



# THE BUILD SHEET

Quarterly Newsletter of the...

## BUICK PERFORMANCE GROUP

Volume VIII, Issue 4

Fall 2011 Bonus Issue

**Pictures of Power and Elegance Inside!**



**Special  
Fall  
Bonus  
Issue!**

**Also Inside:  
BPG Memories  
Q&A With Dennis Manner  
Performance Upgrades!**

Photos courtesy of members Yardley, Patty "Skwee-G"

### UPCOMING EVENTS:

June 4-7, 2012 Riviera Owners Association Annual Meet, Monterey, CA. [www.rivowners.org](http://www.rivowners.org).

# 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.

### **BPG National Staff & Board of Directors**

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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  
83 Vanderveer Ave  
Holland, PA 18966**

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

**jeff@the-comp-doc.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. Winter is the first issue of each year. 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've been pushing the Board of Directors pretty hard since August and they've been giving me all the support one could hope for. I have had a fun time putting together the Build Sheet thus far and I'm looking forward to 2012. I plan on taking a zillion photos next year at every Buick event I can get to, so you will see lots of coverage. If anyone has any pics of Buicks they've taken from ANY event then please contact me and we'll get them in print!

In the meantime, I hope everyone had a great year with their family, friends and Buicks and I can't wait to see you all next year.

**Yardley**  
**Editor**  
**The Build Sheet**

Thank you for your continued support of the BPG. A club is nothing without its members. Please look at your mailing label, as it states the year your membership expires. If you expire in 2011, please take some time now to renew.

Simply return the form on page 20 with your check or money order made payable to Buick Performance Group. For your convenience PayPal is accepted for paying dues at the following email address:

**paypal@buickperformancegroup.com**

**Dues are:**

**1 year \$35**

**2 years \$65**

**3 years \$90**

**Lifetime membership \$500**

Occasionally, we communicate with members through email, one example being membership renewal requests sent out each January. Many times these emails come back as undeliverable. To help better serve you, can you please send me an email at the following address?

**marco@buickperformancegroup.com**

Please include your member number, current email address, and website username.

Thank you all again, and looking forward to another successful year in 2012.

**Marc "Marco" Conigliari**  
**Web Director**  
**Membership Director**

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I have some space to fill on this page so I just wanted to rant. I can't believe I had to clean several inches of snow off of my car two days before Halloween! I swear, sometimes I don't think I'll survive another Northeast / Mid-Atlantic winter. Then just as I begin to think the worst it is in the mid 60's again. Weather like this can make you loopy! So it looks like I will have a few more days to drive my Riviera before I park it for 3 months. With a little luck I will make it to Atco, NJ for the Ford vs Buick day in mid November. Keep the Buick faith. And Peace y'all.

**Yardley**

# The Staging Lanes

## Holiday Spirit

I hope you thought the last two issues of The Build Sheet were reet. I liked them and I VERY much enjoyed doing them. But I'll let you in on a secret: the more stuff I have to put into the Build Sheet, the easier it is to make. Well, that's really no secret. It's common sense, really. Now, I'm sure you are stunned! It has only been maybe six weeks since you received the last Build Sheet, and here you have the THIRD Build Sheet in as many months!

I told you I was committed to producing four (quarterly) issues. And they will be QUALITY issues. We missed sending the first issue of 2011 (the Winter issue). We managed to get out a Spring issue. It was pretty weak, but it was what it was. So I have delivered to you three issues to round out a full year of the Build Sheet. I certainly have used a lot of material in a short period of time, so call me and let me interview you about your Buick life. I'll wrap it up into a nice story and we'll print it for all the members to see. You don't need to lift a finger; I'll do all the work. We'll chat on the phone then have something to talk about when we see each other next year at the Nationals. A couple of cell phone pics (or any digital pics) sent by phone or email will round out your story. Everyone has a story to tell.

