the success of the GSX reunion this year and the scheduled Stage 1 Convention next year, the BPG has a bright future ahead and I want to be part of helping the club grow and prosper.

Jim Chaudrue

Hello,

I'd like to add myself to the list of applicants for the BOD (Show Co-Director) I own 2 Buick Grand Nationals (1987 and 1986) and a (1989) Pontiac Turbo Trans Am. I'm involved in many local car shows and car events. I also help run the Tri-State Buick event at Cecil in the fall. I'm the PA representative for our local club MAGNA. www.magnabuick.com I feel I can bring what is needed for this BOD position as I am self motivated, organized, and I take things into hand when I see they need it. I'm very good at making sense of things and I'm always looking for a way to improve on a perfect system to make things run as smooth as possible for everyone. I've also been in management all my professional life so I'm use to working with people and making everyone happy and keeping things running smoothly.

My full time job (broadcast engineer for Comcast SportsNet) allows me plenty of PC time to help out when called upon at odd hours. I'm one of those guys who checks their e-mail 100 times a day because I feel like I'm missing something! I'm also the administrator of www.turbobuicks.net and www.turbotransam.com. I'm also a moderator on www.turbobuick.com and www.t6p.com as well. I keep very active in the turbo Buick community and I'm a very "attention to detail" oriented person. I think I would be an asset to this position of the BOD. I live, breath, and sleep local car shows. There has been weekends when I went to a show every day I'm off and sometimes 2 a day. I'm well schooled in many types of cars and trucks. I'm an active BPG member as well (#2050). I've been to the Ohio event 3 years in a row now. While the car show seems to have run smoothly I'm sure there is more I can bring to this event to make it even better going forward. Thanks for your consideration.

2009 BOD Election Ballot

Instructions:

Select only ONE nominee per position. If more than one is selected, the ballot will be discarded. This ballot may be photocopied to preserve the integrity of the newsletter, but the ballot number must be showing on the photocopy. If it is missing, the ballot will be discarded. Once you have voted, please mail the ballot to the BPG office at:

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

Due to the timing of the Fall 2009 Buildsheet, the deadline for returning ballots will be extended to **December 15**.

News Director (Editor)

- Adam Martin (Incumbent)

Web Director

- Marc Conigliari (Incumbent)

Membership Director

- Alan Wander (Incumbent)

Car Show Co-Director

- Larry Gibson
 Jim Chaudrue

Thank you for your vote!!



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 members ship 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

The GSX Reunion Experience

By Mark Macoubrie



This is my take on the GSX Reunion experience as an organizer, owner and enthusiast.

I must first thank all of the GSX owners who took the time, effort and money to bring their GSX to the event. The GSX reunion would not have been the overwhelming success that it was without the 93 GSXs that were at the event. Thank You ALL!!!

Part 1 – the GSX Reunion as a coordinator

As the 1970-72 Buick GSX Registry caretaker, I have a sincere appreciation and robust passion for the Buick GSX. For more than 10 years I have operated the GSX registry in an attempt to gather statistical data on Buick GSXs built from 1970-72. Several years ago I had a notion of putting together a GSX Reunion where GSX owners could all gather in one place at one time and talk about their cars and learn a little more about the car they enjoy and the stories of other owners.

In the spring of 2008, I decided that I wanted to try to put something together for the owners. I originally considered having a separate event but felt that if the Reunion was attached to a national Buick event, the owners could not only enjoy their GSXs but also other Buicks at the same time. I casually approached the BPG with a general concept but indicated that I would not be able to get the information together in time for the August 2008 event. That is where I left it without much more thought until I got a call from Duane Heckman.

I have known Duane for several years and we have talked off and on in the past about Buick and Buick related topics. Duane indicated that the BPG would be interested in hosting the event and I agreed that the BPG would be the best event to hold the Reunion. The BPG has a specific interest in Buicks from the same time era, with an emphasis on the GM A Body cars. It was a perfect match so the planning was started.

