



# THE BUILD SHEET

Quarterly Newsletter of the...

## Buick Performance Group

Volume VII, Issue 1

Winter 2010

***It must be Winter...Buicks in the Snow!!!***



***Inside:***  
***Joe Pratt's GSX***  
***Jax Wax Clay Bars***  
***Special BOD Messages***  
***NEW Events & Classifieds***

Photos courtesy of v8buick.com board members Rob Gray, Ken "quickstage1," Chris Katsuleas, and Kacper "Lucy Fair."

**UPCOMING EVENTS:** March 21, 2010 SE Michigan BCA Swap Meet - Troy, MI  
July 30-August 1, 2010 7th Annual BPG National Event - Hebron, OH

# 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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## **Board of Directors Messages**

As another year comes to a close as Chairman of the Buick Performance Group, I would like to thank the Board of Directors and let them speak for themselves. We have had a great year. We have lost some BOD's and gained others. We have lost some members and gained more. The GSX Reunion was a huge success and the Stage 1 convention looks to surpass that. We have had an interest in the Nail Heads joining the party and more information will be available soon, We had to say goodbye (no one ever really leaves) to Duane Heckman who is still just a phone call away. I just want to thank the BPG members and BOD's for a great Club and look forward to 2010! Well, that's enough hot air from me....now lets hear it from the BOD's!

**Sean Ryder**  
**BPG Chairman**



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I'm looking forward to another great year ahead and will do my best to make sure everything having to do with the car show runs smoothly. We all wish everyone much success in the coming year!

**Carl Rychlik**  
**BPG Car Show Director**

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As office manager of the BPG, it has been a very busy year. Processing all the new membership applications received at the BPG Nationals took a great deal of time but was accomplished, with the aid of my family, in just two weeks.

We also had to deal with a computer virus this year which attacked the BPG's database.

I am a firm believer in backups, so no data was lost although it did take us several weeks to clean the virus, reinstall several programs and send out the missing Buildsheets to everyone that was missed. For that, I am very sorry but there was nothing I could do about it at the time. Yes, I did have anti-virus software installed but the virus still slipped through. We're back up to speed and processing new/renewal applications within 1 week of receipt.

To say the 2009 BPG Nationals was a success is an understatement. 93 GSX's, the most EVER in one place, garnered our event national magazine coverage. I would be remiss if I failed to thank Mark Macoubrie and Duane Heckman for their selfless efforts in making the event a success. Thanks guys!

The 2010 BPG Nationals, featuring the Stage 1 Reunion, is off to a great start. Marco is heading this effort up and it looks to be even bigger than last year's event. If you plan on attending with your Stage 1 powered Buick, please let Marco know so he can put you on the list. This is a "not-to-be-missed" event and we even have some tricks up our sleeve too.

The club is on sound financial footing. In fact, the best it ever has been. This is due to the generous efforts of our sponsors and members. We thank each and every one of you for your support!

**Brad Conley**  
**BPG Office Manager**

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I hope everyone had a fun year with their Buicks and with being a part of the BPG. Our club had a very successful year with the national event seeing a lot of new people join our ranks and I'd like to personally thank all of you.

The success of our club depends on very few things - the most important being your participation but mostly, your pledge to be a member for the year(s) to come.

Our Membership renewals are due at the beginning of each year, and although I know it is a tough time of the year with all the holiday spending, I ask that you all take a moment in the next few weeks to again pledge your support to "YOUR" club for the year to come, 2010.

Whether you are a new member looking to join for the first time or an existing member, you can find all the info for joining the BPG for 2010 at the following link

<http://buickperformancegroup.com/register.htm>

If you are unsure of your status for 2010, you can look at the membership roster and see when your membership expires

<http://buickperformancegroup.com/register.htm>

Supporting your Club financially assures we can move forward with all the fun things we have planned for the coming year, but just as important is your participation. Whether it be posting on the BPG website about what you are doing with your car(s), local or national events you are attending, or writing an article for the Build Sheet (our club newsletter) it is YOUR participation that helps build this club.

Do you have an Idea for the coming year to help make being a BPG member more fun? We'd LOVE to hear it. We also sincerely appreciate hearing any gripes you may have because - its ALL about having FUN and our job as directors is to make sure EVERY ONE is made to feel just as important as every other member.

