



GSX-TRA



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2026 GS National's April 29 - 30 + May 1 - 2

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2008
GS Nat's



Tribute to
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GSCA (GS Club of America)



Paul Ferry - President & Editor
Debon Wright: Media / photo / video
Debbie Ferry: Puts up with me + helps with everything

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GSCA/GS Nationals Founder - 1981 GS Nationals "Where the Buck Stops"

Richard Lasseter
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(229) 244-4079 NEW

GS Nationals Chief Logistics + Race Director

Sponsorship acquisition
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GS Nationals Tent Sale of all Race & Show Decals - Managers

Ina Flores / Bella Gonzales
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Super 16

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Editor's corner

~ Paul Ferry

I just wanted to start out with a little note on how things are going here... After getting the Radio Frequency Ablation done where they burnt nerves in my back in 4 places, I slowly got to the point where things are maybe 30-40% better. That has allowed me to get a lot more done with less pain - which I am grateful for!!! I am also getting the hang of the software that is used to create the GSX-tra's, creating 100% of this newsletter myself - with only a few blood pressure spikes!

And as life would have it, as one or two things get better, something else in life demands attention. My father-in-law (97 yrs old) went from driving himself around 2 weeks ago to a few days in the hospital and now in a rehab facility - with confusion and weakness. Plus, his wife (95) with dementia (really bad) and poor sight and hearing is at home by herself. Getting old is a full-time job in itself!

A little "non-Buick" related advice... you may want to look into Power of Attorney's (healthcare + financial), living wills, regular wills and all that kind of stuff WAY BEFORE it might be needed - for yourself AND elderly loved ones. Keep in mind, one fall or something unexpected can trigger any one of us (at ANY age) into a situation where they would benefit from and/or need all that stuff. While it's never an easy conversation, it is necessary - and is MUCH easier and beneficial when done early and reviewed every so often.

At a bare minimum, get copies of any and all bills, checking statements, life insurance, investments, etc. And if you have loved ones that are getting to the point where they can't take care of things on their own, get the original documents and keep them in a safe place. And without that paperwork/info, it is hard to keep even simple things like the utilities paid up.

This issue has all the contact info for the GS Nat's race classes, car show, and event staff. It also has an overview of all the race classes, and a DETAILED breakdown of the rules for every race class. While this takes up a lot of space and doesn't leave much room for pictures in this issue, it was time to get all that info out there again. It has been several years since we did this, but got it all together since members were asking.

Going forward, this info will shift to the MEMBERS ONLY section of the club website so it doesn't take up so much space in the newsletters. That way members will have 24/7 access to it, and can also print it out if a hard copy is desired.

FYI - THIS is the 3rd issue for the 2025 Membership year. It is traditionally the one for the RENEWAL card/info, WHICH IS ON THE LOOSE SHEET that came inside your plastic sleeve protector. One side has your mailing label info, and the other side has your Membership renewal info on it. It has details mainly for those that want to send a check in for payment, or use our website: **BuickGSCA.ORG**

And at the request of some member's feedback that was submitted to us (part of our "green sheet questionnaire)... we are going to try and make ALL TEXT in print a size 10 font or bigger. A 9 font size was our "norm" for most of the time

I have been doing this. And it looked to be size 8 or 9 back in the day when Richard was doing all this. BUT as a lot of us are getting older, that smaller print gets harder and harder to read - even with cheaters. Hope it helps!

The 45th Nat's coming up FAST! We have a glimmer of hope with getting the Riv back together by then, but with everything going on, and still running behind on the GSX-tra's + other stuff, and no budget for this level of racing, God is the only one that knows how all this will play out. I hope all of you get your Buick's ready for the Nat's and all the other great Buick events going on in '26! And if it's not ready, well just show up and hang out and have fun! Either way, we hope to see you there, as with or without a car - it's a TON of FUN!!!

And we will finish up with a little "behind the scenes" insight that I think you all might just appreciate... As I got in touch with people to get info for the 45th Annual GS Nationals to put into this issue (to help the event and at the request of members), I had a bit of a revelation. I think that most people don't know what and/or who it takes to not only put on a Buick event, but also to help support them, along with supporting the Buick community as a whole...

John Csordas Jr took over a few years ago as the "Race Director", and as most titles or positions goes, he ended up taking care of the Sponsor Coordinator position and other duties as well. His daily routine includes constant welcomed and necessary interruptions as he gets everything in place for the benefit of the Buick community (+ his mom & dad helping out until the last racer gets their prize/trophy) all deserving a HUGE THANKS!!! And Richard Lasseter has been putting in the efforts for 45 years running now (truly rare these days!).

Then you got all the volunteers helping with the various aspects that are needed to plan and put on the event, those taking pictures for the Facebook page and GSXtra, all the sponsors (companies, Buick people, anonymous donations, etc), the RRAs (Race Rules Administrators) for all the classes, all the people that attend and show and/or race, spectate, those that bring used items to the swap meet, others that bring displays and products on the commercial level, those that help with the Thurs nite social gathering at the track, those designing and creating event logo's, banners, trophy + award + T-shirt providers, and the Buick GSCA that is trying to make being a Buick fan an even better experience, ALL do this for the benefit of OTHERS in the Buick community, and from their passion and love for the Buick community.

This is FAR MORE THAN a club, or an event, or multiple Buick events around the country, or even a world-wide community... it's a Buick FAMILY! And a family that I am PROUD and BLESSED to be a part of, and will continue to do what I can to support it! Love being on this journey with you all!

THANK YOU to everyone mentioned above (and anyone we missed) for your efforts, time, money, dedication, commitment, participation, support, + anything else that you do for our Buick FAMILY!!!

UPDATE on Cam Sensor Article from Last GSX-tra

Jason Cramer (of RJC Racing) was nice enough to send me an Email regarding the recommendations in the Cam Sensor Modification articles we reprinted in the last issue. Like I mentioned there, it was dated material, but a LOT of the info was still good/helpful info. BUT, here is a case where one recommendation back then may have been before enough testing was done to prove it out. Here is what Jason had to share:

Paul, Looking through the latest GSXtra there was an article about cam gears. This was written before we really knew how to address this problem. The suggested recommendation at the end of the article was to use a composite or bronz gear.

This advise is NOT - I repeat NOT the way to go! After the article back in 2015, we tested both of those senarios. They both lead to 100% failure every time. We ruined several motors figuring this out.

The only solution that actually worked was to machine a new gear from an old flat tappet cam that was made from the malleable cast iron.

- Just thought I would let you know.

Race Jace
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And after I heard this, I reached out to Don Cruz at Cruz Performance to make sure there weren't any conflicting materials going on with his new Cam Sensors, where he had this to say:

This was an issue with the BILLET cam gear and the cam sensor gear running together, as they are NOT compatable materials.

We just do oil squirters and haven't had ANY issues with that with over 300 so far.

- CruzPerformance.com

In the Buick news today...

**Mike Barnard - Spoolfool Productions has MOVED to:
1900 E Warner Ave - Unit D - Santa Ana 92705**

**GN1 Performance has also MOVED:
13505 Yorba Ave. Suite G
Chino, CA 91710**

Congrats on your new places!



2026 GS NATIONALS INFO...



Richard Lasseter (229) 244-4079

Our Upcoming 2026 GS Nationals

Hello, folks! Here we are in 2026 with our 45th GS Nationals fast approaching on April 29th - 30th and May 1st - 2nd. So I write this to invite you to call me with any questions and concerns that you might have beforehand. You're welcome to call me to discuss anything. If you miss me, be sure to leave your phone number and I will call you back. Being that I'm in the position of "where the buck stops" for the GS Nationals, I'll do my best to accommodate your needs and input. Our event is held for you to enjoy, so please work with us to accomplish this goal.

John Csordas, Jr. is also available to help with any questions specifically regarding our race program and with Sponsorship.

PLEASE NOTE: RACE TICKETS AND TECH CARDS WILL BE AVAILABLE AT JOHN CSORDAS JR'S TRAILER IN THE CIRCLE TRACK AREA CLOSEST TO THE TOWER - *NOT* AT THE EVENT TENT AS PRIOR YEARS HAD IT.

(914) 469-8617 csordasjr@gmail.com



Matt + Sarah Gordon
(785) 969-7338 iamsatbyme@gmail.com

Golf Carts

Please CALL Saylor's Golf Carts at 270-563-4183 to reserve your carts for the event.

We do not manage them UNTIL we get to Bowling Green.

They are honoring last years prices.

NOTICE: If you use a credit card there is a credit card fee.

Once the event has started, **NO REFUNDS.** If you cancel before the event, all will be refunded except \$25.00. This is managed by Saylor's Golf Carts.

These are in high demand. Please be courteous to others and pass it on if you can't make it.

We will be located next to the main bathrooms in the vending area. We will be under a 10 x 20 pop up tent.

2 seater for 4 days is \$265.00 cash or \$272.50 credit card

4 seater for 4 days is \$450.00 cash or \$464.02 credit card.

We will have some limited single day rentals on Wednesday and Thursday. Friday is usually sold out.

Anyone who is renting a tent.

Matt and I will be out at the track on Monday to monitor where the tents are located.

These are placed by seniority.

Please do not expect to be set up next to a friend if someone else's tent was located there last year and they are coming back this year. You wouldn't want to be displaced and neither do they.

** Anyone selling parts or services, including in the pits**

There is a nominal vendor fee of \$40.00.

All monies collected goes back into The GS Nationals.

Matt and I are volunteers.

We will be located under the 10 x 20 pop up tent by the bathrooms next to the tech shed. We can provide you with a receipt.

 **TURBOBUICK.COM**

**2026 Buick
GS Nationals**

GS Nationals SPONSORS (so far), in NO particular order:

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- **Greg Stancato**
- **Carl Rychlick**
- **Jeff Kirkeby**
- **Joe Pratt**
- **Pro 1 Safety**
- **Bullet Cams**
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- **Aaron Decker**
- **Jim Willacker**
- **Chris Swinson**
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- **John (jherb) Herbert**
- **Zack + Leah Hamlin**
- **HPT HPraceBrands**
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- **Phil (MR 73) Roitman**
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- **John Carroll - waterboy**
- **Trans Plus - Delaware**
- **Auto Custom Carpets**
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- **Spoolfool Productions**
- **Indiana Chapter GSCA**
- **Turbo Stitches - Lisa**
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- **S.D. Lyons Inc.**
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- **Wager Racing (Emergency 1 Restoration)**
- **Portage Lakes Pressure Washing (Rory Coleman)**
- **Mike Garrison (High Torque Racing Autobody)**
- **Roger Carroll (Carroll's Customs & Classics)**
- **Lorenz Racing and Performance**
- **Rob Chilenski (Stage 1 Automotive)**
- **Logan Cecchine (OldBuickParts.com)**
- **Gary Lash (Lash and Company CPA's)**
- **Joe Tortorici (Absolute Performance Automotive)**
- **Kendall Performance and Restoration Ilc**
- **Adam Martin (Antique Automotive Service Ilc)**
- **Lonnie Diers (Extreme Automatics)**
- **Dave King - SteelCityFlightAcademy.com**
- **White Heating & Air Conditioning (Ken)**
- **Herfurth Aluminum Racing Mufflers**

Continued on next page

GS Nationals SPONSORS continued...