The Holidays are upon us. Yet, as I write this it is August, I golfed today and now it is pouring rain and I hear thunder in the distance. But it doesn't matter. The Holiday Season is the time to reach out to your family and friends and tell them how much they mean to you. So go ahead and call your parents, brother, sister, or friend and let them know you are thinking of them. It will mean more to them than you think.

Now for one final rant: Driving a car is a privilege, not a right. It is a two ton weapon that

will hit whatever you aim it at. Don't put MY life in danger just because YOU feel the need to be distracted by texting or scrolling through songs on your iPod. Oh, and those FAT white lines painted across the road at the intersection? THAT'S where you are supposed to stop your car! Not 30 feet past them! That makes it impossible for the guy coming from your left to make his turn! And when you park in a lot, try to park evenly between the lines. When you park so both wheels on one side are right on the dividing line of the parking space you make it impossible for anyone else to fit in the adjacent spot. Oh, and when you leave a voicemail don't speak in hyperdrive! What good is leaving your return number if you say it so rapidly that it is impossible to write it down? Oh yeah, and leave your name as well! Your FULL name! Do you know how many clients I have named Jim?!

Oh, and if you can hit a golf ball well enough to leave a big honkin' ballmark on the green, then you should be well enough acquainted with the game to know that you should repair your ballmark!

Now have a Happy Holiday!

**Yardley**  
**BPG #1033**  
**Jeff@the-comp-doc.com**

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## Want to see your car in a magazine?

If you have a story to tell about your car: how you acquired it, what you've done to it, what it means to you, then e-mail me the details. If you just aren't comfortable putting pen to paper, then e-mail me and I will run a feature on your car "interview style". I'll gather the necessary information and write it up for you. If you just want to send a photo or two, then that's OK as well. My e-mail address is:

Jeff@the-comp-doc.com

## Performance upgrades to a stock motor.

By Yardley and The Wizard

We see it all the time. Someone will invariably ask what he/she should do to make their car faster. Well, it should go without saying, but I'll start off by saying it any way: Improving the performance of a production internal combustion engine is not cheap. Some parts that are added must/could/should be added in conjunction with other performance parts. And don't be fooled, adding a top-end "package" to a small block Chevy is considerably less expensive than the same parts for a small or big block Buick. That's just how it is. So with that in mind, let's have a look at some performance upgrades for your Buick.

Ignition points have been used reliably for decades. However, converting your ignition system to a breakerless "solid state" ignition will give you a minimal performance increase, but more importantly it will give you a large increase in drivability and reliability. Converting your distributor into a "trigger" for an MSD Ignition makes your ignition system pretty much worry free. You will still have to change the distributor cap and rotor every couple of years, but for the most part you can just turn the key and go. While this is not much of a real seat-of-the-pants performance gain, the tangible benefit is in overall better drivability and reliability. With this type of conversion you maintain your stock coil, but the points are replaced with a magnetic pickup that triggers the MSD box mounted somewhere in your engine bay.

<http://www.davessmallbodyheis.com> will take your stock distributor and for \$160 convert it for you and dial in your advance curve. Adding it to an MSD box then becomes a plug-and-play affair.

One of the biggest improvements I ever saw with my car was replacing the restrictive tiny exhaust with 2 1/2" Mandrel Bent exhaust. It may be added to stock manifolds now if you plan to add headers later. Headers have been a basic performance upgrade for about 100 years. However they can be trouble prone: sometimes it is hard to keep gaskets in place. They also add heat into the passenger compartment and they also can have ground clearance issues. They

should only be installed with 2 1/2" or larger mandrel bent exhaust. Adding headers will show little to no improvement if you keep the existing restrictive exhaust system in place. A full free-flowing exhaust will add more performance than you might imagine. On my Riviera it was literally like bolting on lots of horsepower in under 2 hours. In my opinion headers and large dual exhaust can be installed for about \$1000 (give or take) and are the best bang-for-the-buck that I know of. Used headers can be a real bargain. Beyond the exhaust, you start bolting on performance, and it begins to get pricey. Also, some items really are beneficial when added as a package. For instance, adding a cam helps, but when you add a cam you are improving how well an engine inhales and exhales, so when a cam is added you might want to also consider changing to a new intake at the same time. Some replacement intakes add more in weight savings than they do in real performance bonuses. However, some intakes do add a good bump in performance. My engine picked up 30 horsepower when I changed from the Edelbrock B4B to the TA Performance SP1. But be careful, not all intakes will fit under a stock hood without major modifications.