Lastly, I'd like to encourage you all to help spread the word about the BPG. We all know some other Buick enthusiasts who are not BPG members - share the fun times you've had with them and help us GROW !! Every time you see someone with a love for Buicks is a possibility ...

... feel alone in your neck of the woods? how about hosting a BPG Picnic this year? All it

takes is a few people to start talking TriShield and the word will get out for future gatherings. How about setting up a Buick/BPG Cruise-night at the local gathering place? Or a test and tune track day? I've found - and seen it happen - that all you have to do is start talking about getting together and it snowball's from there

I look forward to serving you all this coming year and helping each and every member with whatever I can do ... See you all in 2010!

**Alan Wander**  
**BPG Membership Director**

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## 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!**

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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 5<sup>th</sup> 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 Love for Buicks ...Blast from the Past!

- Joe Pratt - BPG Member 1788 -

My love for Buicks is attributed to my late great brother-in law Leroy Wilson who passed away in 2007. Back in the late 60's, I watched him simply beat the crap out of Camaros, Mustangs, Chargers etc. with a 1965 Red Buick Wildcat (I am talkin' 1/4 mile folks)! Then he sold that Wildcat and bought a Red 1967 Buick Wilcat that had a 430 engine. My God...it was faster than the '65! The car became so notorious on the streets on the west side of Chicago, the car became known as the "BAD APPLE" because of it's shiny red color.

Wait folks, the story gets better. In 1972, Leroy bought a BEAUTIFUL Glacier white 1970 GS455 Stage1. By now, I am an 18 year old BUICK FREAK...so I purchased my first one which was a really nice 1968 Buick GS with a 350 engine. I installed some Hi-Jacker air shocks and some THRUSH mufflers (these had a woodpecker on them, and equivalent to what the kids call Flowmasters nowadays). My sister told Leroy about my GS that looked and sounded like a race car. Leroy drove to my house, took me to an isolated area, set me out (5) car lengths, and told me to leave when I got ready. When I moved, he blew by me so fast, I didn't try to catch up. Needless to say, I was humiliated. I sold my '68 GS and promised myself my next Buick would be a big block.

Fast forward to 1974, I purchased my 1970 Apollo White GSX from the original owner for \$1800.00. I was in GS Heaven. This "X" was quick, but because of Leroy's reputation, I would not dare call him out. It did not take long for him to hear about my GSX. So, in true form, he came over to my house and said in the words of Marvin Gaye...."LETS GET IT ON"! I was reluctant, but my older brother said "Don't be afraid, you got what he's got!" We went to the same location where he first baptized me in Buick power....and the race was on....but this time no set out...heads up. My brother hand flagged us. Leroy with better racing skills left first, and I followed. I stayed on the gas, and started pulling up to him and beating him by more than a car length. I cannot explain my joy of winning that race! Leroy

couldn't believe it and challenged me to what we call here in Chicago "A FLYIN' MILE" on the expressway....holding up traffic behind us (really stupid and dangerous)...we dropped our speed to 30 MPH and hit the gas....tires squealed on both Buicks and I beat him for (2) miles.



After that Leroy congratulated me on having a "Real Buick," but vowed that he would be back...and that he did! About six months later, he came by and asked me if I was ready for my "whuppin"...me feelin' cocky, I said "Bring it on!" When he pulled up in the Stage1, it sounded different. It was definitely cammed up. I looked underneath and it was now sporting hooker headers. My brother swore that Leroy had installed a big block Chevy motor. Leroy popped the hood and said he had purchased a Buick 455 Stage1 "crate motor," with 430 rear gears from KENNE-BELL in California. We did not race each other after that, but Leroy continued to annihilate the competition on the street and at the track. The car ran 11.70 like clockwork and won a lot of money, and hurt a lot of Chevy egos. He also continued to help me with my GSX, which included oiling system modification and upgrades to many camshafts like the KB113 KB118 KB MK3 and KB107 "window rattler."

In the fall of 1975 during a street race with a begging Camaro owner who was given two car lengths, Leroy would lose when the engine

threw two rods through the oil pan and block. Leroy acknowledged that the engine was revved to high at almost 7,000 RPM trying to catch the big block 454 Camaro.....(He had been shifting at 5800 RPM....and according to Jim Bell that's all his Stage1 motor was designed for).