- *East Coast Reatta Parts*
- *Torquen's Over (In Memory of John Massoud)*
- *SRE Performance Fabrications*
- *GS Garage & Ivyland Collision*
- *Gambles High Performance Machine*
- *Ron and Mary Ann Joseph*

NOTE IF ANYONE IS SPONSORING ANY OF THE CLASSES DIRECTLY and is NOT on this list, please contact John Csordas Jr (info on pg 2)

ALSO, a BIG THANK YOU to all the Anonymous Sponsors/donations supporting the race + show classes!



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Current List Of Estate Sale Items: Richard Lasseter (229) 244-4079

The following list of estate items has just been updated as this issue goes to press. Please: GSCA members only. If interested, you may call me at the phone number noted here. Thank you! Richard Lasseter (229) 244-4079

- * A new pair of brand new factory stock T-R valve covers in ceramic black. \$200
- * Two ARP head stud kits complete with hardened washers for a 400-455 with easy to remove Allen head option. \$107 each
- * Two sets of the latest specific 400-455 ARP rod bolts, \$88 per set.
- * Two new brand-new sets of Doug's 400-455 headers Jet Hot coated \$1100 each
- * Just in: 1 set of brand new fully prepped Manley stock length V6 turbo rods, shot-peened and cryo treated. Jobber price in 2001. \$495 + UPS.
- * One complete brand new V6 turbo GM idler pulley assembly that bolts to the block. Discontinued and unavalable since 1994. Very rare. \$495
- * One new, unused Turbo Tweak "chip" for alcohol injection and 42 lb. injectors. \$85
- * We have many assorted brand new assortment of 2026 Holley carburetor rebuild parts, so if you may need any, give me a call. All are sold on an individual basis so you don't buy what you don't need.
- * We also now have a great deal on a brand new 1968-1972 GS all aluminum radiator and top-of-the line brushless Spal dual fan kit. All installation items are included. Initially designed for a high performance 4-speed car so there's no trans cooler provision. No cooling issues run after run with this set-up. Can be separated. Jobber price minus another 17% at \$850.
- * 400-455 MSD phenolic distributor cap with high quality MSD black plug and coil wires, 877 miles on it all. \$78

By popular request... Here is a breakdown of all the race classes for the '26 GS Nationals at Bowling Green! Most classes use a 3 letter abbreviation, especially with the turbo Buick classes. Hopefully, the following info can shed some light on the subject, and make it all easier to understand. The Nat's become MUCH more enjoyable when you see where you might fit in!

The GS / V8 classes seems to be able to span a wide range with just a few classes. On the other hand, the Turbo Regal classes (with most of them being heads up) have more class divisions to keep them exciting and fair. Basically, there is a turbo class for just about everyone, regardless of their current power + ET level they are at. Many classes require full interiors and some even specify air conditioning – really living up to our motto “Going Fast With Class!”. And if your car doesn't meet the rules of a particular class, or you don't think that you would be competitive in that class, then there are always bracket classes (that my GN always ended up in) or other classes that give everybody a place to fit in!

SUPER 16 is at the top, and allows ALL Buick powered Buicks, but only the quickest 16 get to compete. They run 1/4 mile, and to make it fair for all power levels, it runs on a bracket format that gives everyone an equal chance. The fast end of that group is often a 6 or 7 sec pass, with the cutoff coming in around the 9's or 10's (depending on who shows up and who keeps their car in the competition). Rules are pretty wide open so most anyone can be eligible to run in it. Track prep is usually a bit better for slick tire cars, but drag radials can do pretty good too.

TSO (Turbo Street OUTLAW) comes in next, with performance numbers pretty close to the S16 cars! This is the top class for the Turbo Regal's. These cars are making so much power that they run 1/8 mile for safety reasons, and have a heads up format. Surprisingly, the fastest car doesn't always win. But there is an obvious advantage to building a better car and making a perfect pass. Most of these cars have switched over to a drag radial, and the track prep leans more in their favor so they can hook up all that power. Rules are spelled out clearly to keep things fair to all, with a turbo size limitation that allows the rest of the motor stay together. Hard to believe, but some of these Buick parts are 40+ years old, being pushed well past 200 hp PER CYL!

TSM (Turbo Street MODIFIED) has been hot on the tail of the TSO class for a LONG time now, and runs the full 1/4 mile. TSM has a VERY DETAILED set of rules, so that the racing stays competitive and fair for all. Some cars that meet these rules also meet the rules for TSO and run BOTH classes. But you need to have your combo setup to run both, with not much time for cool-downs between passes. TSM has been a fan and racer favorite for many years now, which is also why the rules have become so extensive - since racers have had longer to try and find ways to “bend” them.

THS (Turbo HOT STREET) came on the scene when the rules and technology kept advancing the TSO and TSM classes even faster. THS quickly became what most TR owners could push their moderately modified daily driver to perform at. But like every class, THS kept getting faster too, and some cars probably never see the street much anymore. But THS still remains a great class for a hot daily driver that likes to get into the action, running a 1/4 mile heads up format. The rules are VERY specific to keep the class from pushing things to the next class/level and losing its identity.

TAI (Turbo ALCOHOL INJECTED) This class takes the “street-ability” part of all these turbo classes seriously. You have to make a short cruise, and fill up on PUMP gas before racing. The rules are designed around a streetable stock block 3.8 (obviously with aftermarket add-on's) that push the limits of pump gas with alcohol injection. They run 1/8 mile, and have a pro-tree giving them the green light! They focus a lot on having **FUN** too!

TPB (Turbo PRO BRACKET) could be looked at as the best of both worlds! They run the .400 pro tree which is always fun, but also use the bracket format to keep things on a more level playing field. And because of that (similar to the S16 class) the rules are pretty wide open so that just about any combination would be allowed to race in it. So if you can't fit in the heads up turbo classes, this one is an obvious go-to class for you. TPB has been growing in popularity ever since its inception in 2017 by the late “Bobby Buick” Slusser (see tribute in this issue). I'm sure people will be racing in his family's honor this year, for what all he and his whole family put into creating and keeping this event going all these years. - Bill Brooks is the current RRA.

GSR (GS RACE) is somewhat a mirror image of sorts of the TPB above... BUT for the Older Buick's and the V8 powered cars. They also run the .400 pro tree on a bracket format, 1/4 mile. And with the bracket format, it keeps everyone on a level playing field keeping things fair and exciting to watch! GSR is open to 1964 through 1976 cars, and like S16, they also must be Buick powered Buick's. And since most all fit into this class, it has become the main class for all these “earlier year” Buicks that we all LOVE to see run!

BSA (Buick STOCK APPEARING) is pretty much exactly what it sounds like, where stock appearing Buicks can compete against each other and have some fun! Not only should they be stock APPEARING, but they should also be stock SOUNDING as well. BSA is open to all Buicks from 1953-1976, and need to have an engine that would have been available in that year/model. Cars will be running a pro tree, with a bracket format also giving everyone a fair shot at winning. Rules are formed around keeping the original intention of the class, where the cars look and sound and run

- continued on next page...

Nat's RACE CLASSES Continued...

the same parts that Buick put on them. Needless to say, stock "appearing" doesn't correlate with stock "performing". Many of these cars have internal modifications that bump up the power levels – sometimes quite amazingly when you consider the limitations they have to comply to.

6.50 Index - And not to be outdone by all the 3-letter classes, there is a 6.50 index class that runs 1/8 mile. And to make it really fun, they have a chip draw to determine who races who. And if that isn't enough, they go on an instant green! And for rules... well there is really just one rule to ensure it's a drivers race: NO throttle stops or controllers. See all the details in the RACE RULES section. This should pan out to be some of the closest racing there!

N/T (NO-TIME) class is open to ALL MAKES and Models (NOT just Buick's or Buick power) and is 1/8 mile heads up. This class started to fill a much needed gap where Buick enthusiasts that didn't have their regular Buick ready but still wanted to race. It also allowed Buick lovers that (for various reasons) went to a non-Buick powerplant in their Buick. Since it didn't make any sense to exclude our fellow Buick "nuts", John Csordas gave them a place to come out and play. Racers will vote on pro tree or instant green. If you want to run what you brung, this might be the class for you!

BRACKET 1 and BRACKET 2 -

Now if somehow your car, truck, or race vehicle didn't fit into one of these classes above, or you just didn't want to run heads up or any other reason, there are still 2 other classes you can fit into! B1 will be the faster group, with a cutoff planned for 12.49 and quicker. B2 will cover racers going 12.50 and slower. Depending on car counts for entries, the split point might be adjusted at the event. The Bracket classes don't have any specific rules.

SY/TY SHOOTOUT - (Syclone's / Typhoon's) - These Buick Turbo "cousins" will be joining us again in 2026! The added a pretty cool dimension to an already awesome event, making things even better for all that attended! These all-wheel drive V6 turbo creations from GM have always been a part of the Buick GSCA and GS Nationals for as long as I can remember. After missing out on them for a while, it is nice to see them making their presence a welcome addition to the event! See details on them in a separate SY/TY section elsewhere in this GSXtra.

PLEASE NOTE: ALL classes and racers should have whatever general safety equipment that is needed for your expected ET/MPH performance level. FYI: the CAR SHOW requires a fire extinguisher for each car, so if your racing and pushing your Buick to its limits... you might want to get one too! A small issue can quickly turn into a total disaster, which really sucks if it can easily be snuffed out. Spend the extra \$\$ and get Halon 1211 or Halotron (clean agents), NO regrets!

Pollakis Family Thurs Eve Social



The Thursday Evening Social is ON AGAIN for 2026!!!

George Pollakis and his family and volunteers are planning to provide their Thursday night social, which should be better than ever!

We have added grilled chicken on the menu since we had plenty of requests for something besides burgers and brats.

We start serving at 6 pm. If some of you have chairs and tables please deliver to the "Buick Nut" camp Thursday morning. Be sure to use a sharpie and put your name on them.

Desserts are needed and appreciated. Donations at the track are welcome and appreciated. Engie Bauza brought some delicious brownies and he promised to bring some more this year.

I will also make a post early March on FB as a reminder as well. I hope this gives you some material. We will also need a few volunteers to help serve on the food line.

We will be serving margaritas and keg beer. You are welcome to bring your own selection. As always, have a designated driver and drink responsibly.