Be sure you also plan ahead for which carburetor you will run. The two main camps are a Holley-style (referred to as a "square-bore" because the primary and secondary throttle blades are all the same diameter) and a Quadrajet (referred to as a "spread-bore" because the primary throttle blades are small and the secondary throttle blades are huge). Some intakes will allow both styles to bolt on while others are carburetor-specific, so plan ahead. When choosing the SP1 intake, it may be better to get the Q-jet version. Reason is, the manifold is drilled for both bolt patterns, but, it is far easier to use a Holley carb on the Q-jet version by using the thin adapter plate, which does not compromise hood clearance. Using a Q-jet on the Holley version of the intake requires a 3/4" adapter, and that will be an issue with hood clearance. You may consider having the ability to run either carburetor: a Q-jet for the street and long trips, and a Holley for the strip.

And when you add a hotter cam you should also  
(Cont) 5

swap to a higher stall converter. And after installing that new converter you will benefit from changing to a steeper gear ratio in the rear (a posi-traction rear, for sure).

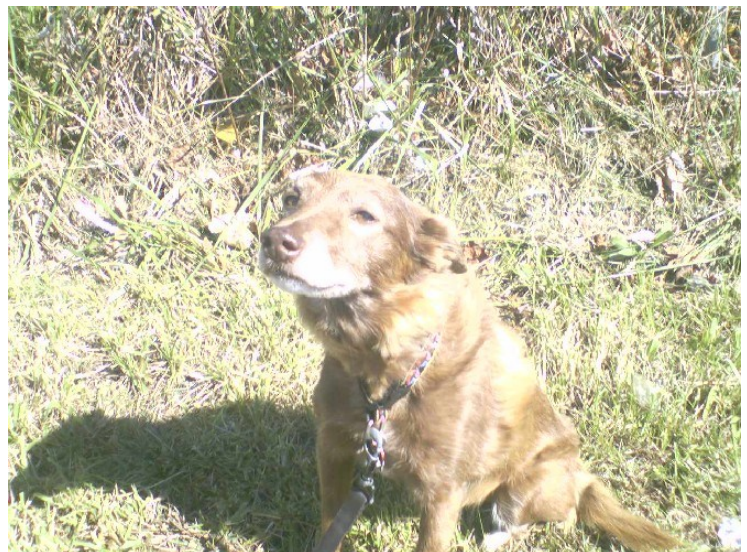
Now, if you have a progressive plan, then you can install items in an order and over time that will add performance as those parts are added. Many racers feel that you should start with changes that will improve the reliability and drivability, like the ignition. Then move to exhaust. Then you can make changes to the induction. You might want to open the engine only once, so you can install the cam and intake as a package. Small-valve heads have been proven to make horsepower, but Stage1 heads will certainly add performance. And aluminum heads perform better still. If you really want to minimize the amount of times you open an engine you may opt to save until you can add the cam, intake and heads all at once.

One of the most common questions is, "What cam should I choose"? That is a question best posed on the v8Buick or BPG forum boards. There are too many factors to consider for this article, but be comforted in the knowledge that the BPG and v8Buick will be there to guide you. If you are looking to get serious about increasing the performance of your Buick, make no bones about it: heads are where all the performance lies. As with cams, heads offer many choices that should be considered, but head flow is the most important way to build power. Great head flow makes the engine think it has a bigger cam than it actually does. Most guys/gals will over-cam an engine, especially the small blocks. A 118 cam is very mild in a BBB, but pretty big in a SBB. Great head flow allows you to use a smaller cam that is great for driveability, but makes a lot more power than if you had stock flow capabilities.

