



THE BUILD SHEET

Quarterly Newsletter of the...

Buick Performance Group

Volume VI, Issue 2

Spring 2009

* SAFED GLASS * * 800 ROOF-DEEP MLDG * * 600 AIR CONDITION * * P26 W/BOXIS FW * * 053 SONICMKT RADIO
 * 803 HOOKER 2" MLD * * 033 HEWITE CYL RIB * * 174 ENG 455-488L * * *
 * 885 BELT RVL MLDG * * 09C PAINT STRIPE * * N40 TRANS TURE 400 * * *
 * 822 WHL DFRNC MLDG * * * * N30 CLX STDG WHEEL * * *
 * 028 VENTY TOP-916 * * * * P05 CHROME WHEELS * * *

6th Annual BPG Nationals
 National Trail Raceway - Hebron, OH
July 31 - August 2, 2009

GSX Reunion!!
Don't miss history in the making!



Inside:
 Tim Rife's 71 Stage1
 BPG Nationals Hotel Information
 Tent Rental
 GSX Reunion Information
 Yardley's 69 Riviera

UPCOMING EVENTS:

May 29-31
 July 31-August 2
 September 25-27

Buick Race Day - Norwalk, OH
 6th Annual BPG National Event - Hebron, OH
 Midwest Buick Challenge - Osceola Dragway

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:

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

Well, Spring is right around the corner and that silly ground hog Punxsutawney Phil, Seer of Seers, Prognosticator of all Prognosticators, said that there would be six more weeks of winter...what does he know, he is a rodent. That does not stop us Buick owners in the colder states from putting on the final tweaks and tying up loose ends on our Cars and tow rigs. The members in the "warmer" states probably never put your cars away, and I am jealous. We are getting ready for another Race season and looking forward to warmer weather, oh and our National Event is in four months. The Hotel information was released to the membership 2 weeks prior to the public and the Hampton Inn sold out in 2 weeks and the other hotels are filling up fast. A good sign that even in this bad economy, that we will have another outstanding turnout at National Trail. The GSX Reunion has 80 cars so far that committed to attending and others that are maybe's. This will be great to see all these cars lined up along the entrance to National Trail, something that no other club has done or will be able to duplicate in the future.

We are once again looking at ways to increase our membership and bring people over to the Dark Side...I mean Buick side of the street. We are having a Burnout Contest, which is something I have never seen at a Buick Event and it has drawn a lot of interest. We plan on having a portable Dyno at the track on Friday for those that want to know how much power they have which has also started some bragging wars. We are teamed up with the local radio station and car dealerships to promote our event. We are opening up the track on Friday night along with the local radio station and having a Buicks vs. the "rest" shoot out. This should do two things, bring the local gear heads out and promote not only our Club, but Buicks too. The Racing should be great the entire weekend and do not forget the car show on Saturday. We already have sponsor and vendors signing up. The Race Schedule and payouts are being worked out and will be posted on website as well as the

next issue of the Build Sheet so visit the site often....

We had some changes in the Board of Directors, Bruce Hunter has stepped down and we expect him back. I was asked to fill his large shoes and I agreed, which the Vice-Chairman's position open. We picked a long time BPG supporter Denny Moore who has in the past shown his dedication to the BPG and to Buicks so along with his wife Renee they are now truly BPG Family. So welcome Denny you can now say that you are senior to Renee....(that was a joke)

Well its is time to go back to the garage and finish taking my motor out. I should have done it months ago, but it was too cold...I cannot wait for the warmer weather and the smell of race gas and burnt rubber.

Sean Ryder

Chairman - Buick Performance Group



Editor's Notes

I can already feel the car season creeping up on us as I sit here the second week of March. Most of us are itching to get our cars out and dust them off for the first time in 2009. The rest of us have been beating on them all Winter!

For those of you who have been waiting to see your car for the first time this Spring, you might consider sitting down and writing something about your car(s)? Have you been working on a project over the Winter that you'd like to share with the club members? Or do you just have a fun story about your Buicks (past or present)? If so, your friendly newsletter editor would LOVE to publish them in the BuildSheet! I include a couple examples in every issue, so take note and start typing... I'm going to continue to badger you all about this in every issue. So get used to it! I had a great response to the latest calls for material from members this issue, so let's keep it up!

This season promises to be very exciting with the 2009 BPG Nationals hosting the GSX Reunion! Invite all your Buick friends to come witness history in the making. I know that sounds cliché, but think about it. How often can you go to a car show and see between 50 and 100 REAL GSX's in one place? I've also heard ramblings about a portable dyno at the track and a burnout contest this year!