NOTE: Most every class has a Race Rules Administrator or "RRA" for short, which their name is listed in each class heading in the following pages.

Their contact info is listed with each class heading as well. Contact them if you have any questions, comments, or want to participate in that class.

- Be SAFE and have FUN!!!

2026 GS Nat's Race Class RULES

~ by RRA's and Paul Ferry

Rules for Super-16 ~ Doug Hecker

(973) 289-1668 StageTwo65@yahoo.com

Hi All.. For those of you who don't know, Super-16 is a bracket class, and will be run with a full tree and a sportsman ladder. And since It's a bracket race, it doesn't matter who you're running against, just show up on time and run your own race!

There is a \$100.00 non-refundable entry fee, with 100% of the money collected going towards the Super-16 payout. All qualifiers will receive a Super-16 T-shirt. All winnings and T-shirts must be picked up by track closing on Saturday.

All entrants MUST be Buick bodied AND Buick powered door slammers.

Any power-adder is legal.

You MUST have the appropriate safety equipment for the ET you are running.

You must dial your car within .2 (two tenths) of your best qualified ET or it WILL BE DONE FOR YOU. The reason for this is to prevent someone from using a power-adder to make the field, and then backing it down in eliminations, once they've qualified. If you use it to get in, you'll need it to stay in!

Exceptions to this policy will be at Super16 Class Chairman Doug Hecker's discretion. If you feel you need to dial outside of these parameters, such as a wounded but still running car, tell Doug your story and he'll at least listen to you.

All entrants MUST go through tech inspection and have your car number PRIOR to signing up for Super-16. Racers must sign up in person at Doug's trailer in the oval track, at the end nearest the tower. Bring your \$100 and know your car number when you come.

You will have 15 minutes to report to the oval track staging lanes once Super 16 is called in for eliminations. After that time anyone who has not reported will be considered a no-show, and the next car on the list will be slotted in as an alternate. This would elevate #17 into the field, so if you are an alternate from #17 to #20, please show up, let Doug know you're available, wait at the rear of staging in the oval track, and STAY ALERT in case we need to pull you due to a 1st round no-show.

If we don't need to pull you as an alternate during the 1st round of Super-16, you can of course hop into B1.

If you are qualified and your car breaks, please show your fellow racers some courtesy + notify Doug that you are out, so your replacement can be pulled and paired up in a timely manner.

Super-16 1st round losers, (as well as 1st round losers from all other classes) may enter the 2nd Chance Race. John Csordas Jr will have details on that.

Any Super-16 round winner who has not returned to the staging lanes within 15 minutes of being called back in will be considered a no-show and their scheduled opponent will be given a bye run.

Rules for TSO - Steve Kessler

502-657-8308 Sackracing@gmail.com

• **Turbo Street Outlaw** - Intent: 1/8 mile heads up class for 81-87 Buick Regal bodied cars running single turbo Buick V6 engines with stock suspension and 10.5" or smaller tire.

• Class is to be run on .400 pro tree and pro ladder.

• Maximum 16 car field

• All cars should have applicable safety equipment for speeds obtained and be able to pass track safety tech. Drivers should have necessary equipment / apparel for speed obtained.

• All cars subject to peer and RRA tech at event.

ALL RULES SUBJECT TO CHANGE / ADJUSTMENTS !!

WEIGHT: (- minus = REDUCE, + plus = INCREASE)

• 3250 base weight

• 82mm turbo -100

• 76mm turbo -250

• M1 +50

• Liquid IC +50

CHASSIS:

• 81-87 Buick Regal Body w/ steel roof and quarters, stock firewall in stock location, doors must be hinged w/ functioning windows. Functioning headlights and tail lights required.

• Interior must be carpeted and maintain factory appearance. Door panels, factory style dash and passenger seat required.

• Full length stock frame (ront shock towers to rear bumper) with stock wheelbase, rear notch allowed with stock inner rail in stock location.

• Front stock mounting locations with factory style A arm configuration required. Aftermarket front tube clip allowed with upper shock towers and upper A arm mounts retained.

• Rear factory triangulated four link arrangement required (factory mounting points)

• Wheelie bars not allowed

TIRES:

• 275/60 or 28X10.5 non W slick

TURBO:

• Maximum compressor wheel size is 88.0 mm / 3.464"

• Tips of compressor wheel may not be stepped / cut down or notched to meet impeller tip to tip measurement.

ENGINE:

• Buick V6 block / TA Performance aftermarket block

TSO Rules Continued...

TRANSMISSION:

- Any GM automatic transmission allowed.
- Lenco , Liberty or manual transmissions prohibited

FUEL:

- Nitrous oxide prohibited, Nitrous bottles not allowed on / in car during qualifying and eliminations
- No M3 or M5 allowed

PROTEST:

- Protests require 100 dollar fee put up by the protesting competitor, this will be forfeited if competitor is found to be legal.
- Anyone found to be illegal or unwilling to remove equipment to allow inspection will be disqualified.
- Any competitor is subject to inspection and / or removal of compressor housing and / or downpipe for turbo measurement

Rules for TSM - Paul DuBois

(815) 501-7385 tweeked1410@gmail.com

NOTE: Current **Turbo Street Modified** rules. 2026 may change slightly due to rule suggestion voted on by racers.

General:

- Heads-up, 4-tenths Pro tree start and Pro ladder (1 vs. 16, 2 vs. 15, etc.)
- All safety rules are dictated by track personnel.
- All participants are subject to re-weigh and re-tech immediately after final round or at any other time and must pass weight check during qualifying and eliminations. A courtesy weigh-in is available during class tech inspection.

Weights = 2024 change:

- Minimum car weight w/driver must be at least:
3200 lbs = 109 casting block or any stock production Buick V6 variety
3400 lbs = V6 Buick Stage 2 blocks and TA Buick V6 block.
- * WEIGHTS ARE TO BE EVALUATED DURING THE SEASON ANY MAY BE CHANGED. (Note: weights were challenged in 2022 and changed in 2024)

Chassis:

- Engine/firewall must be in stock location.
- Stock wheelbase required (108.0" measured).
- Any inner fender allowed. Must have inner fenders in stock location but any type is allowed. (2024 change)
- Factory front suspension mounting locations must be used with shocks in stock location.
- Factory rear suspension mounting locations required with shocks in stock location. Coilover conversion allowed. (2019 change)
Any upper rear torque box allowed (2022 change)
- No ladder bars, wheelie bars, or coil over equipped rear suspensions.
- No quarter panel modifications except rolled inner lip.
- Mini tubs allowed (2019 change)
- Outer frame rail notching allowed. Inner frame rails remain stock.

Engine:

- Any V6 Buick block allowed including 109, Stage I & II, Series II, or TA Block allowed.
- Production style cylinder heads only. (Champion, TA, M&A or 8445 iron)
- Any cast aluminum intake and cast intake plenum allowed, no sheet metal intakes.
- Single modified stock or aftermarket throttle body any size allowed (2022 change). Single throttle plate only.
- Any stock location exhaust headers are allowed.
- Exhaust must be muffled and exit in stock location.

- continued on next page...

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TSM Rules Continued...

ENGINE section continued from previous page

- Downpipe must be routed down through the stock location.

Turbo:

- Single turbo only.
- Maximum size compressor wheel inducer size is 72mm.
- Maximum compressor wheel overall diameter must be less than 103mm. - Changed 6/4/24
- With the exception of the obsolete 68 turbine, any compressor or turbine housing used must be currently available for purchase.
- No sleeves, welding or cold weld epoxy on any exterior surface of the turbo compressor housing to allow a larger than legal 72mm compressor wheel to be installed is allowed.
- Any wastegate configuration is acceptable.

Intercooler:

- Any stock location or front mount air to air intercooler is allowed. No part of a stock location intercooler core may extend down more than 11.5" below the centerline of the crankshaft.
- A front mount intercooler, except for the piping, may not extend down below the bottom of the stock located radiator support.
- No liquid intercoolers, intercooler external spray cooling, or add-on cold boxes allowed.

Engine Management & Fuel System:

- Any fuel management systems allowed.
- Stock (Type I) or Type II DIS, aftermarket distributor, or aftermarket COP ignition systems are allowed.
- No Delay boxes, Throttle stops or crossover boxes allowed. Throttle blade must be foot operated.
- Gasoline fuel only (includes E85, Sunoco, VP, etc), no additives, nitrous oxide injection or M1 (2019 clarification) allowed.
- Secondary alcohol injection kit allowed, and must be introduced before top of intake manifold.

Engine Compartment:

- A/C and heating equipment may be removed.
- Must have an operational alternator w/belt.
- Engine cooling fans for radiator may be mounted on either side on radiator. (2022 change)
- Radiator must be in stock location.

Transmission:

- Any GM automatic transmission allowed.
- Any process of shifting transmission allowed. (2019 change)

Tires:

- Any diameter wheel / tire allowed.
- Rear drag slicks w/sidewall designation up to and including 29.5" x 10.5"
- No "W" tires allowed.

TSM Rules Continued...

Tires Continued...

- Rear DOT street tires w/sidewall designation up to and including a 29.5" x 12.5" (ie ET Street)
- Up to and including 295 series Drag Radial tires are allowed.
- Rear tire footprint when installed on a rim and mounted on the car can not exceed a maximum of 10.6" slicks & 10.9" Drag Radial width at 10 psig checking pressure. Tires may not be shaved at the tread edge to meet the maximum tread width rule.

Interior:

- Full FSA interior required.
- Race seats allowed if seats are attached to rear crossbar of roll bar/cage.
- * Aftermarket steering column system allowed. (2022 change)

Protests:

- There is no fee required for a visual turbo peer tech before qualifying. A \$250.00 fee must accompany a turbo protest. If the protested turbo is found to be legal, the protested racer shall receive the protest fee for his trouble. If the protested racer's turbo is found to be illegal, the protest fee will be returned to the individual(s) that filed the protest. Tech Inspectors may protest a turbo at no cost.
- There is no fee required for a visual peer tech before qualifying. A \$500.00 fee must accompany other mechanical protest. If the protested car is found to be legal, the protested racer shall receive the protest fee for his trouble. If the protested racer's car is found to be illegal, the protest fee will be returned to the individual(s) that filed the protest.
- Any entrant caught trying to deliberately break the rules will be disqualified from the class.

Definition of "Factory Stock Appearing (FSA):

A factory stock appearing part is a GM part originally delivered on a 1981 to 1987 Buick Regal, GNX, Grand National, T-Type or Turbo Regal from Buick Motor Division and is externally stock in appearance. No external welding, cold weld epoxy, puttying, etc. may be done on any FSA part unless specifically stated.



