



THE BUILD SHEET

Quarterly Newsletter of the...

BUICK PERFORMANCE GROUP

Volume XII, Issue 3

Late-Summer 2014



Look inside to see:

BPG Nationals's most Goose-Pimplly moments.

View this issue of The Build Sheet online! The web address is:

<http://www.buickperformancegroup.com/buildsheet/>

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THE BUICK PERFORMANCE GROUP

Buick Performance Group
PO Box 5130
Milford, CT 06460

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 Editor:

Buick Performance Group
83 Vanderveer Ave
Holland, PA 18966

You can also e-mail your information, articles, and photos directly to Yardley, the BPG 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. 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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The Staging Lanes

I must apologize again to all members for getting this issue out so late in the quarter. As a volunteer organization we all have life that gets in the way sometimes.

Despite a smaller attendance and some nasty weather early Saturday morning, this year's BPG Nationals was again one of the best Buick events I have ever attended. The Friday Night BBQ in the Host Hotel parking lot was again heavily attended and it was obvious that everyone had a good time. As far as I know, we are the only Buick event that hosts a BBQ with a Live Band.

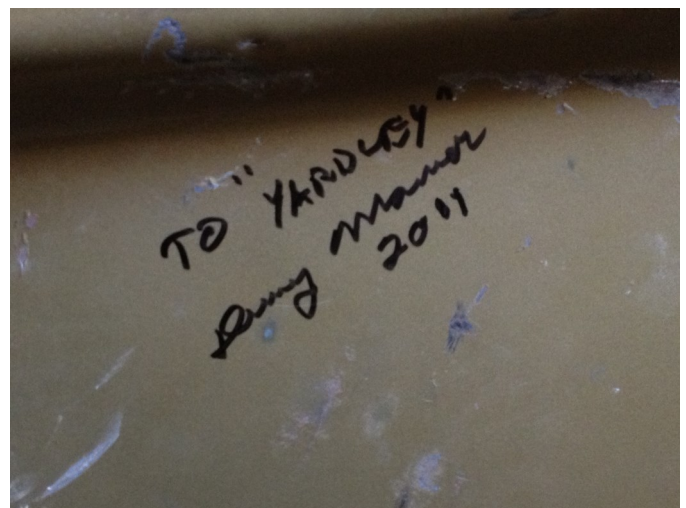
And speaking of live bands, BPG member Ted Nagel and his band, Northside Garage, again ripped up the asphalt in the parking lot. They are a "high energy" band and kept the place on its toes.

I drive my '69 Riviera to Ohio every year. Depending on pit stops it can be anywhere from an 8 to 9 hour drive. This year I had my very first shotgun rider with me. Larry Hymowitz (a.k.a The Wizard) rode out and back with me. We left my house at 6AM followed by Alan Wander in his awesome '68 Sport Wagon, accompanied by his shotgun passenger Ron Mooney. Those who know me also know that I have a bitchin' stereo in my Riv and I enjoy my long jams. However, just 45 minutes into our 9 hour drive my iPod locked up. I was unable to get it to power back on. And I had no CDs with me as back-up. I figured that with an iPod, who needs to schlep along CDs? Well, as Larry will attest, I was whining and carrying on like a little baby. In short, Yardley wasn't happy.

Despite all my trying, it was apparent that the hard drive in my iPod had died. So upon arriving in Newark, I immediately ran to the store and purchased a replacement. And thanks to iCloud I was able to download enough of my music to get me through the weekend. One disaster semi-averted. But my patience would soon be tested.

Shortly after plugging in my new iPod and hearing my subwoofer thump, I bolted on my M/T Street slicks, which I use all weekend both on the street and at the track. But it was obvious something was terribly wrong. My car shook and vibrated terribly. Over the winter, just sitting in my garage, the belts had shifted/separated. They were unusable. So for the first time ever, I didn't race at a BPG event. And I thoroughly enjoyed myself!!! Our events, while held at race tracks, are equally enjoyable by non-racers and car show fans alike, young and old.

The BPG would like every member to know that the Build Sheet is available online. However, many members don't have a www.buickperformancegroup.com login name and password. So to help, we will provide for members, right smack dab on the cover of this publication, a universal username and password they can use to log-in and view current and past issues of The Build Sheet.



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

BPG / TA Performance Stage 1 Head Raffle

The winner of the 2014 TA aluminum head Raffle is club member Alan Cunningham.

Alan lives in Point Harbor, NC and owns Coastal Staffing, LLC and Virginia Staffing Group, LLC.

Alan is a Buick enthusiast and owns a wicked '86 Somerset Regal race car.

Alan is the quintessential BPG supporter. He generously donated back to the club the heads he just won! Thank you for your support and generosity Alan. You are proof that the BPG is a club that owes everything to it's members.