And finally, remember one thing: regardless of what you do to improve performance, horsepower costs money. The more money you spend the faster you can go and the more power you can make. There is a direct correlation. And there is a credo we have learned to live by that I was told is credited to Doug Hecker, a long time Buick enthusiast, and it goes as follows: It's only money, and I can make more.



Got Torque?



## ***2012 BPG VOTING***

I would like to thank everyone for your confidence in the current Board Of Directors. The request for BOD nominees went out in the last Build Sheet for three open positions. There were no nominations received at either the BPG's mailing address or by email. This essentially expresses a vote of confidence by you with the current BPG volunteer staff. Congratulations to Denny Moore, Alan Wander, and Mike Garrison who will stay on as Board of Directors. I would like to thank them for their tireless efforts, hard work and dedication to the Buick Performance Group.

If you missed out, don't fret, as we hold annual elections for 3 or 4 positions. Again, thank you. The Board Of Directors will continue to strive to grow this club and make it the best Buick experience for everyone.

## ***BPG Event Security***

As I write this we have just been made aware that no less than 5 cars and 3 tow rigs/trailers were stolen from hotels in Bowling Green at the GS Nationals. We are not immune. John Csordas had his car stolen at an event in Maryland a couple of years ago. He had borrowed the truck and trailer, which were also stolen.

Since that experience, the BPG has been committed to security for our cars and property. For several years now we have paid for armed security at the track and the host hotel every night during the BPG Nationals. The most secure location is the track, as no vehicle is permitted to leave after hours without proper identification. The hotel is also secure, and we will be reviewing the procedures in place there to make certain any vehicle that leaves the host hotel parking lot after hours is done so legitimately.

The BPG hopes all those who lost property this year will receive swift recompense or recovery of their property.

Nothing is foolproof, but simply removing a front wheel and setting your car or truck on a jack stand overnight might just make stealing your vehicle enough of a PITA that the criminals will pass you by and look for an easier marque. There are also GPS devices and other tracking tools available (like Lojack). Also, some sort of electronic kill switch could also deter thieves. Chaining your and a friend's trailers together is also possible and may pose enough of a problem to make thieves keep looking.

And theft insurance is also a good idea. But regardless, when you come to a BPG event your property is given the highest priority. So come on out and have fun!



2011 BPG Nationals Action!

Top: Classic battle between a Grand National and a TTA.

Middle: John Schmidt and his Turbo Riviera tube-chassis race car,

Bottom: John Zerucha.



## A Conversation with Dennis Manner

by Yardley

Back in the Spring of 2004 I sent Dennis Manner a letter with a few questions about my Riviera. The questions were, of course, drivetrain related so they are applicable to all v8 Buicks. Here is the gist of the conversation:

I asked Dennis about the “nickel Content” in our Buick engines, and specifically if our blocks are stronger because of it and if valve recession was or wasn’t an issue because of it. While he did not mention anything about the strength of the blocks, per se, his reply was interesting.

“Buick engines in the 60’s – 70’s were made from castings made in our own foundry and the iron metallurgy was slightly different. We don’t drive our collector cars hard enough to have a valve recession problem in Buick engines.”  
What I take from this answer is that YES our engines are stronger due to the metallurgy, most probably the higher nickel content. I also think that valve recession in a Buick engine is a non-issue.

I then asked about engine temperature operating range. I mentioned that in traffic, with the AC on my car would run between 200\* and 205\*. He said that those temps were “Normal”. Then he elaborated.

“The engine is designed to operate at up to 245\*, which is when the HOT light comes on or you are in the Red Zone on the gauge. As long as the radiator cap is good – holds pressure up to 15 PSI – coolant should not come out of the radiator. You’ll be OK.”