TURBO PRO BRACKET

TPB RRA = Bill Brooks

(716) 830-9932 wb_7354@yahoo.com

1. Any V-6 BUICK Turbo powered ENGINE 10.99 minimum QUALIFYING TIME (Twin turbo allowed)
2. TRANSBRAKES Allowed
3. TWO STEPS Allowed
4. NO WHELLIE BARS
5. NO AIRSHIFTERS ETC
6. INTERIOR, Door panels, package tray, carpet, dash pad, ETC, must be in place.
7. MUST COURTESY STAGE, IF DOUBLE BULB Driver must back out and Courtesy Stage. If Driver double bulbs and refuses to back out to courtesy stage you will be DQed
8. FASTEST QUALIFYING TIME minus .10 IS YOUR Auto DIAL IN.
This will eliminate sandbagging, braking, and brake out
9. Lane choice will be Fastest Dial. In the event of duplicate dial in lane choice will be determined By fastest reaction time during qualifying dial in
10. Lets try and get to the lights together, if you see your opponent heading to the beams You should do the same
11. If in the event of a double breakout, the greater margin of breakout is eliminated
12. We will run on a .400 Pro Bracket Tree
13. If you are entered in another class it is YOUR responsibility to be in the lanes on time.
If not you will lose the round or the qualifying pass NO exceptions.
We will however do our absolute best to keep racers that are in multiple classes informed of when and where to be, but it's the racers responsibility
14. Obviously a red light, faster than dial in or DOUBLE BULB, will result in a DQ.
15. In the event of Mechanical Failure in eliminations the other racer will advance. (Must Break Beams)
16. In the event of an uneven field the fastest QT during Qualifying will get the first round bye.
Only one Bye run per racer, second fastest, third fastest, and so on
17. Ladder will pair up cars as close to qualifying pass and elimination Pass to Closest Pair

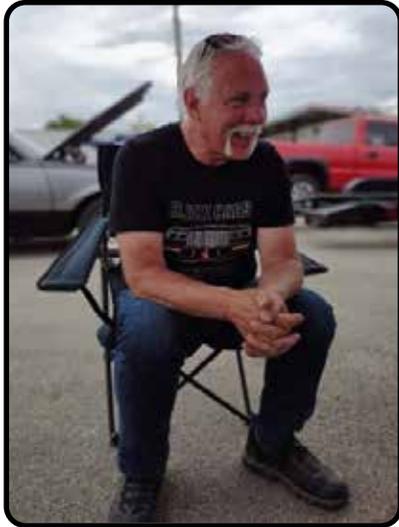
Tribute to Bobby Buick

~ by Annette Slusser

Bobby Buick Slusser 11/17/1957 - 11/17/2025

At 15 years old Bob Slusser bought his first car, (a 1965 Buick Gran Sport), before he even had his driver's license.

He had it torn apart in the driveway of his parent's house and worked on it every day to get it running, which is when his step-dad dubbed him with the name, "Bobby Buick".



When he was a senior in high school he bought a 1970 Pontiac Grand Prix and sold the Gran Sport, but Bobby Buick wasn't finished with his Buick "phase".

In 1989 Bob purchased his second (of many) Buicks when he acquired his 1987 Buick Grand National and drove it daily to work, occasionally racing it at our local track. He loved the "exhilaration of acceleration" he felt driving that car but it was still relatively slow compared to some other Grand National racers.



Bob, having always been hungry for knowledge, started doing research and found some online forums where fellow Turbo Buick enthusiasts shared tips, tricks and excitement

about a large Buick gathering in Bowling Green, Kentucky. He attended his first Buick Nationals in 1997 and drag raced against David Day (D-Day) on his first trip down the track. Bob's car ran a 14.10 at 96 MPH and lost to a disappointed D-Day (whose car didn't perform as well as expected) who ran a 12.48 at 106 MPH.

Regardless, Bob was very impressed with Dave's car and followed him around like a puppy dog, picking his brain about performance enhancements. It was the start of a close friendship that would last all of Bob's life. They were brothers from different mothers, regardless of the distance between their homes.

After returning home from Bowling Green, Bob put his newfound knowledge into practice and in-stalled an XP fuel pump, a 44 Turbo, 36 pound blue top injectors, a Terry Huston downpipe, red stripe converter and Red Armstrong chip and soon his 87 Grand National ran an 11.69 quarter mile and got him banned from racing at KilKare Raceway, (the local drag strip), without a roll cage.

Bob felt his GN was too nice a car to put a roll cage in so he began the pursuit of a Turbo Buick he could turn into a race-car. In late 98 he purchased a stolen / recovered 85 T-Type with a salvage title that fit the bill. His original goal was to run 10 second ETs for under \$10,000 for entire car, (engine and all). That goal was met very soon after the build, with his good friend, Brian Berger doing body work and paint and Bob building the engine.



He first raced the car in 2000, running in the 10's as hoped. Progress continued throughout the age of the car and Bob's first 9 second pass was made with a stroker 109 block vs the stock stroke that went deep into the 10's. Progress of that engine continued and eventually Bob ran a 9.46 at 142 MPH. Bob loved attending the Buick Nationals and met so many dear friends through attending and racing there. He hosted "Boost-Day" parties at his residence in Ohio and created a new race class at the Buick Nationals in 2017 that was wildly popular. Turbo Pro Bracket was a family affair for the Slusser's with Bob, Annette and Robby each taking roles in lining the cars up, creating the ladder, collecting sponsorship money and awarding prize money. TPB had the highest participation and payout of any of the classes in its' first year and continues on with a new race director, Bill Brooks, to this day.

- continued on next page...

Tribute to Bobby Buick continued...

Our friends Walt and Tammy Judy from Wisconsin, have jokingly referred to Bob's collection of Buicks as "the Fleet". Aside from the 1987 Grand National and 1985 T-Type race car, Bobby Buick found another 1965 Buick Gran Sport like the one he owned at age 15 and did a beautiful ground up restoration.

Over the years he has owned a rosewood 1987 Turbo-T, a cream beige 1987 Turbo-T, a blue 1985 T-Type, a 1999 Riviera, a 1998 Buick Gran Sport, his late mom's 2002 Lesabre and a 2017 Regal Gran Sport.



Bob passed away on his birthday 11/17/2025 and his celebration of life was worthy of the impact he had on so many. All of his current cars including the race car and his high school 1970 Pontiac Grand Prix were there at the funeral home (driven by family and friends who travelled from near and far).

There was a line of friends that wrapped half way around the building who came to pay their respects, and in true Bobby Buick fashion, his casket matched his race car so it was adorned with Power 6's.



The man was a legend and an unforgettable character who could talk to anyone about so many subjects. He was so knowledgeable and funny and loving, a real family man. If you were fortunate enough to be loved by him, you feel the void left by his absence. But he would want us to keep him near, telling stories and laughing at his antics...until we meet again.

Editor's Note: *Even though - like myself, many people only got to see him once a year at the Nat's. And many of us knew him by his first name "Bobby Buick". Those 2 words seemed normal together, and weird if you left the "Buick" part out.*

Every memory I have of him was with him smiling and full of joy. He was always ready and willing to lend a hand or teach somebody a tip or trick on our Buicks.

Some of my first memories of him and Annette were at Toot's Thurs nite for the TurboBuick.com gatherings. That's going back a few years! That whole family has been a blessing to the Buick community!

I have a feeling that he lived more in 1 year of his life, than a lot of us get to live out in 5 yrs. He had a big heart, and you just felt better when you were around him. It's a hard thing to put into words, and those that knew him can understand what I am trying to say.

I suppose my best memory was more recent, as I got to talk to him about the Near Death Experiences. The older we get and the closer it seems to be, that stuff starts to become REALLY interesting! I think it gave him some new perspectives, and lessened his worries about what's next. Not sure any of us will get to do burn-outs on the streets of gold, but I would guess he will have more stories to tell when we meet again!

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Rules for THS - David Day

(618) 806-9931 249GN87@gmail.com

The rules for Turbo Hot Street are on **TurboBuick.com** in the THS section, and on the THS group on Facebook.

General:

1. THS will be run with a "heads-up" .400 pro tree start and off of a pro ladder.
2. No peer technical inspections relating to safety equipment rules by class participants or peers. The track safety personnel will make all final rulings on safety related items.
3. Any vehicle is subject to being re-weighed and re-inspected (tech) immediately after the final round of eliminations or any other time deemed necessary by the Race Rules Administrator (RRA).
4. Any entrant caught deliberately breaking the rules or deliberately attempting to break the rules or breeches that violate the spirit of competition will be disqualified from THS.
5. All cars must enter the staging lanes under their own power.
6. All rules subject to revision at the end of the race season.

Chassis & Exterior:

1. Lights, horn and windshield wipers must be operational.
2. Aftermarket fiberglass or carbon fiber bumpers, bumper filler panels, Stock Appearing Hood, and Deck Lid are allowed
3. MINIMUM vehicle weight including the driver MUST be at least 3550-pounds
4. Complete stock and painted T-Type, Turbo Regal, Grand National or 1989 Pontiac Turbo Trans Am body required.
5. No fiberglass or carbon fiber body parts (or any other material besides metal) unless otherwise specified.
6. Stock wheelbase is required.
7. The engine and the firewall must be in the stock location.
8. Stock operable door glass windows, glass quarter windows (where applicable), glass front and rear windshields are required. No Lexan.
9. Factory stock suspension locations required with any type stock location shock absorbers.
10. Any suspension stabilizer/ reinforcement bars or traction enhancing devices are allowed.
11. Sway bars may be removed.
12. No ladder bars or coil-over equipped rear suspensions.
13. No coil-over equipped front suspensions.
14. Stock style coil springs required.
15. Outer frame rail notching is allowed. Inner frame rails must remain in the stock location.
16. Reinforcement at the inner rear frame rail is allowed.
17. No quarter panel modifications except rolled inner lips.
18. Minor modifications to the stock rear wheel wells allowed but no mini tubs.
19. Stock rear wheel wells can be "stretched" by adding material, but the majority of the tub material must be stock.
20. Factory stock appearing front inner wheel wells required. Trimming for downpipe clearance is allowed.
21. No wheelie bars.

THS Rules Continued...

22. The brake system must be Power Master, Hydroboost, vacuum boosted, or manual brakes allowed.
23. A brake system line-lock is allowed.
24. The driver's name on the side window is allowed. Sponsor or vendor decal(s) are acceptable on the rear window and rear quarter glass windows (where applicable).
25. A maximum of two (2) hood mounted gauges are allowed.
26. The Turbo Trans-Am must use the factory production stock K-member.