I don't have anything philosophical or



groundbreaking to say, so I will stop wasting newsletter space and start prepping the car for an exciting season with a new powerplant!

Happy Buicking...

Adam Martin—BPG Newsletter Editor

To submit articles:

Email me at adamm@buickperformancegroup.com

Or

Send submissions to the BPG office (address located in front cover)

OR!

Send them directly to me at -

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HRpartsNstuff has been an active supporter of the BPG since its inception in 2002. Paul Ferry has grown his business to cater to the Buick Performance crowd with great products!

**Engine & Transmission
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Visit the HRpartsNstuff website at:
www.hrpartsnstuff.com

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

2009 BPG Nationals TENT Rental Information

O'Neil Tents

614-837-6352
www.oneiltents.com

Ask for Allyson and mention **BPG**
Tables & Chairs also available for rental

Volunteering for the 2009 BPG Nationals

Volunteers are needed for the following positions:

At-Large

- Selling stuff (T-Shirts/memberships) from a golf cart
- Bank run, when necessary

Front gate

- Early-Morning (2 or 3 people) - maybe an additional person on Saturday
- Late-morning to early afternoon (2 or 3 people) - maybe an additional person on Saturday
- Late afternoon (2 people) - maybe 1

BPG Tent Attendants

Racing

- Tower
- Staging Lanes

Car Show

- Parking
- Judging
- Tallying Results

Volunteer signup will be posted on the BPG website closer to the event.

2009 BPG Nationals Hotel Information

HOST HOTEL

Hampton Inn (SOLD OUT) Security Provided

1008 Hebron Rd
Heath, OH 43056
1-740-788-8991

\$75.00 plus taxes
Promotional code is BUI....you need to call direct! There is NO online booking...you will need to ask for Dennis.

Holiday Inn Express Security Provided

773 Hebron Road
Heath, OH 43056
1-740-522-0770

\$70.00 plus tax
Trailer Parking

Quality Inn Security provided

733 Hebron Road
Heath, OH 43056
1-800-424-6423

\$69.95 plus taxes
Trailer Parking

Red Roof Inn Security Provided

10668 Lancaster Road
Hebron, OH 43025
1-740-467-7663

\$91.34 plus taxes

Courtyard by Marriott Security Provided

500 Highland Blvd
Newark, OH 43055
1-740-344-1800

\$99.00 plus taxes
NOT Trailer Friendly
Online Booking Available

Cherry Valley Lodge & CoCo Key West Water Resort

2299 Cherry Valley Rd
Newark, OH 43055
1-800-788-8008

\$139.00 plus taxes ... water park option is available
Kid Friendly
Trailer parking possible

Granville Inn

314 E. Broadway
Granville, OH 43023
1-740-587-3333

\$145.00 plus taxes
Upscale Historic Manor

The Place Off The Square

50 N Second St
Newark, OH 43055
1-740-322-6455

\$101.00 plus taxes
some Trailer parking

Thanks to Brad Conley and Duane Heckman for taking time to meet with the Hotels and to Susan Fryer, Executive Director of the Greater Licking County Convention & Visitors Bureau for working with the BPG on this.



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

To Move a Barge You Need Torque

-Jeff Holthenrichs



I grew up in a car family. Between my brothers and me we all had some nice rides. The last "real" car I owned was a 1969 GTO convertible, which I sold when it came time for college. D'OH!

Fast forward 20 years... I was driving to the dentist when I saw my Riviera on the side of the road with a For Sale sign in the window. The only other Riviera I ever really remember was a dark green boattail I used to admire when I washed cars for a car dealer when I was 16. I never forgot the back window and the massive package shelf just screaming for some hi-watt speakers. So the instant I saw this derelict Riv I was smitten.

It had terrible paint, a bent nose, two waffled quarterpanels and a mid 80's Riviera front seat installed in place of the factory buckets. And the interior was covered in slime and mold. But it was a New Mexico car originally and had no rust anywhere except over the rear wheels and the bottom of the fenders. \$950.

My car-personality had lain dormant since college and my wife had no idea that I was a motorhead deep down. Besides, she and her whole family are accountants and can only view a car as a depreciating asset, no matter how old or rare. The first words my Mother-In-Law spoke when I mentioned this car were, "How many miles are on it?" She just had no understanding of the love for old cars we all share. Tsk Tsk.