Duane had done some preliminary work with owners he knew to make sure there would be some general interest, and in September of 2008 the event was announced. From the point the event was announced it was a full on attempt to contact all GSX owners personally to ensure

they were aware of the Reunion. I sent a mailer and called each owner on the registry personally. Duane contacted all the owners he knew and also made himself available by posting his phone number to pre-register owners for the event. Calling all of the owners was really neat. Not only did I get to tell them about the really cool event, but it also gave me a chance to talk to each owner and hear some really neat stories about the cars that I had not heard in the past. As the months went by the number of committed GSX to attend continued to grow and grow, as did the anticipation for the event.

At that same time we were contacting all of the owners and getting commitments of attendees, I also worked on the GSX Reunion welcome package for each owner. I wanted this to be very special because I know how much time, money and effort many of the owners were going to have to expend to get their GSXs to the event. We publicly agreed to provide a commemorative license plate but I did not feel that was enough. I started to scheme and thought of adding a "show card" and welcome letter. In discussions with my parents about the event, they indicated at several events they have attended, lanyards had been provided and it would be a neat icebreaker for many of the owners, so I also added that. Lastly, I saw that Hot Wheels came out with the 1970 GSX as a First Edition car. I got the hair-brained scheme to do a special Hot Wheels GSX for the owners. The Hot Wheels idea was going to be awesome but where would I find that many GSXs? My wife and I searched for months in the local Wal-Mart, Target and Toys-R-Us stores to get enough of the cars. The conversion process was very time consuming but well worth it in the end.

Not being an artist myself, I went out and got Pete Chacon of Devalle Graphics on the V8 board to do the artwork. Pete worked up the show cards, lanyards, watermark on the welcome letter and the background on the Hot Wheels pack. Steve Hoy from Gear for Sports worked up the license plate and T-shirt designs. All the products turned out simply awesome.

Making the packets ran down to the very last day when my wife, Judy, and I worked into the night putting the

packets together. She was a real supporter and I could not have done it without her there to help. She is not overly interested in cars but supported me tremendously as I worked at organizing the GSX Reunion.



Finally, it was time to pack up everything and head off to the reunion. Once we got to Columbus I was really getting excited. There were a few GSXs in the hotel parking lot and many more owners I recognized. It was mid afternoon on Thursday and the "meet and greet" was going to happen about 6:00-6:30pm. It was amazing, it had rained in the afternoon and about 5:30 the weather cleared and all the GSXs came out. It was really amazing to see GSXs on the street in groups or singles. It gave me goose bumps just to think about all the awesome cars cruising the streets. More than 20 GSXs showed up at the meet and greet and everyone had a great time checking out cars and swapping stories.



On Friday we got to the track early to see the layout and prepare for GSX owners who showed up a day early to enjoy the BPG nationals and have a good time hanging out. It started a little slow but by mid afternoon there were 54 GSXs parked on display. I was a little unprepared for this turn out and being a little understaffed to park cars, I spent the day running about and getting a tremendously bad sun burn, OUCH !!! Duane and my parents Bill and Helen Macoubrie were there to help for most of the day and we got it done. Everyone seemed to be having a good time and we had

already eclipsed the number of GSXs appearing at one event that anyone could remember.

I now knew we were really in for a big event. The number of confirmed cars over the months had grown to a count of 103. This number was surreal to me. When we started putting together the event, I thought that if we got 30 cars to attend we would have a success and the event had already surpassed that expectation.

Saturday morning came very quickly. I had talked to Duane the night before about the plan to get the cars in and enlisted the help of a few more guys I knew from Colorado including Pat Quinney, Jim Leinberger and Pete Tomka along with Duane and my folks to make sure we got everyone in place in a timely and controlled fashion. We got to the track at 7:30 and as we were setting up GSXs started to arrive. From then on it was five hours of parking cars and helping people get situated.