Engine:

1. Any production Buick V6 engine that was available from the factory in a passenger vehicle is allowed.
2. No Stage 1 or 2 iron or aluminum heads or engines are allowed.
3. Any type of valve covers and oil pan is allowed.
4. The factory stock intake manifold or cast intake manifold (i.e. Champion or BG Customs) are allowed. External welding, cold epoxy welding or puttying for performance enhancement is not allowed (to be determined by RRA of that race.) An EGR block-off plate is allowed.
5. The factory coil pack bracket and right windshield wiper rod may be modified for clearance IF using an aftermarket cast intake manifold.
6. The factory stock plenum with a spacer or aftermarket cast aluminum intake plenum is allowed.
7. Any size single modified stock or aftermarket throttle body is allowed. Only a single throttle plate is allowed.
8. Any type stock location exhaust headers are allowed. EGT gauge probe bungs that are welded into the headers are allowed.
9. **Any single or dual exhaust system (4" diameter max for either) is allowed. Systems used must be muffled and exit in the stock location(s). A closed (muffled) exhaust must be used during eliminations and qualifications. ((2018 Amendment 3.16.18))
10. Any diameter downpipe size (from the turbo) is allowed. The downpipe must be routed through the stock location. No flex pipe is allowed.

Turbo:

1. All turbochargers, including billet wheel turbochargers, meeting the below listed specifications available prior to January 1st of 2017 are allowed.
2. One (1) 3-bolt turbo mounted and oriented in the factory stock position is allowed.
3. The largest turbo compressor available up to and including 67mm is allowed. The maximum opening size anywhere on the compressor housing inducer must be less than 68.5mm. One (1) single compressor opening only is allowed. No internal ported shrouds are allowed.
4. The compressor housing must have a three (3) inch INLET and a two (2) inch OUTLET (i.e. 3" x 2").
5. The turbine housing must be a 3-bolt housing that was

- continued on next page...

THS Rules Continued...

TURBO section continued from previous page

commercially available on or before January 1st of 2017. The factory stock appearing turbine exhaust to downpipe connection must be used.

6. Any wastegate configuration is acceptable

Intercooler:

1. Any stock location or front mounted air-to-air intercooler is allowed.
 2. A front mounted intercooler may not extend below the bottom of the stock located radiator support. This does not apply to the front mounted intercooler piping.
 3. No liquid intercoolers, intercooler external spray cooling or add-on cold boxes are allowed.
- Last edited by a moderator: Mar 16, 2018

Engine Management & Fuel System:

1. A stock or modified stock ECM or an aftermarket engine management system (i.e. FAST XFI, Accel DFI, MoTec, etcetera) is allowed.
2. A factory stock appearing (Type I or Type II) DIS cam position sensor is required.
3. Individual coil-per-sparkplug type ignitions are allowed.
4. No distributor ignitions are allowed.
5. Any air induction system is allowed but no hood scoops.
6. Any type of fuel pump(s), pump(s) configuration and location(s) are allowed.
7. Voltage increasing and fuel pump "hot wiring" devices are allowed.
8. Factory stock or aftermarket fuel rails are allowed. Modification to rails (either type) is allowed.
9. Any type of fuel pressure regulator is allowed. Any fuel injectors are allowed up to a maximum of seven (7) injectors. The seventh (7th) injector MUST get its fuel supply from the fuel rails.
10. Factory stock fuel tank required, a sump addition is allowed. Factory tank must be installed in stock location
11. Fuel Pump and Fuel Filters cannot be visible from the exterior of the vehicle.
12. Alcohol injection is allowed. It must enter the engine through the "up-pipe" of the air intake system.
13. Gasoline fuel only is allowed. E85 is ok
14. The use of nitrous oxide is NOT allowed.

Engine Compartment:

1. The power steering must be operational, with the belt, in the stock location.
2. The stock alternator must be operational, with the belt, in the stock location.
3. Any engine compartment "dress-up" item is allowed.
4. The battery must be in the stock location.
5. Any stock or replacement radiator mounted in the stock location is allowed.
6. 1984-1985 Grand National/ T-Types, i.e. "Hot Air" cars,

THS Rules Continued...

running in hot air configuration, may compete without factory installed air conditioning components. The factory heater box or a factory heat only replacement must be intact.

7. Any car configured as a 1986-1987 Turbo T/ Grand National or 1989 Turbo Trans-Am MUST have all factory installed air conditioning and heater components.

Transmission & Differential:

1. Vehicle must use a GM transmission to transmit power from the engine to the differential.
2. Any torque converter is allowed.
3. Any transmission cooler and transmission pan is allowed.
4. A transmission brake is allowed.
5. Vehicle must use the factory 8.5" 10-bolt differential housing with a +/- allowance of one (1) inch. Turbo Trans-Am's must use the factory production differential their vehicle was originally equipped with (with a +/- allowance of one (1) inch).
6. Use of a limited slip differential or a spool is allowed.
7. Any gear ratio with the factory stock or reinforced differential cover is allowed.

Tires & Wheels:

1. Rear drag slicks with a sidewall designation of up to and including 28"x10.5" are allowed. No "W" tires are allowed. Rear DOT street tires with a sidewall designation of up to and including 28"x12.5" are allowed. Rear DOT radial tires with a sidewall designation of up to and including 295-55 are allowed.
2. Rear tire footprint when installed on a rim and mounted on the vehicle cannot exceed a maximum width of 10.9" for DOT radial tires and 10.6" for drag slicks and rear DOT street tires, at 10 PSI checking pressure. Tires may not be shaved at the tread edge to meet the 10.9"/10.6" maximum tire width rule.
3. Front tire footprint must be at least 3.5" wide.

Interior:

1. A full stock appearing interior is required.
2. Race seats are allowed only if the seats are attached to the rear crossbar of the roll bar (where applicable) AND the seats are painted and upholstered to match the factory interior.
3. Any transmission shifter is allowed.
4. Any type and number of additional gauges are allowed.

Dave Husek's

**TURBO BUICK
PERFORMANCE**

516-285-1103

2026 GS Nat's Race Class RULES

... continued
>> Part 6 <<

Rules for TAI ~ Bryan Lynch

314-393-6536 9secondv6@gmail.com

The **Turbo Alcohol Injected** Class is a very fun class to race with. We will assist you if you are having problems with your so that you can make it to the staging lanes - if at all possible. We spread our sponsorship money out very wide. Every person that makes a qualifying run with us will get something just for making the qualifying ladder. Even if you break, you will receive something. Jack DiLorenzo is the assistant RRA and is also assisting with the GS Nationals with John Csordas Jr.

Below are the current rules:

1. 109 block or equivalent such as production 4.1 (no stage / aluminum blocks)
2. 3 bolt turbo / V3 V-Band 7270 Maximum no larger than .85AR exhaust housing
3. Weight with driver 3450 (iron heads), 3550 (Aluminum heads)
4. Non intercooled cars are allowed the use of Ethanol blended fuels (No Race gas)
5. Must fill up with 10 gallons of 93 octane pump gas on race day before eliminations (Ethanol cars excluded). If you can not fit 10 gallons, you will likely be disqualified.
6. 1/8th mile
7. Pro Tree
8. Obviously... Alcohol Injection
9. Have fun!
10. **These are the current rules as of 12/31/2023 and they supersede any previous ruling.**

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Rules for GSR - Denny Moore

(330) 647-3615 gsca3216@aol.com

Here are the rules for the 2026 GS RACE class:

'64 THRU '76 BUICK AND BUICK POWERED. THIS IS AN ALL-RUN FIELD, BUT YOUR CAR MUST BE QUICKER THAN 11.49 IN THE 1/4 MILE AND MEET THE FOLLOWING GUIDELINES:

1. Car must have exhaust that extends past the front seats and have a combined case length of at least 12 inches per side, Full exhaust is of course encouraged but NOT required

2. NO TRANSBRAKES

3. NO ELECTRONICS INCLUDING TWO STEPS

4. NO THROTTLE STOPS/RESTRICTOR PLATES

5. NO WHELLIE BARS

6. NO AIRSHIFTERS

7. INTERIOR, Door panels, package tray, carpet, dash pad must be in place. Now I'm not asking that you have to restore the interior, but the inner workings of doors and inner structure need to be covered with OE type material/ panels. Aluminum sheet metal by itself is not permitted. There must be either a bench seat or two bucket/racing seats in place, any shifter, gauges etc. are fine

8. The car must be painted by a gun, and not a rattle can.

9. All Hood scoops cannot exceed 6 inches in height.

10. No primer areas, no rust holes, no decals or lettering on the body other than pinstripes, factory decals etc. Two tone paint, custom paint is fine. Black hoods are fine but that's where it will stop.

It would be nice to see the windows cleaned up a bit also. A few decals are fine but windows that are completely covered should be avoided. This is obviously being implemented to further our progress as becoming the unique class and not a slower version of super 16. Most the guys take pride in how their car looks and so should you. As each car is a reflection of us as a group.

11. The drivers meeting is mandatory, if you or a representative for you is not present for the RACER MEETING, you will not be allowed in. It's your responsibility to be where you need to be.

12.. NO DEEPSTAGING ALLOWED, DOING SO WILL RESULT IN A DQ. Since this is now a FOOTBRAKE class it is the responsibility of the racer to know his or her car, if your brakes sometimes won't hold X amount of RPM on the line and rolls thru the first beam then you're out. Use the qualifying runs to determine what you need to do.

GSR Rules Continued...

12.5. No double bulbing, courtesy staging is mandatory, if you double bulb, you will be DQ'ed in eliminations.

13. You must make 2 qualifying runs, your dial in will be a .10th faster than your fastest qualifier. Example is, if you run a 10.10 and a 10.15 in qualifying, your dial in will be a 10.00 and that cannot be changed at all during the event. If we only get one qualifier (weather or track issues) then your dial in goes off of your one run (+ .10).

14. Lane choice will be by card draw in the lanes.

15. Let's try and get to the lights together, if you see your opponent heading to the beams you should do the same

16. If in the event of a double breakout, the greater margin of breakout is eliminated

17. We will run on a .400 Pro Bracket Tree and contested in a 1/4 mile runs.

18. If you are entered in another class, it is YOUR responsibility to be in the lanes in time. If not, you will lose the round or the qualifying pass NO exceptions. I will however do my absolute best to keep racers that are in multiple classes informed of when to be where, but in the end it's the racers responsibility

19. Obviously a red light, faster than dial in or deep stage will result in a DQ.

20. In the event of Mechanical Failure in eliminations the other racer will advance, and the other is out.

21. Pairings will be Qualifier #1 runs #2. #3 runs #4 and so on, this will make for close some very close racing.

22. ANY POWERADDER, CID, TIRE, CARB, FUEL CELL, GAUGES, ROLL CAGE etc. etc. are all legal

23. SAFTEY: You know what you need to be safe AND to keep the guy next to you safe. Your car needs to meet NHRA or IHRA safety requirements on what the track is sanctioned by. If I see something that needs to be addressed regarding safety, or have something brought to my attention, I have no problem pointing it out and will do so. If I see something that will or could endanger anyone it will need to be fixed before you can compete in GSR.