My first inclination was to just clean it up and drive it like an old Riv. That lasted about 5 minutes. On the ride home after paying the guy I suddenly got the old urge for power and racing. Sometimes even dormant urges can be awakened.

My Riviera has undergone many, MANY changes since I first got it. I have read that when you begin a car project you need to first get a good game plan together about just how you want your car to turn out. I wish I had done that,

but like so many of us these things take on a life of their own and morph into a new notion every so often.

Being an odd marque, it is difficult to find people qualified to work on Buicks, and not being an A-body, it is very hard to find anyone capable of even understanding the quirks associated with a Riviera, Wildcat or Electra.

I had the original 430 rebuilt, but was never happy with the results. So like an idiot I took my salvaged 455 back to the same guy to have built. It was a disaster and resulted in a waste of money and time as all of the work needed to be redone; and some of the work I paid for was never even completed at the first shop. With my guidance and information gleaned from the BPG and v8buick.com the new shop hit a home run and the 455 has run beautifully ever since.

My Riviera is not a real GS and it came with a 3.07 posi rear. Based on all the vampire taps in the taillight harness I am surmising it was used to tow something during its life, which possibly explains the oddball posi rear. But the 3.07 is not the performance gear ratio, and I located a 3.42 posi rear in Boston. After a 12 hour round trip I had my much sought-after performance axle. I had a local muscle car shop rebuild the rear and within only a few miles it began to whine. It was dumb luck that I stumbled upon a man that I have since come to find out is used by every racer in my neck of the woods when it comes to building rear ends. And it has worked perfectly ever since.

The terrible paint on my car made it look awful. Somebody had covered the original paint with a really cheap brown enamel paint job. So a quick respray was in order. I did the body work myself and my buddy squirted the original Embassy Gold paint in my garage. It isn't a great paint job, but it looks OK and certainly elevates it from "beater" status. Maybe someday I'll strip it all down to bare metal, but I'm having too much fun driving it right now to take it off the road for so long.

I have made many tweaks to my car over time. Shorter and stiffer springs in the front and shorter springs in the rear have given it a very low, almost menacing, pouncing stance. It rides terribly, but it is a small price to pay to have it look so mean. Besides, I don't mind the ride, even on those long 10 hour drives to the Nationals in Ohio. A fat sway bar in the front really makes it corner flat. Boxed rear control arms and a fat rear sway bar keep the back end planted. It really does handle well for a 4500 pound barge.

Under the hood my 71 455 has Kenne Bell Stage III heads (I understand this to mean that they are ported and polished GM iron Stage1 replacement heads). The block is bored .030 over with forged pistons and I run a B4B with a Holley 950HP carb. A TA 288-94H cam is advanced 6* and degreed on a 108* CenterLine. Oil pan baffles were added to keep the oil in the center sump pan during hard acceleration and braking. Main studs hold

the bottom end together while a converted original distributor is used as a trigger to fire an MSD 6AL electronic ignition. A modern one-wire alternator with 90 amps has replaced the under-powered factory 60 amp alternator. TA Performance 1.6 roller rockers squish TA dual valve springs, and TA Shorty Headers and 2 1/2" exhaust aid in scavenging spent fumes. A Ford solenoid has been added to cure a hot-start problem that proved embarrassing in front of my wife and kids one summer evening.



Replacement wiring harnesses are not available for Rivas and my wires were so hard and brittle that they would crack if I moved them. So I painstakingly replaced every wire in my harness one at a time. I also replaced the resistor wire which is no longer needed and repaired the burnt fusible links while I was at it.

The 1969 and 1970 Rivas came from the factory with an electric fuel pump in the tank. However I soon learned that they could scarcely keep up with the factory 430, let alone a modified 455. So an external electric fuel pump was mounted and plumbed in. And let me tell you, these cruciform frames (X-frame for you neophytes) leave little room for an external pump! I'm still thinking of changing to a higher flow pump, but I am hesitant because of the added noise that would enter the cabin.

The Riviera did not offer a heavy duty cooling option, so to keep my sled cool I had the original radiator recored with a 4-row core, which barely fit in the original core support. And I was able to cross reference a heavy duty fan clutch from a 1982 Camaro with a 305 V8. It moves the fan forward about a half inch, but not enough to push it beyond the fan shroud. It runs nice and cool in the summer heat with the A/C blasting!

I have performed an aftermarket front disc brake conversion, had to fabricate a new mount to secure my thicker battery cable in the stock location along the front edge of the oil pan, and gone through three Turbo 400 transmissions due to a string of bad luck and bad decisions. And I have had to fabricate two driveshafts to eliminate the twisting our Riviera driveshafts suffer from.