While I certainly wouldn’t like to chance any engine damage by running it up to 245\*. However, I am comfortable now if it should creep up to 225\* for a few minutes in traffic.

Thank you, Dennis!



## 2011 BPG Nationals Memories

### My First Time

by Justin Taulbee

Hey Yardley! It was great to meet everyone at the event, I am trying to think of any other time I have enjoyed a weekend so much but I am drawing a blank. Have to give you a HUGE thanks for getting me to run my Buick down the strip. Not only was it great fun, but it got me to know my vehicle soooo much more.

I got the vehicle almost 3 years ago, I drove past it multiple times when it was for sale privately by the owner's son. It disappeared for a short time and I regretted not investigating it further. But as luck would have it, two weeks later the Buick showed up again... and I pounced!

The Buick had been owned by a 98 year old lady who bought it from the original owner in 1974 because the original owner had lost the ability to use his hands. So if my math is correct, she was in her early 60's when she first bought it. A few handshakes later I drove it home.

I thought about not even touching it, and only doing recommended maintenance to keep it running, but that soon ended! (a song I've heard a million times. ed.) Before I knew it I had taken off every bolt I could land a wrench on. The 'first phase' of the build was in the basement garage of a tiny apartment my wife and I stayed in. In short, the nose was removed, everything but the shortblock was taken off, a rusty fender was repaired, aluminum intake was added, I removed and replaced every wearable part attached to the motor and cleaned everything up. I also added new brake lines, front discs, 1 1/4" front sway bar, 1" rear sway bar, Edelbrock boxed upper and lower rear control arms, and took the body about 6" off the frame to remove many, many pounds of road grease and surface rust. I then followed all that with rust inhibitor and paint.

'Phase 2' of the build netted me a rebuilt motor and a new Turbo 350.  
The motor specs are:

+ .030 10:1 (advertised) compression pistons  
TA-294-94H cam with new guides, seals and springs  
1.92/1.55 stainless steel valves.  
Machine port work and gasket match  
Poston headers  
Ford Taurus electronic fan  
4 core aluminum radiator  
750 Edelbrock carburetor with 1" spacer  
HEI conversion

Needless to say I was very impressed with the motor when it was put back in the car.

Now to my BPG experience..

Getting a trailer for the event can only be compared to Knights questing for the holy grail. From reservation issues to my truck's exhaust having to be hacked off because the tips were in the way of the new hitch. It was quite a PITA. Luckily a family member had acquired a used bobcat trailer and offered to let me use it to tow the Buick to the track. But that also came with challenges. (Lights were not working, flat tires, driving a low slung car up a 45\* incline just waiting for the header flange to be tugged off) We ended up loading up the vehicle at 9pm the prior night in the rain to ensure we could leave on time in the morning.

But upon arrival in the Buick once it was off the trailer, the experience sank in... I'M HERE!! Once we pulled up to the Welcome Tent we bought our tickets and finally became BPG members. Then I parked in the show area with a load of other GS's. Shawn (SRILEY) noticed I had the nicest Buick 350 in the area, but at that time I happened to be the only 350 in the area. After walking around and trying to take it all in, we headed up to the stands to watch a few races. Still in shock, I watched those beautiful machines roar past me in the steamy heat. Freaking awesome!

Then we noticed a Riv under a tent...

Hey, isn't that Yardley's car? We can't leave this show without saying "Hello". So we stopped by and introduced ourselves and before you know it I am at tech getting my car

inspected! I borrowed a helmet from Yardley's brother, Dave (a gent I had never even met before!), and I am heading to the staging lanes. Keep in mind I never even imagined I could make a run, much less actually doing it. This event is historic for me because this was my first ever quarter mile run. And in my Buick at a BPG event, no less. It can't start out any better than that!

After I blew through the staging lights (oops!), I made my run, and it was game over. I had to go again and I was hooked.