Rules for BSA - 3 RRA's Below

The Buick Stock Appearing class has 3 RRA's:

Starc Traxler 608-220-3889 - starc65@hotmail.com

Patrick Briggs 770-363-7322 - briggs.patrick@ymail.com

Nick Sloop 713-725-2978 - gs45570@aol.com

We are active on v8buick.com and will respond to a public or private message, or a text or phone call if you prefer.

This class is for STOCK APPEARING and STOCK SOUNDING Buicks, from 1953-1976. (The years in which a "Buick big block" V8 was available, although "small block" cars of that era, with "year-correct appearing" big or small blocks are welcome and encouraged.) Engine "family" (i.e. Nailhead, "modern" big block, 68-and-up 350, or earlier small block) must have been available in the year of the car.

(Essentially, what Buick COULD have built, with parts and processes available at the time the car was built.)

If the engine was built that year, and it fits in the body while looking stock, it's legal.

The class will be run on a Pro tree, with a handicap start ("Dial-In.") For eliminations, cars will be paired using a Sportsmans Ladder, where #1 qualifier races #2 and so on. All participants MUST make at least one official qualifying pass. (As announced by the tower. The RRA's will make every effort to ensure that all prospective participants are aware of qualifying sessions.)

Lowest qualifying ET WILL BE the racer's dial-in, no exceptions. Circumstances permitting, there will be three qualifying sessions, possibly spread across Thursday afternoon, Friday afternoon, and, only in extreme circumstances, Saturday morning.

Potential participants are advised to plan accordingly. Once at the event, the RRAs reserve the sole right to adjudicate questions arising from complications in adequate qualifying sessions. The Class entry fee is \$20, with all proceeds returned to racers in winnings.

Body and Interior

Exterior of car must appear stock. No body alterations, no fiberglass parts, other than year-correct factory optional spoilers. Factory glass must be in place. No altered wheelwells. No fenderwell modification allowed except minor lip alteration. No lettering, no graphics.

While not limited to the "factory palette," paint must be within the 'spirit' of stock appearing. Striping limited to year-appropriate GSX "themed."

*No gauges allowed outside car.

BSA Rules Continued...

Interiors must be complete including factory shifter. After-market roll bars along with upgraded seat belts are allowed. Aftermarket gauges are allowed.

Engine and Engine Compartment

Engine compartment must appear stock, for CAR year. Block, heads, intake, water pump, etc. MUST be painted the correct engine color for the car year. If you use a "blue block" motor in an early car, it must be red. If you're racing a "blue year" car, it must be blue.

Vertical-ribbed valve covers required for 67-69 big blocks, four horizontal ribs on a 70-up car. Any "year-correct" air cleaner required for Friday display. (An imaginary, "Legal," "1967 COPO Skylark 400" must present with a "year correct" 4-bbl air cleaner, for Friday display. Not necessarily a "Star Wars...")

NO HEADERS! All engines must run factory iron exhaust manifolds. Factory-style carbs are required. (For example, a '70 may run a 71-74, 800cfm, front inlet Q-Jet carb. An Edelbrock "Performer" AFB may replace a factory Carter AFB.) Stock, or EdelbrockB4B/Performer (or Nailhead-comparable) intake manifolds allowed, but they MUST be painted engine color.

Porting of stock iron cylinder heads is legal. TA aluminum Stage 1, stock appearing, cylinder heads are legal, but MUST be painted engine color. Casting numbers and date codes will not be checked.

Stock fuel pump and stock fuel line from stock pump to carb must be in place. Hidden "up-stream" electric fuel pumps ok. A stock appearing alternator must be present and driven. Wiper motors and wipers must be in place. No electric water pumps or electric fans.

No Sanden compressors or aftermarket AC. Belts may be removed from A6 compressors, and large pulleys are not required, even if "correct." The "remains"(evaporated box, condenser, etc.) of disconnected factory AC OK.

No aftermarket engine compartment dress-up allowed. Radiator needs to be black. No visible underhood cool cans. Any ignition may be used, but any such separate "box" must be hidden. Distributor must appear stock. (Delco-style, black cap, for "points," or "HEI," as available for the year of the car entered.) Plug wires should be factory color. A year/engine correct air cleaner must be in place for the Friday display. (Any changes acceptable for racing.)

Nitrous systems strictly "verboten!"

Drivetrain and Suspension

Transmissions must be of a GM-available "style." (Any year; overdrive automatics OK, as are later/aftermarket mechanical (non-hydraulic)clutched manuals.)

- continued on next page...

BSA Rules Continued...

Drivetrain and Suspension section continued...

Any torque converter legal in automatics. Shifters must appear stock. No clutch-less transmissions, trans brakes, or delay boxes. Suspension and rear end must be stock GM. ("Canadian" 12-bolts OK.)

Adjustable no hop bars are allowed. "Stock appearing" sway bars are allowed. Aftermarket springs, shocks and air bags are allowed. Brakes may be upgraded, but must fit behind appropriate wheels (see below.)

Cars must run full muffler exhaust exiting at the stock location. Maximum diameter 3".

Wheels and Tires

Factory and factory-appearing (steel) wheels only (15" limit). All four wheels must match in appearance. Narrowed or widened "factory-appearing wheels" allowed, within the parameters specified in the Body and Interior section above. Four "Sport Wheels," or four painted steel.

For the Friday display/peer tech, non-Sport Wheels must display year/correct wheel covers/hub caps. Tires must be "DOT Approved," per sidewall designation. Tire size limited to maximum of 10" on rear. Fronts may be 'Front Runners' but must appear to be street tires (no 'pizza cutters'). As stated above, wheel/tire combo must fit with stock bodywork on exterior.

Additional Information for Participants

All cars will be required to park together for display Friday during the show. No 'Show' ticket purchase is required for the BSA display. If you are showing in another class, you'll need to move to the BSA display area as soon as your judging is done. We'll have a peer inspection; hoods MUST be raised. "Peer concerns" should be brought to the attention of the RRAs at the earliest possible opportunity.

Any prospective participant with questions regarding the "legality" of their car is STRONGLY ENCOURAGED to consult with the RRAs before the event. (Such conversations will remain "confidential," and not otherwise shared.) Once at the event, the RRAs reserve the sole right to adjudicate questions of legality.

Rules for SY / TY - Steven "Bullitt" Vittas

(847) 804-8977 stevie89@yahoo.com

The rules for the Syclone / Typhoon classes hasn't been finalized quite yet. Stay tuned for updates. Things that are planned so far:

2 classes, unless enough trucks show up to split into 3. 1/8 mile, possibly Pro-tree start, NO "extra" fee to race, And already got prize money building up for payouts!

Rules for 6.50 Index - Ed Stanton

(508) 259-4857 estantonplowing@gmail.com

RULES for the 6.50 index for the 2026 GS Nationals:

ALL Makes and Models are WELCOME!

1/8th mile

Instant green

Chip draw

6.50 index

No throttle stops or controllers

2 "qualifying" test/tune attempts (time permitting) and then line it up!

Anything else goes

Rules for N / T - John Csordas Jr.

(914) 469-8617 csordasjr@gmail.com

No time rules

1/8 mile

Run what you bring

open to any make or model

.400 pro tree or instant green

* (Voted on by participants at the event before test hits.)

Bracket 1 = 12.49 and quicker

Bracket 2 = 12.50 and slower

If and **ONLY IF** one class has an extreme amount of cars compared to the other, we have the right to adjust the E.T. cutoff slightly to best try and even the classes out.

Normal safety and racing rules apply for your E.T.

NOTES FOR ALL CLASSES:

All tech cards for all days will be sold at John csordas jr trailer.

It is the first trailer in circle track closest to tower.

CAR SHOW Overview - Sid + Belva Meyer



For the benefit of any new car show participants, here are the classes that are available for your participation on Friday May 1, 2026;

Concours:

The Concours class is for fully restored GS and Turbo Regal vehicles and will be judged using the same 400 point judging format that is used by the Buick Club of America. These cars are evaluated on how close they are to the way they came off the assembly line.

Survivor:

The Survivor class is for un-restored or original Buick vehicles that have only been subjected to normal maintenance and repair activities.

Top Twenty Five:

The Top 25 class is for all other Buick powered vehicles and includes those that have been modified or changed in any way from what was originally delivered to the dealer by the factory.

These are the only show classes that are planned to be judged by the GS Nationals volunteer judging staff.

A judges meeting will be held on Thursday afternoon at 3:00 PM at the Carolina tent located across the pit entry drive from the show car ticket purchase/BCA tent.

ALL CAR SHOW JUDGING TO START AT 10:00 AM FRI.

Please note that on both Wednesday April 29 and Thursday April 30 there will be parking for both show and display only vehicles in the circle track area. We will attempt to reserve a special area for 1966 Gran Sports as it is the 60th anniversary of this important GM musclecar.

Car Show REGISTRATION:

Concours participants to complete personal info section when show sticker is purchased

AWARDS:

Raffle drawings 3:30 PM
BCA/Kendall P&R tent: 4:00 PM

** Questions about the car show should be directed to GS Nationals Car Show Coordinators:

**Sid and Belva Meyer at 727-415-7679
or email at: smeyer2@tampabay.rr.com**

CAR SHOW Survivor Class - Alan Oldfield



The survivor Class Returns in 2026 to GS Nats Car Show! -Alan Oldfield, Survivor Class Chief Judge

The Survivor Class returns to the GS Nationals car show this year with no changes. To refresh your memory, the Survivor Class is for performance-oriented Buicks at least 25 years old in largely unrestored condition. We aren't looking for worn-out Buicks or beaters – but nicely preserved Buicks with minimal restoration.

The Survivor Legend class also returns this year. The “Survivor Legend” designation is for largely unrestored cars that have had either:

- an engine repaint, - OR -
- repainting of the entire exterior or a large percentage of the exterior.

In the past, cars with either of those restorations would receive significant points penalty or be ineligible for the Class. To accommodate more preserved Buicks, the Survivor Legend category was created. Keep in mind, the rest of the car must remain unrestored. Cars in Survivor Legend may have either an engine repaint or exterior re-paint – not both.

Non “Legend” cars which have survived without an engine repaint or exterior repaint will continue to receive the prestigious Survivor award.

As in years past, Buicks in this class may have replacement of certain parts to keep them in driving condition; namely belts, hoses, batteries, exhaust, and bumper fillers on turbo Regals. Those replacements must be authentic to the car as it was born.

And as before, participants in the Survivor Class must declare any restoration, replacement, or re-paints before judging begins.

Awards will be given to the top 12 Gold Survivors and top 10 Silver cars. No bronze awards will be given.