Creature comforts are still a big part of my cruiser. Except for the AM radio, all the factory options still work: power antenna, tilt wheel, power windows, power driver's seat, remote trunk release, power steering, power brakes and air conditioning. My Riv was originally a bucket seat, console, column shift car. I have converted it to a floor shift. I like my music to be LOUD and sound good. A CD player with steering wheel mounted remote control has been added, along with 3 separate amps; one for the front speakers, one for the rear and one for the sub woofer.

When it came time to replace the upholstery, original vinyl could not be found. I am actually very happy because it was a putrid olive green. So I simply told the upholstery shop to stitch the seats in black. Not a big deal, I thought, until I suddenly realized I now had to: replace the carpet, headliner and sail panels, and the carpet on the doors and kick panels. I had to dye the door panels and dash pad, locate new seat belts, and paint the dash and package shelf. Whoa. A lot more than I bargained for, but the end result is, to me, stunning.

I have whittled down my ETs consistently since I have owned my Riviera. Race weight is 4550 pounds. ETs have dropped from a 14.39 with the original 430 performance build-up to a current best of 12.99@104 MPH. A Coan 3200 stall converter has made a huge difference in the last year, shaving .3 or better off my times. I cross through the traps at 4600 RPM, which is just fine with me. The advanced cam had moved the powerband down and increased the torque to the point where I shift at an engine-saving 5000 RPM. I plan on having this car survive, so I have no desire to rev it over 5000 RPM anyway. And twisting the tires from a 15 MPH roll is such a HOOT!

It hasn't been easy, nor has it been a direct path to my final configuration, but I feel that all my labor has helped other Riviera owners avoid expensive and time consuming errors. Oh yeah, and it goes like hell!



1971 Buick GS 455 Stage1 Owned by Tim Rife 1 of 801 Produced

When I bought my Stage1 in July 1986, the car was not running and was in primer. I parked it due to bad mileage (it had a fuel tank leak!). The previous owner was letting his daughter drive to college in it up to that point.

My parents would not loan me the money to "drag home an old wreck" (\$450.00) so I got a bank loan. I paid 26.25% interest on the loan! I was 18, working at a gas station.

I didn't even know what it was; I just liked the hood scoops.

Luckily all body damage/rust was on fenders and doors and they were replaced with new. Documentation paperwork was found behind gauge cluster/a pillar area.

Evidence of stripes under primer led to discovery that the GSX paint package had been applied at some point and I decided I would paint it like that.

It turns out the car was sold new in Thompson, Manitoba 15 years earlier. Original warranty booklet was still in car. The name on booklet showed the original owner. His Dad was friends with my Grandmother (wine and cheese parties, etc) when I bought the car, even though car was purchased new 15 years earlier and over 1000 miles away. **Now** parents think the car is cool!

The plan was to hot-rod the car. When I went to buy parts for the car at the local GM dealership in Medicine Hat, one of the parts guys (Mike) there was amazed to hear what I had. He told me if I kept it more or less stock and original he would sell me parts cheaper. I did, he did and we are still good friends to this day. I bought NOS parts for everything I could find. I credit him with preserving the car. I still buy all my parts there too. He is parts manager now as well.

Also, my Manager (Merle) at the gas station where I worked let me credit my OT directly to parts, which saved me more money. I was making 7.00/hr at a gas station when this car was "restored".

Basically, the suspension was rebuilt, engine, tranny and diff were rebuilt, bumpers replaced and car was painted in 1989. This is the paint still on the car today. Some parts took years to locate, even back in the 80's. It was really tough without the internet!!

My Dad and I sprayed the jambs and inside of trunklid/doors/hood/fenders etc. He also helped me with panel alignment, engine, glass install and trim. He passed away in 2002. The calendar on my wall that year had a picture of a white 70 GSX in the month he passed away.

The interior is mostly original with the exception of the front seat covers and carpet, some touch-ups. Some options have been added as well.

This was my first car. While working on it, I discovered I had a natural mechanical ability and this led to my career as an aircraft mechanic so the car has ties to every part of my life.

I've put 30,000 miles on it over the last 22 years, it has always been fun and makes me smile every time I take it out. It has never stranded me either. Car is babied completely and has never seen rain in snow in those 22 years.

A concours-type frame off is/was planned but I hesitate due to the personal history on the car. Every scratch, chip and flaw has a story now....



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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