But I must say that out of the two days I was there, I was welcomed by the long-time members as one of their own. I chatted with everyone I could about Buicks and life, and I never felt more at home in the 95\* heat. I have never been treated like that that at any car show before. In a way, it is a comradery similar to what I experienced when I was in the Marines. They are both a small, tight-knit group fiercely loyal to what they represent. Good luck trying to keep me away from the track next year... it's like a drug... and I am hooked!



Justin has done a lot of work to his car. Most of it has been rebuilt. I especially like the blacked out Skylark grille; it actually looks very good. The interior looks to be a survivor and in very good condition. Justin came to the event with Shawn Riley and their respective girlfriends. They are all very nice people and I look forward to hanging with them again next year. Hey! You guys want in on the tent rental?

# 2011 BPG Nationals Memories

## See You Next Year

by Shawn Riley

What can I say about my first BPG event other than it was a blast!! I've been a Buick enthusiast for a while (I've had my Buick for about 12 years), but never made it to any events. This year I decided enough was enough, I wanted to enjoy all things torque! The BPG meet was definitely nothing short of what I expected: beautiful cars and great people!! We were treated as if we were long lost friends despite having never met most of those in attendance face to face. Being welcomed by veterans of the Buick crowd as we were showed that those truly passionate about our hobby personify the Buick credo "go fast with class". We had a blast hanging out and talking Buicks, watching fast cars, and enjoying the comradery that is few and far between these days. Even the folks that came with us that weren't big into Buicks noticed how tight-knit a group it was, and truly felt a part of the crowd despite having little "Buick specific" knowledge. I was more than enthusiastic about joining the BPG while I was there, and I am already looking forward to next year!! A big thanks to everyone who put the event on, you guys (and gals) are what sets us apart and surely makes being a Buick owner/enthusiast a thing to be proud of.

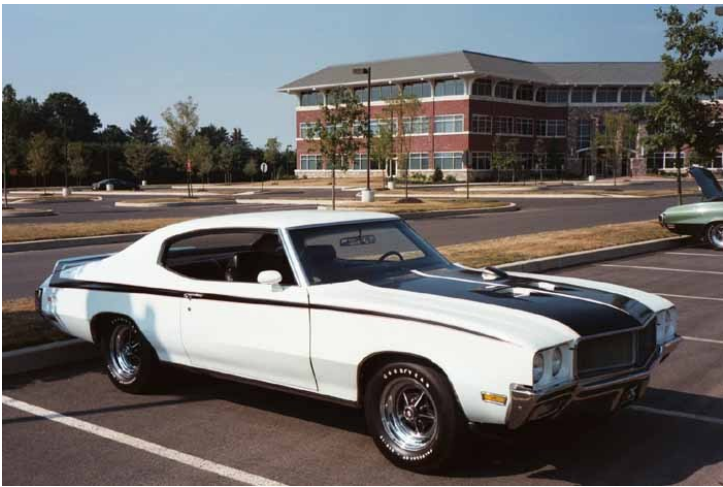


Caravan  
To  
2011  
BPG  
Nationals



Dogs know cool.





Al Fiandaca's old GSX. Now owned by Mike Mullen.



**THAT THING GOT A HEMI IN IT?**





Fuel injected Nailhead in a 38 Chevy. Awesome!



Alan Wander, Ron Mooney, Tom Telesco and Adam Martin having breakfast at the 1st BPG Nationals.



Alan Wander's birthday pie at one of Yardley's picnics.



BPG Nationals at Quaker City. LOVE Bruce's dingo dog.



Ken Lisk racing his '66 Wildcat at Atco, NJ.



Johnno tearing up Yardley's driveway at one of his picnics. You can see the video on youtube. Just do a search for Yardley's picnic.