We look forward to seeing your Survivor Buick at the show!

Questions? Email: adoldfield@aol.com

Reatta Reunion @ Buick GS Nationals

~ by Marck Barker



East Coast Reatta Parts

has partnered with the Buick GS Nationals this year to bring you Reatta Reunion 2026! Join us April 29th through May 2nd in Bowling Green, KY for a Reatta Reunion at the Buick GS Nationals!

The Buick GS Nationals is an all-Buick event featuring racing, swap meet, car shows and more of all the finest Buicks. High performance Gran Sports, turbocharged Grand Nationals, Reattas, and everything in between. Join ECRP for an exciting weekend of Buick fun!

Event Address: Beechbend Raceway Park
798 Beech Bend Rd, Richardsville, KY 42101

Contact us at: **(919) 233 - 1973**

Shop@EastCoastReattaParts.com

No advance ticket purchase. Gate fee is \$30/per day Wednesday-Saturday.
Drag Racing \$50/per day
Judged car show Friday \$30/per car (optional participation)

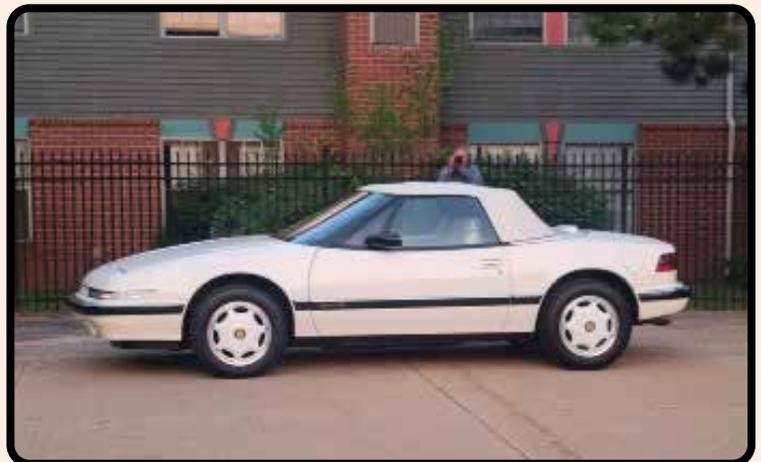
Thursday night free Cruise-In at Raceway
Friday night cruise in at Corvette Museum in Bowling Green, KY

No formal host hotel but the ECRP crew is staying at Courtyard Bowling Green Convention Center

We will have dedicated Reatta parking, but if you are planning to attend, please go to their website and fill out this form so we can account for how many Reattas we will need to park in that area each day.

FORM is located at: **tinyurl.com/RRGS26**

EastCoastReattaParts.com/blogs/news



2026 EVENTS SCHEDULE

**Who, What,
Where, When
and Why?**



APR 18th, 30th Annual Buick VS Ford Shootout - Thunder Valley Raceway - Lexington OK

APR 29th - MAY 2nd, GS National's - Bowling Green KY - "The GS Nationals" on Facebook

JUNE 7th, Buick's at Bates - Bates Nut Farm - Valley Center CA - BuicksAtBates.com

JUNE 8th - 12th, Hot Rod Power Tour - Route 66 Raceway (Joliet IL) to Tulsa Raceway Park (OK)
HotRod.com/hot-rod-power-tour

JUNE 12th - 13th, The Buick Bash - Quaker City Motorsports Park - QuakerCityMotorsportsPark.com
Denny Moore - GSCA3216@aol.com - 330.647.3615

JULY 15th - 18th, ROA Riviera Owners Association National Meet - Gettysburg PA - RivOwners.org
Ray Knott - Ray@RivOwners.org - 303.952.0239

JULY 25th, Buick Day at Kuhnle Motorsports Park - Thompson OH - KuhnleMotorsports.com
Denny Moore - GSCA3216@aol.com - 330.647.3615

AUGUST 5th, Octane Nights car show - Ravenna OH - OctaneNights.com

AUGUST 19th - 22nd, BCA 2026 National Meet - Albany NY - BuickClub.org

AUGUST ? TBD, BOPC Event - Beaver Springs Raceway - Beaver Springs PA - BeaverSprings.com
John Csordas Jr - 914.469.8617

SEPTEMBER 14th - 18th, Hot Rod Drag Week, starts and ends at Rt 66 Raceway

SEPTEMBER 25th/26th, Pure Stock Muscle Car Drag Race, Stanton MI, psmcdr.com

SEPTEMBER 26th, Annual Turbo Farm Fest, Elburn IL, (Invitation ONLY) find Turbo Farm on FB
Prasad Elamana - wickedv6@hotmail.com - 630.965.1987

OCTOBER 1st - 3rd, Buicks at Darana Dragway (formerly Dragway 42) - West Salem OH
Dragway42.com - Brian Lorenz - FastNovaSS@aol.com - 330.608.9735

OCTOBER 4th - 11th, Cruisin' The Coast 30th Anniv - Gulfport MS - CruisinTheCoast.com

OCTOBER 6th - 9th, AACA (Antique Automobile Club of America) - Hershey PA regional event,
NOTE: The AACA has events in different locations all year - AACA.org

NOVEMBER 21st - 22nd, MCACN - Muscle car and Corvette Nationals - Rosemont IL - mcacn.com

DECEMBER 10th - 12th, Performance Racing Industry trade show - Indy IN - PerformanceRacing.com

***If anyone has info on any other Buick-related events for 2026,
PLEASE contact us and we can let others know about it!!!***

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Ai and the GSX-tra Newsletters:

The Good, The Bad, and The Ugly...

~ by Paul Ferry

In this day and age if you look around, one thing is for sure... Artificial Intelligence is here to stay whether we like it or not! The FULL story on my recent experiences would make your head spin - and probably take up 10 pages. I hope this condensed version helps you keep from falling into similar traps, deception, and from wasting your time like it did mine!

It all started when a friend from church who uses Ai a lot suggested I give it a try on the previous GSXtra. While I don't have strong opinions about what Ai means for our future (Terminator movie anyone??), I figured let's give it a try! On a side note, rest assured, I have ABSOLUTELY NO plans to use it the lazy way to write complete articles from scratch.

FYI - I tried the free version of ChatGPT and another one called "Claude" that came up in an internet search. After a few test questions, Claude gave me MUCH better answers than the more popular option. But I quickly ran out of time with the free version, so I paid \$200/year (one of the cheaper options) to get their full version. Using BOTH, here were some results:

The GOOD Part: I created the NEWS UPDATE graphic on pg 4 (more on that below) + the Buick lettering to fill a small space on pg 11. I also tested it out on a huge article about gas, ethanol, and methanol that I have been working on for well over a year now. Feeling stuck and overwhelmed, I gave it my 57 pages (19,778 words) of research with charts and data, and asked it to create a much shorter 3-part article using all that info + add real-world test results. It gave me an amazing well organized and easy to read article in about a minute. I was absolutely blown away... for the moment.

Now the BAD Part: A different topic... but from what I've seen just on YouTube, there's a HUGE amount of fake information being spread around the internet ON PURPOSE, made to look real... and it is just getting started with this stuff! I noticed this with famous preachers supposedly doing a sermon that start out looking real, but the more you watch, the more you can tell something's just not right! And Ai is just warming up!

Now for the UGLY Part: using Ai on different projects...

Project #1 was that 3-part article on fuels. After the initial excitement quickly wore off and I took a closer look, I noticed a TON of issues. The main points I was trying to make in all 3 parts were GONE. Data got changed, real-world results weren't included, and it added suggestions and warnings that weren't in my content - and wasn't requested. It all SOUNDED good, but it wasn't what I wanted.

And it wasn't even correct. It was like asking a "so-called" college professor a question and getting a 3rd grade answer! Ai seems more focused on answering quickly and giving an impressive outcome, than being accurate or correct. I didn't expect to hear "you're right - thank you for calling that out" or "you're right, I should have considered that" SO MANY times!

I am NOT impressed at all. If anything, I'm SCARED because people think those results are awesome. After fighting with it + not getting ANY useful information I could share, I gave up. So that 3-part article has to wait a bit longer - as one wrong number in a tuneup can blow engines up, just ask around!

- continued on next page...



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AI - The Good/Bad/Ugly Continued...

Now for the REALLY Scary / Terrifying part:

The 2nd project brought out what's SUPER SCARY (in my humble opinion) about Ai. Since we didn't have the digital copy of the cam sensor articles from the original software, I gave it a simple task: take the photo image of the text that I gave it, and re-type it WORD FOR WORD, EXACTLY as it appears, WITHOUT adding, deleting, or changing ANYTHING. Yes, I used CAPS to tell Ai what was important. It started typing pretty fast, finishing in maybe 20-30 seconds! I was impressed... again... for the moment!

I was about to use it when I noticed something was off, and then more stuff... Then I saw things I couldn't believe where it actually went **AGAINST** my instructions!!! It changed some words to make them "sound better" and reworded some sentences to "improve" the grammar - without asking if that was okay! Some changes made the meaning wrong, even making some sentences say the exact OPPOSITE of what was originally written! One spot it even created a whole new paragraph using only a couple words from the original text!!! Not following simple instructions is one thing, but doing things AGAINST instructions?!?!? Just imagine it ignoring commands on something critical or life altering! - yikes!!!

Project #3 - More uselessness... I also gave it all my new wiring notes for the Riviera recently, and asked it to create a wiring diagram. It helped organize things, but then also added in items on a circuit that I never mentioned. After 10 attempts + it making mistake after mistake, and getting NOTHING usable, I just gave up.

Project #4 - Even MORE Usefulness... I almost forgot about the project for the last Digital Update. I tried to make a Christmas card scene with 4 different year Buicks. Ai couldn't give me an accurate version of a 1965 Gran Sport (had '70 influence on grill) - even after multiple tries and providing a picture to create it from.

The Bottom Line: The basic core problem with Ai is that the results can only be as accurate as the questions, challenges, and rules YOU know to ask or challenge it with - and then it's up to the ones it actually follows... and gets right. I just have to learn when and where to use it... and use it sparingly with LOTS of fact checking! When you ask it a question with NONE of your own content to work with (like create a story about George Washington), it looks impressive. When it needs to be precise + accurate, and do what you say, it has a VERY LONG WAY TO GO.

On a side note, from watching it a while, Ai seems like it does what it wants to do and learns YOUR DESIRES. That way it can create results that you will be happy with - without regard to truth, the facts, or being correct, apologizing every time you catch something. It will support your views and opinions, even when you tell it to stay neutral!!! My guess is, it's because if you like the answers, you will keep using and/or paying for it! Watch how it works for you, and see if you can catch it doing any of this stuff! I sincerely hope people don't use it on anything critical for a LONG TIME! Last words...