Getting His Chevy Spanked Convinced Him

Long-time BPG members Richard Hallock and his brother Gary (who happens to own an immaculate factory original '65 Riv GS dual-quad) are avid racers. In the late 1980's Richard was racing a mid-12 second Gremlin with a small block Chevy. One day a T-Type lined up against him. Richard figured that the Buick that made no noise at all would be easy fodder for his Gremlin. That was about as far as his thoughts got before the T-Type's taillights disappeared down the track ahead of him. So Richard tracked the car down and talked with the owner in the pits. Immediately afterward he told his brother and his friend John that some day he would own one.

That day came in 1995 when he found one for sale at the Hot Rod Nationals in Ohio. Richard was off enjoying the show when his wife tracked him down and told him, "there's one of those black cars up there that you like." So Richard sealed the deal right there and drove his '87 Grand National home.

It was painted a year before he bought it and is a VERY low-optioned car. It has AC and remote passenger mirror. That is basically it. No power options whatsoever beyond the standard brakes and steering. No power seats. No power windows.

Richard began to tell me that the car was basically stock. The engine has never been opened up, sporting the original down pipe and just an old Red Armstrong chip and Kenne Bell ram air. But the more we talked the more I realized that while the engine itself hasn't really been modified, he has made numerous nice improvements, such as a roll control, tie-down strap, some chrome goodies under the hood and aftermarket wheels. He converted from the powermaster brake setup to vacuum brakes after losing his brakes on his way home from a car cruise one night. He confided in me that with the vacuum brake conversion it is difficult to build boost as the car will push through the staging beams if he gets too aggressive on the line. Despite having 82,000 miles it still sports the stock exhaust. He laments that the car is "dirty" and hopes to some day be able to give it the real detailing it needs. Dirty!? Look at the pictures! If THAT is dirty then my car is a total mess!

Here is the beauty of these cars: with just a chip and a little ram air setup he has run a best of 12.98! He admits that it was a fluke as the car was cold and the air was cool and dense. Normally it runs 13.40's. But a 12 second time slip is still a 12 second time slip!





Richard's GN is insanely clean and well kept.



Shameless dual-quad Riviera self promotion... because Dual Quads Are Cool. This is Richard's brother's Riviera.





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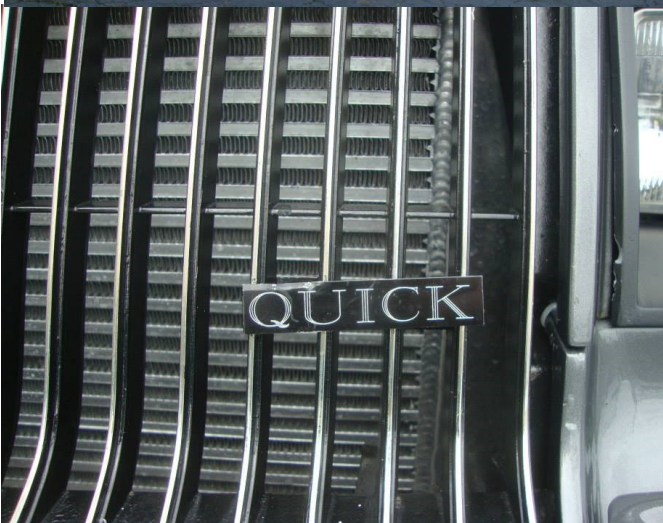
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2014 BPG Nationals Car Show

Despite violent (and great to watch) thunderstorms that pushed through the area early Saturday morning, the entire Saturday program went off without a hitch. No doubt some arose and decided to head home, but the many that waited it out were met with beautiful afternoon weather for Showing and Racing. We will bring you a feature article in each issue of the Build Sheet. There were some really magnificent (and captivating) cars at the nationals.





2014 BPG Nationals Race Results

King of the Hill:

Champion: Rob Giroux 85 Somerset .039 9 025@150.63

Runner Up: Michael Underwood 70 Skylark .057 13.125@100.76

Furious Four:

Champion: Rod Hendrickson 91 Regal .444 194.18

Runner Up: Johnard Veal 85 Regal .391 155.15

BCO:

Champion: Michael Underwood 70 Skylark .163 13.233@95.25

Runner Up: Jerry Siwiec 67 Skylark .144 9.976@131.04

TSM:

Champion: Bob Slusser 85 Regal 1.058 9.934@137.55

Runner Up: Kevin Broadwater 87 RegalT 4.968 12.74@126.94

Quick 16:

Champion: Gary Paine 70GS .000 10.565@119.92

Runner Up: Dave Turner 65 Skylark .234 10.518@127.63

Bracket 1:

Champion: Rob Giroux 85 Somerset .067 9.053@148.38

Runner Up: Denny Moore 68 Skylark .089 10.638@125.81

Bracket 2:

Champion: Michael Underwood 70 Skylark .025 13.236@98.84

Runner Up: Steven Underwood 74 Apollo .075 13.33@99.35

Gamblers Race:

Champion: Michael Underwood 70 Skylark .050 13.155@101.22

Runner Up: John Scheckelhoff 65 Skylark .095 10.989@118.22

Big Boat Challenge:

Champion: Tim Bucynski 95 Roadmaster .628 15.838@88.23

Runner Up: Al Kuehn 70 Wildcat -.023 14.199@95.44



Laurel was sold and went to a good home. Atena sad.