Leroy's Stage1 was now finally at rest and has stayed in his two car garage on the Westside of Chicago ever since that day. We are talking 39 years folks. Before he died, he gave the car to my niece Shejuana, and I vowed to help her restore it. The car has 42,000 miles, factory 8 track, and A/C that actually worked. (Leroy suckered a lot of his victims because of the working A/C). The black waffle interior is in absolute mint condition, and the car's body is very solid with minimal rust, considering it has not been stored in a heated garage. The bumpers and chrome headlight bezels show some pitting. The old Mickey Thompson slicks are still on the back. My nephew and fellow Buick enthusiast Keith Armour, pulled the blown block and will be transporting the car to another garage for a semi body-on restoration. that is all Shejuana and I can afford these days.

Over the years I drag raced my "X" on the street and posted a best 1/4 mile ET of 10.77 at the track. I became frustrated getting kicked out of the local tracks because the car was reportedly "TOO FAST AND NEEDED A ROLL CAGE!"

As most of you know, Dave Kleiner of GS ENTERPRISES did a beautiful frame-off restoration on my GSX and it has won Concours Gold three years in a row at the GSCA Nationals in Bowling Green, KY, 1ST Place at our Chicagoland Chapter Midwest Challenge in Osceola, IN and Concours Gold at the 2009 BPG GSX Reunion in Columbus, OH. It is Wayne Roberts documented as the 17TH GSX of 678 produced in 1970.

I hope that all my Buick brothers and sisters enjoyed going back into time, and allowing me to share who inspired the LOVE that I have for these wonderful cars.

I THANK you all for the help that I received over the years in gaining even more knowledge

and appreciation for our Buicks. Take care and God Bless!

**Joe Pratt - GSCA Member # 33**  
**GSCA Chicagoland Chapter Member # 488**  
**BPG Member # 1788**



## Clay Bars - So Simple, Yet So Effective - By Scott Ellis of Jax Wax Car Care Products

One of the most common questions we hear at car shows when we have clay bars displayed for sale is - "So that is clay - I've heard of it - How do you use it?"

When I hear that - I get excited. Not necessarily to sell someone a clay bar - but I love teaching people about detailing and sharing information. We like to keep things simple - and a clay bar is one of the easiest things to use, and is one of the most beneficial things you can do to maintain and bring out the richness, beauty and depth of your finish.

Clay is very similar to "Silly Putty" that you played with as a kid - but it is very "sticky". What a clay bar does is virtually "lift" or "pull" things from your paint that doesn't come off with regular washing. To get the ultimate looking finish, you need to start with the most smooth and cleanest surface possible - and a clay bar will do that for you. The better the surface to start with, the better it will look when you apply wax. It's like painting a wall - the better the surface preparation the better the end result looks.

Think your finish is "baby-butt" smooth? Try this on your ride - even if you have a show car that doesn't go out in inclement weather and stays covered 90% of the time. Wipe your hand over the surface - feels pretty smooth, right? Then take a plastic baggie, put it over your fingers then feel the surface. Feel all those little bumps? All the plastic did is enhance your feeling of touch - what you are feeling is contaminants from the everyday environment that ends up embedded in your finish.

A clay bar will remove those contaminants without being aggressive like polishing with a high speed buffer - and will leave a silky smooth finish. It will also remove overspray from paint. A word to the wise - there are different grades of clay, just like any other tool. You will want to use a professional grade clay bar that the pros use - you will get better results in less time. I use an analogy of comparing a quality tool from Snap-On compared to Chinese socket set from the dollar store. Remember - you get what you pay for.

Your clay bar should have come in a plastic container - usually like a soap bar container. Remove it from the case, and tear off a piece about an inch or so. Immediately put the rest of the bar back in the case. This is extremely important! If the clay bar falls on the ground, it will pick up contaminants and will scratch the paint - do not use it. You only need a piece of it at a time.

Knead your piece of clay bar and flatten it out. Lubricate an area with a quick detailer product about 18 inches square or so. I prefer to use a quick detailer for lubrication - some people use soap and water. While the surface is wet simply rub the clay

bar back and forth over the wet area. Do not press down hard on the clay bar! Resist our natural tendency to treat anything in our hand like a piece of sandpaper - not so here - let the clay bar do all the work. If you do put undue pressure on the clay, like anything - it can mar your paint. If you feel the clay bar start to "drag" - add more lubricant.

