



GSX-TRA



Published Quarterly by the Buick GS CLUB OF AMERICA - PO Box 67, Atwater OH 44201

Volume 46

2025

Number 4

URGENT MESSAGE - Save YOUR mailing label sheet! IT HAS THE MEMBERSHIP YEAR YOU ARE PAID UP TO! You will FIND IT with your name and address info.



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GSX-TRA CLUB NEWSLETTER

BROUGHT TO YOU BY THE BUICK **GSCA** = *GS Club of America*



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Debbie Ferry: *Puts up with me*
+ helps with everything

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Editor's corner

~ Paul Ferry

Got a lot to cover, so let's dive right in! To start with, THIS GSXTRA is the last one for the 2025 membership year (Volume 46 - #4 - of 4). A few "extra" things played into this one running so late, and I am amazed that we even made it to that Nat's this year. There's a point the body shouldn't be pushed to, and I passed that point weeks before the Nat's. I kept the pedal down because I knew people were counting on us to have their stuff at the event (or shipped out before we left). I'm also grateful that I tried heat patches on my neck/shoulder at the Nat's (went to ER last time it got that bad), and for the faster than expected recovery for my entire body once we got back home!

While we didn't get this issue out before we left like we hoped, the good news is we are getting back up to speed after our part time helper left us hanging last year. Asking Ai and Google how-to questions is giving us answers and solutions for stuff in Excel – that would have taken years of school to learn. I am getting better with the graphics software too, which really helps. The NEXT GSXTRA will be the first one for '26, covering all the fun from the GS Nationals (our DOUBLE sized issue).

And since it is now June of '26... If you're NEW to the club and started with a 2026 membership, we're sending you this issue as a bonus. Waiting until the first '26 issue to arrive wouldn't be right. Keep in mind, ALL Buick GSCA MEMBERS also have access to our MEMBERS ONLY section on our website! We continue to add more content, and will soon be the "GO-TO" place for most of the stuff the club will have to offer. My vision for the club is to have SO MUCH awesome content available there, that the GSXTRA newsletters become more like an added bonus. We are already on our way to making that a reality! The DIGITAL UPDATES and the previous GSXTRA have migrated to the MEMBERS ONLY section on the club website, and should have a fresh update posted as you read this. See page 27 for details on this and how to find these easily.

Also, the CLUB (NOT Event) T-shirts that have been ordered / purchased recently are mostly on hold right now. We don't have some sizes and any dark versions in stock. We are getting a new batch from new supplier, so please be patient. We will ship them ASAP.

The Buick Bash is coming up fast, JUNE 12th - 13th! We will be setup there on Sat. There are a LOT of other nice Buick events throughout the year as well. Show your Buick passion and support and attend as many as you can + have some fun! See pg 24 for more details. The "Riv" is on hold for now, got some major updates to do. Time and budget restraints slow it all down like it does for a lot of us.

And as we fell a bit further behind on things here, we inadvertently caused a LOT of confusion and concerns for GSCA members, which was NOT our intent. IF YOU HAVE ANY ISSUES, QUESTIONS, OR PROBLEMS with me / us / the Buick GSCA, or HRpartsNstuff, I URGE you to PLEASE READ the next section/article. ITS KINDA LONG, **but worth the time to read** – especially if you want to know what is going on. And I know some of you don't like to read that much + some aren't as interested in all the details and inner workings here, but enough members were – which caused us to address it. It's about as raw and honest as you will see from any person or organization. We are sharing just about every detail that should openly and truthfully answer everything... **PLUS** put any false rumors and assumptions to bed as well. Oddly enough, some members still think that Richard is running the club or part of it still, which has NOT been the case for the past 6 years.

By popular request... There is an extra sheet inside your plastic sleeve with the year that **YOUR MEMBERSHIP IS PAID UP THROUGH** (near your name/address mailing info).

Thankfully, we finally figured out a way to get this accomplished! Going forward, we plan to have this (and other info) available 24/7 on the club website. We are looking into a MUCH BETTER member interface, where you will be able to access info related to your account.