↑ Like father, like son.





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Northeast GS/GN Club

The Northeast chapter has been a major building block and supporter of the BPG. Thanks for your continued support over the years! The NE crew is full of some of the best Buick people around.



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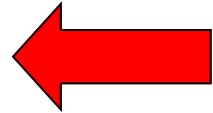
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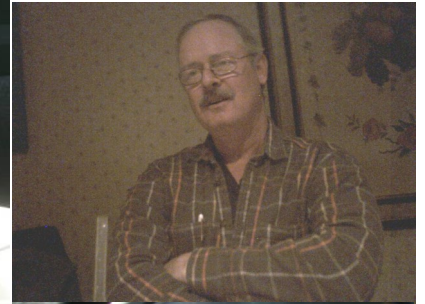
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Drunk chicks are fun.



King of The Hill Winner Rob Giroux Shows off his trophies and his cash.





Told ya.

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
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- Parts for Sale
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- Serviced Offered
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The advertisement features a large central image of a turbocharger with the text 'TURBO 70' embossed on its housing. Surrounding this are four smaller inset images: top-left shows various engine components like a spring and a valve; top-right shows a close-up of a turbocharger's internal turbine; bottom-left shows a red precision tool and other engine parts; bottom-right shows a white cast metal engine component. The Precision Turbo & Engine logo is prominently displayed in the top-left and bottom-right corners.



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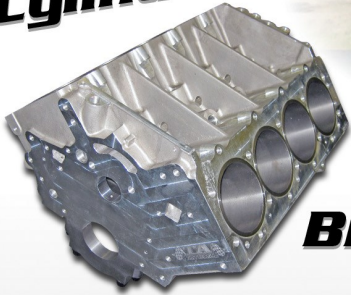
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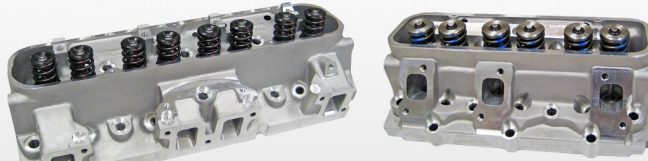
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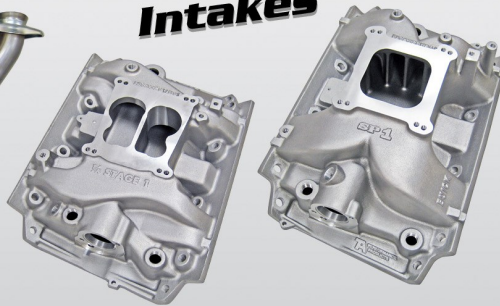
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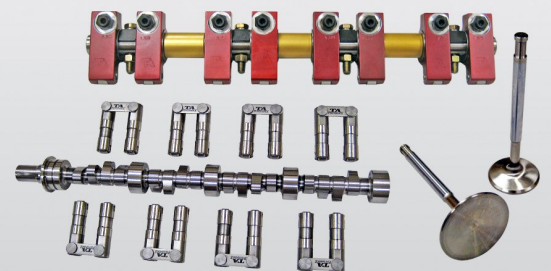
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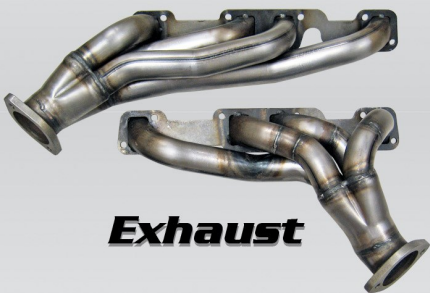
Intakes



Valve Train

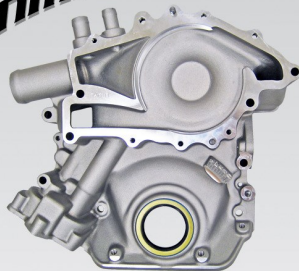


Headers &



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Timing Covers



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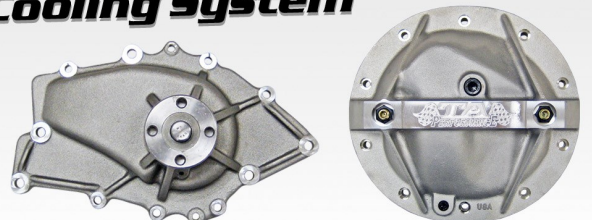
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