You will more than likely "feel" the surface getting smooth. Once that area is done, use a micro fiber towel (they won't scratch your finish) and dry the area. Now feel the surface with and without the plastic bag on your fingers - it should be smooth as a baby's behind. While you are using the clay bar on your finish keep kneading and folding into itself to get a "fresh" sticky surface. Once you deem the piece of clay too contaminated or full of junk you lifted off the surface, simply discard and tear off a new piece and start again.

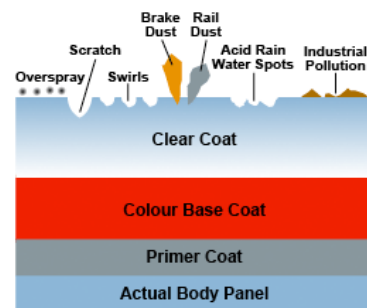
One more word to the wise - keep it fun! Don't make it monotonous - do a section at a time. For example if you have some time to kill or feel like playing with your ride - go do a fender or the hood. Remember - a section at a time keeps it fun and light! And this is my favorite part - put a coat or two of wax on it afterward for protection and admire how awesome your finish now looks!

### Summary

Using a clay bar is probably one of the most beneficial things you can do help maintain, protect and increase the beauty and depth of your finish. Remember to keep the surface area lubricated, don't treat the clay bar like a piece of sandpaper, and return it to the container after use. Use a professional grade clay bar to get the best results. And most of all - keep it fun! . .

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

<http://www.jaxwax.com/>  
or call 877-7JAXWAX



Average paint condition after washing



## Events and Classifieds

To place an ad, see page 14 for details

### UPCOMING EVENTS

#### March 2010

Sunday, March 21 - Southeast Michigan Buick Club of America 29th Annual Swap Meet @ Somerset Buick GMC - Inside & outside vendor spaces and car corral!

Somerset Buick GMC  
1850 W. Maple  
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## Events/Classified Advertising

Information, Rates, and categories

**Upcoming Events:** Any Buick-related event is welcomed at no charge. See below for information on where to send event information.

### How to place a classified ad:

- **BPG member rates:** Any current BPG member is entitled to ONE free ad per issue. Standard ads will have no more than 30 words. Each additional word is \$0.25. Any additional member ads are \$5.00 each (up to 30 words).
- **Non-member/Commercial rates:** This applies to any non-member, or to any member who advertises his or her personal business. Each ad is \$15.00 for up to 30 words. Each additional word is \$0.25.
- **Photos:** One photo per ad, please. Each photo is \$15.00. All photos are black and white.
- **Payment:** All ads must accompany payment. Ads will not be published unless payment has been received prior to the deadline. If your ad is emailed, a check must be mailed to the BPG office as soon as possible to avoid delays. You may also send funds to the club's PayPal account.

### Categories:

- Cars for Sale
- Cars Wanted
- Parts for Sale
- Parts Wanted
- Serviced Offered
- Print/Media For Sale
- Memorabilia for Sale

Where to send ads:  
**Buick Performance Group**  
**1150 West 5th Street**  
**PO Box 614**  
**Marysville, OH 43040-0614**

You can also email your information directly to the editor:

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## High Torque Racing Reproduction Parts

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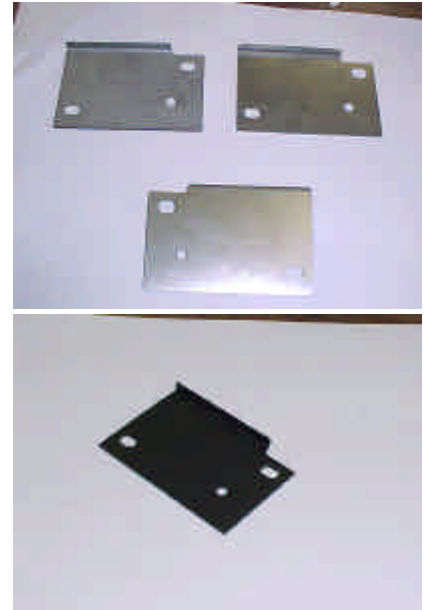
**NEW PART!**  
**1972 GS Grill Emblem Backing Plate**  
I now have these available. They are painted black and ready to install. They are \$7 and \$2 shipping

High Torque Racing  
3245 - 82nd Street  
Meriden KS 66512

Email: [mike@mrbuick.com](mailto:mike@mrbuick.com)

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