Two magazines accepted our offer to cover the GSX Reunion, Muscle Car Review and Muscle Car Enthusiast. The magazine had some very specific needs and my father, Bill, along with Pete, Pat and Jim, made sure they were well taken care of. Of course the owners of the GSXs being requested, were also awesome in getting their cars in the places where the magazine had asked them to be. One of the coolest shots was of 7 of the GSX colors from 1971. The only known available color not in the shot was Artic white. We had one of those cars there but because it was not finished the magazine opted not to include it in the shot.



I spend most of the day on Saturday handing out packets and helping owners as well as introducing some of the Buick engineers who attended and were gracious enough to give some of their insights about the GSX and Buick in the 1970's. During the middle of the day, I was able to get out and actually look at all the cars and WOW was that cool. At about 3:00pm, the GSX Reunion was going to end with a parade lap down the track. Shortly before three, it rained and delayed the parade until about 3:30. We also took the access road, which

actually was cool because it got the cars closer to the fans. After a year of work to make sure the event went well, I felt it was worth every bit of effort it took to be a part of the GSX Reunion. I believe it was an overwhelming success.

Part 2 – The GSX Reunion as an owner and enthusiast

I found one thing to be totally amazing about the GSX reunion and that was the owners. As I met the owners and talked with them it was really amazing to experience a group of people who were simply excited to be at this event and to talk about their cars. Every owner I talked to had great stories about their cars. People were genuinely excited to be a part of the event and I personally did not receive any negative comments about the event or other cars. All of the owners I met were just elated to be at the reunion and see all the GSXs in one place at one time. It was a true testament to the caliber of people that own Buicks and GSXs. It makes me feel honored to be part of a group of people who can claim they own such a unique piece of American history.

It was a totally unique experience for me to see such a wide range of cars at the GSX reunion. There was everything from cars in progress to original cars to concours restored cars to modified cars. The overall quality of the cars in attendance was phenomenal in and of itself. I walked every row and looked at every car and the experience was truly amazing. It was also unbelievable to go up in the stands and look down on the group of cars from above. If you were there and made the trek to the top of the stand you were not disappointed.



My favorite will always be the 1970 GSX but it was hard not to notice the 1971 GSXs in attendance. All the different colors in one place at one time gave me a real appreciation for the character of the 1971 GSX's. It was awesome to see all the different colors and interior options. You simply could not ignore the uniqueness of these cars. Additionally the one 1972 and 1974 GSX made the event that much cooler. I had never seen a 1972 or 1974 GSX in person and it was a very special treat to actually see one. I wonder if I will ever see another real 1972 or

1974 GSX in my lifetime.

Walking through all of the 1970 GSXs was simply nirvana for me. Being able to see all the GSX's I collected data on for the past 12 years really put the cars in perspective for me. I have dedicated countless hours to these cars and to see them in person was a very special experience for me. When we announced the Reunion almost a year prior to the event it seemed to me like it would never arrive and now it has passed and all I have are the memories of a very special event.

I sincerely hope that everyone that attended this event enjoyed it as much as I did. Even though I spent a great deal of my time working for the event, it was the experience of a lifetime. Thank you to all the owners and workers that made this a very memorable event for me.



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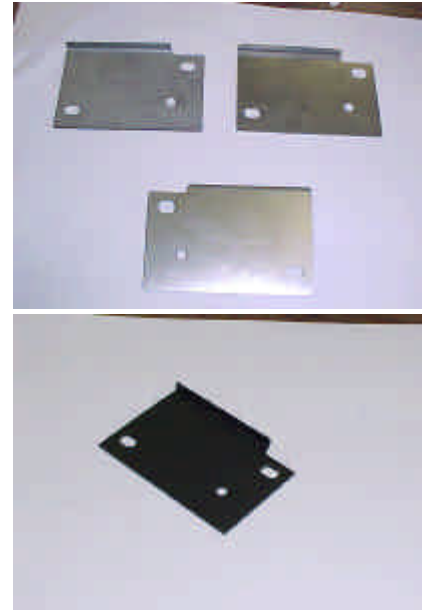
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