## Events and Classifieds

To place an ad, see page 16 for details

<u>UPCOMING EVENTS</u>	<u>PARTS FOR SALE</u>	<u>SERVICES OFFERED</u>
Sept 24, 2011 <b>NE GSGN Club</b> Annual Buick Race/Show Cecil County, MD	<b>1963, 1964,1965 Riviera Parts</b> Some NOS Parts available Bob - (810) 348-9525	<b>Restoration Services</b> - clocks, instruments & gauges. Instru- ment Services, Inc. www.clocksandgauges.com 800- 558-2674
October 19 - 22, 2011 31st Annual <b>GS Nationals</b> Bowling Green, KY	<b>Power Window Motors</b> - new & rebuilt. South Florida Window Lift 800-552-4413	<b>Dash Pads &amp; Door Panels</b> Re- stored - Just Dashes, 818-780- 9005
<u><b>CARS FOR SALE</b></u>	<b>Buick Farm</b> - Only NOS parts, reasonable prices, on-line cata- log. Doug & Monika Dougherty www.buickfarm.com	<u><b>PRINT/MEDIA FOR SALE</b></u>
<b>1965 Buick Riviera Gran Sport</b> 49,000 actual miles, clean car! Bob - (810) 348-9525 Email - rahlinas1@aol.com	<b>T-3 Headlamps</b> - 1963 to 1973 Lectric LTD 708-563-0400	<b>Original Auto Magazines</b> - over 1,000 in stock. Call Jim Renaud. jimboreno2@verizon.net 410-357 -0264
<b>1972 Boattail Riviera</b> - Silver/ Black, buckets w/console, excep- tional condition, well maintained and reliable, CA Blue Plate/no rust car, cold AC. Chris 805-584- 9836	<u><b>PARTS WANTED</b></u>	<b>Automotive Literature</b> - books, manuals, dealer brochures, color samples, magazines,. McLellan's Automotive History. www.mclellansautomotive.com 713-772-3285
<u><b>CARS WANTED</b></u>	<b>1958 Buick Limited parts</b> Decent outer taillight bezels, tem- perature gauge, rear passenger door sweepspear stainless, AC dash pad, also looking for other nice used and NOS parts. Email centurion@buickcenturion.com	<u><b>MEMORABILIA FOR SALE</b></u>

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  - High performance parts
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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).
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### Categories:

- Cars for Sale
- Cars Wanted
- Parts for Sale
- Parts Wanted
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Where to send ads & event information:

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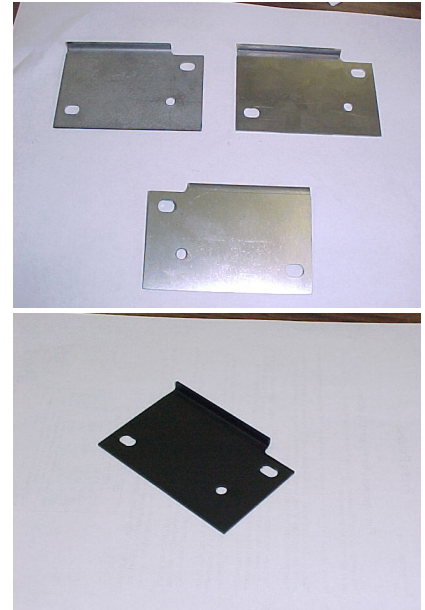
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-----  
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www.finishlinemotorsports.com  
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**Contact Information:**

Geof Ketchum  
 Bobb Makley

616-765-5101 days  
 269-945-4970 evenings/ weekends

Mailing Address:  
 Finishline Motorsports  
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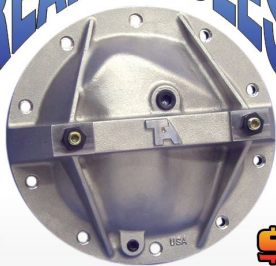


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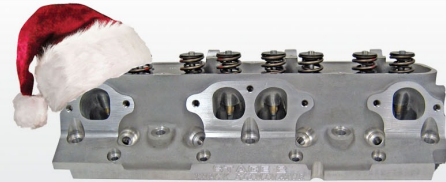
## V6 Buick V8



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