>>> Proceed with CAUTION! <<<

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Team RFC

RACERS FOR CHRIST

A Special THANK YOU to John Csordas Jr.

~ by Kendall Reiken

Here we are preparing our cars, rigs, and families for our yearly Buick family reunion event, the GS Nationals, in its 45th anniversary. The event has certainly had plenty of highs and lows over the years. Groups around the country have slowly dwindled, car clubs and tracks folded up and closed, and cars sold. Somehow, our tight knit Buick event is slowly thriving and is picking up steam. This new level of enthusiasm has been slowly building over the last several years. The racing program has seen a restructuring. Each year there have been additional improvements made to continue to improve the event.

So, who is responsible for this and why is all of this resurgence happening? The answer is simple, John Csordas Jr. (pictured on LEFT below). John has such an incredible level of enthusiasm and love for the GS Nationals and Buick community overall.



He has inspired and ignited a very similar fire in many other folks who have been willing to jump on board with him. People who have not attended for 10-20+ years are returning. The event has seen many 1st time attendees over the last couple of years. New people are joining in the fun as they purchase their first Buick.



The event offers them a fun home with like-minded people who share many of the same interests. It's no secret that the event was struggling several years ago. John stepped up and began reorganizing the racing. His efforts were immediately recognized and made the program a success once again. Richard

Lasseter started the group and event back in the 80s and has experienced levels of success nobody would have expected. Now today with the additional help, the event is experiencing a whole new level of growth and excitement.

These days, John has gotten involved into helping with the car show, vendors, sponsor relations, event management, and many other random tasks and responsibilities. He claims to know "nothing about car shows" but is responsible for adding all the specialty sponsorship awards and growing the show to an all new height. The amount of comments and replies each day from John on the Facebook groups and pages are exhausting.



Whether he is promoting the Nationals event, answering questions about the event, encouraging people to bring their cars, or offering tech support from personal experiences, he continues to prove his devotion to the survival of the Buick community.

Like so many people, he grew up going to the Nationals back in the 80s and 90s with his parents, and was raised around the Buicks. This is a way he can give back and keep the childhood memories alive. Thank you John Csordas Jr!



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TECH TIP THERAPY



What makes *STUDS* a better choice?

- by Paul Ferry

While the studs VS bolts debate might seem like a no-brainer to some, for others, we would like to know exactly **WHY** they are better or worth the extra cost. The answers might seem obvious to some, but might also enlighten others to an improvement that you weren't aware of... yet!

If you could see the coarse threads in a cast iron engine block up close, you might just be amazed at the texture and surface on the threads. What looks crisp and smooth at a normal distance, will appear rough and uneven when magnified, especially in cast iron. So just imagine a head or main bolt **TURNING** on that surface. And not just turning with no load, it would be happening under a tremendous load when torqued to specs! The tapped holes will **WEAR** and possibly develop cracks as they endure transitional + rotational + torsional stresses. Compare that to the stud that stays in its place, doesn't turn, and is **ONLY** pulled (stretched) in 1 direction = tension = **MUCH** less going on at the threads in the block!

Several other issues come to mind right away. Probably the next most important factor would be if there is **ANY** angularity with the tapped hole or with the bolt itself, it will make more of a cone shape as it's turned (imagine a bent straw rotating). That can move the head or main caps when torqued up!

Another issue that a stud improves on is due to them being made with one end having coarse threads, and the other end having fine threads. The coarse threads of the bolt would give a different and more sporadic torque reading for every degree of movement when compared to the finer thread of a stud and nut. Getting the **EXACT** amount of clamping force is **MUCH** easier when using studs.



And an added bonus of studs over bolts is that it makes lining up (and keeping) the gaskets in place **MUCH** easier. Also, studs should only be finger tight, as cranking them in tighter will cause them to shift and **NOT** be perpendicular. Any hex socket in the end of the studs are **NOT** there for tightening them into the block!!!! If it is hard to get the heads or caps on over the studs, then it's a good guess that one or some may be installed too tight, where the lead out on the last thread kicks them in 1 direction.

Some other general use info for studs (and bolts) would be to check specifications of torque based on exactly what you are using for lubrication. Torque values will change depending on your choice, and drastically if comparing dry VS oil. And any stud or bolt that enters a water (coolant) area **OR** into the oil gallery, **MUST** have a good RTV sealant applied to the threads. Surprisingly, even some engine mount bolts need this!

The end result when using studs is a more precise clamping pressure, better alignment, better (+ rounder) bearing clearances, less chance of caps walking around, and more! Make sure you torque in the correct sequence too! It's more important than you would think. And know when (and how) to re-torque items if required or recommended. Taking any short cuts usually results in issues down the road (literally), so just take the time to do it right the first time and you will be happy with your new build! And if this is all too much to deal with or don't feel comfortable with it, simply find a reputable builder **THAT HAS BUILT BUICK ENGINES**, and leave all the details up to someone that has done this stuff on a Buick!

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Blast From The Past...

~ by Paul Ferry

UPDATE:

The mystery from the previous GSX-tra has been SOLVED! It looks like the happy couple from the pictures just happens to be LON BAUER and his beautiful wife on their wedding day on 08/27/94 at St. Christopher's Church in Rocky River OH. He said it was a great day, and that they had a few Pro-Street and musclecars in attendance as well. Nice!!

- PERFECT way to start off life together I say!!!



CLASSIFIEDS...

Red's Final Competition-Built TH200-R4 Transmission

Properly dry stored since Red's death and built by Vince Janis who built all of Red's transmissions, it comes with Red's preferred 9.5" Vigilante multi-disc full lock-up torque converter. Red always carried a spare transmission and Vigilante torque converter that was built exactly like the one he had in his 9 flat @ 150 mph GN. It's all unused and (of course) top quality. I purchased it after Red's death to be sure it would find the proper home. As with all of Red's stuff, it's 100% streetable in every respect. I paid \$4000, that's what it takes to get it all. And it's fully guaranteed.

Call if interested. **Richard Lasseter (229) 244-4079**

CAR WANTED (still looking):

Looking for 1970-1971 Stage 1, NO GSX, Coupe, NO Convertible, non-original motor OK. I am a collector, NOT a dealer. Prefer well optioned. Steve Wegh GSCA #2697

PH: (937) 546-3601 - OH. All calls will be returned.

Letters to the Editor

Paul; Greetings, I've wanted to send you an e-mail for a little while now, and have been quite busy. But, wanted to let you know, that although I haven't had the time to sit down and read it, I have glanced through itand all I can say is WOW !!!! My wife even commented on it, and said "that's not a newsletter, that's a magazine !!!" And I have to wholeheartedly agree with her !!! Great Job Paul !!!! Thanks. Wishing You and Yours a Safe and Healthy Holiday Season !!!! Take Care !!!! Gerald Bittinger

EDITOR - Appreciate the kind words... as I keep plugging away on this issue... 9:15 pm on a Fri nite, never seems to end. Thanks!!!

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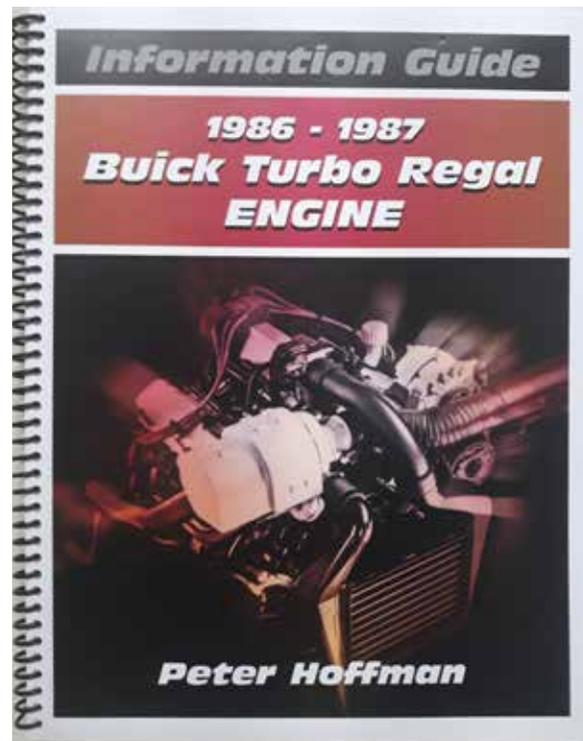
Turbo Regal Resource Manual

Pete Hoffman has an awesome 100 page (counting covers) engine info reference manual available for 1986 - 1987 Buick Turbo Regal's. This nice quality and well organized guide contains tons of useful information, specifications, wiring diagrams, part numbers, and MORE!

If even ONE thing in it helps you with your TR engine, it would be WELL WORTH the initial investment of only \$29.99 + shipping. Get yours before the next printing, as the price will probably go up to \$34.99 on them. It looks like a good deal even at \$50 from what I saw! It is packed full of just about anything you might need to know about these engines.

The Table of Contents is listed below, which shows how extensive this booklet is and what all it covers! While it is mainly for the engine, there are categories listed that cover other important parts/systems as an added bonus, and includes diagnostic engine codes too!

**Contact Pete at: 215-778-1036 or
phoff548@comcast.net**



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Fun Facts!

Factory racing ban & sneaky performance... In the early 1960s GM's The official ban on factory-backed racing was supposed to keep divisions like Buick out of the performance spotlight — but Buick engineers didn't really get the memo. Instead of overt racing programs, they poured their effort into street cars with massive torque and understated looks. This is why Buicks of the era often felt quicker than their specs suggested. Oddly enough, the 455 produced more torque than other big block V8's of their time, even with others sporting a longer stroke crankshaft. Research, development, testing, innovations, and a better design allowed Buick to create lighter engines that made more torque than the story the "specs" told. They weren't built to win drag races on paper; they were built to embarrass people quietly, which became a recurring Buick theme... which continues to this day!

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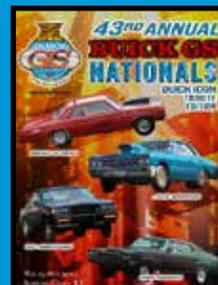
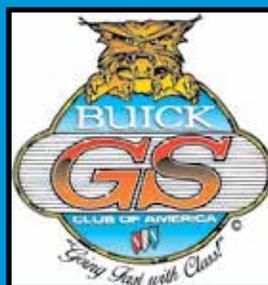
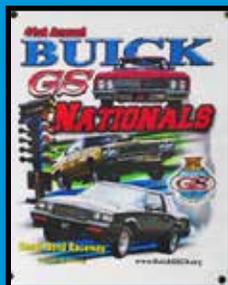
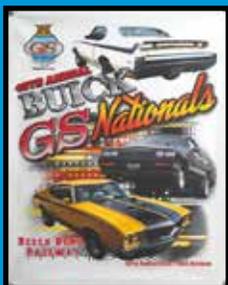


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