As extensive as that next section is, we forgot to mention that the Buick GSCA is currently structured as a regular business, the same way that Richard had it for 40 years. Many clubs and other organizations have a "non-profit" tax structure, but that has all kinds of hoops to jump through and regulations etc that make operating a small one impractical. And don't let that title fool you. **Looking deeper,** you will find MANY so-called non profit's take advantage of people. Instead of using available funds to improve things and give more back, they end up paying their top people EXTREMELY well and pile up \$\$\$\$ in accounts. Some small car clubs have over half a million sitting in accounts – which is sad since I know what all they could do for their members with it. That tax status "title" is MASSIVELY deceptive!

Bottom line: The Buick GSCA is a club full of GREAT people that I am PROUD to call my friends – and blessed that we get to play a part in. As the next section tries to better explain, the Buick GSCA exists solely BY the members, and exists FOR the members. It is OUR club, and OUR community. The club truly has its own identity + purpose, and isn't about any 1 person (including me).

Our goal is to continue to make the GSCA and the Buick community as good as they can be!

FULL Disclosure: Truth + Perspective

What's REALLY Going On With the Buick GS Club of America — and Where It's Headed

By Paul Ferry, President — Buick GS Club of America (Buick GSCA)

After getting some necessary and appreciated feedback + a better understanding what members (like you) are wondering about with things running so far behind and the hard to follow schedule causing multiple issues (sorry about that), it feels like the right time to bring everyone up to speed and be 100% transparent. My thought is, if it helps even ONE member understand us a little better, it's worth baring it all.



>> So here's your sneak peek under the hood!

A LOT of this will be **NEW and never shared before** details, so hopefully there won't be ANY questions about anything after reading this. BUT if you still need clarification on anything here or something else, I think after this article you will know I will answer ANY question that I can - honestly and openly.

OUR EMAIL AND PH # (text is best) IS ON TOP OF PG 2

We've heard a LOT of incorrect assumptions, and some misunderstandings that we would like to clarify and shed some light on.

So here we go, buckle up!

A Little About Us

Most of you know me from the GSCA. I took the wheel back in late 2019, with some BIG ideas for it. Some of you also know me through HRpartsNstuff, where we actually manufacture rear suspension parts, motor mounts, and other parts... **MANUFACTURING** parts - not just reselling someone else's stuff - since 1999. And while the parts actually fit many GM musclecars from 1964 to 1987, a little known fact is that we **ONLY** go to (and support) the BUICK events. **THAT'S** where our passion lives!

And some of you have seen the '97 Riviera with the twin-turbo Buick V6 — aka "the Riv" — that I got from John Schmidt a few years back (more on that in a little bit). And While we try to keep all three going at once, the Riv is usually the one that has to sit out, putting the Buick GSCA club first.

Funny enough, I started HR back in 1999 to fund my racing and Buick passions. Then I sold my Grand National in late 2000 after breaking my neck (an **AWESOME** story I still need to get on video someday). After that, we didn't own a Buick or go racing for 18 years — **the very thing the parts business was supposed to allow all those years.**

About the Riv

The Riv felt like a natural tie-in with the GSCA — sort of a "mascot" for the club, something people are happy to see run. For the record, we did NOT buy it with club funds like some would presume. Knowing it was a "God thing" for us (a long and interesting story), we took a huge chunk of my wife Debbie's 401K to get it. **None** of this would be possible without my wife, my grandson Debon, my older brother Mike, + a whole lot of help from friends, family, + church members.

With HR + the club running behind, it's hard to justify putting in even 1 hour on the car — so it mostly sits, with **no passes since 2024**. It's an older 2003 build, and Big Stuff ECM has issues + needs a lot of updating, and isn't cheap to operate.



The "Riv" with (from left to right) friend Dave England, brother Mike, myself, and friend Bobb Makely from Finishline



Grandson Debon on left with my wife Debbie

The Story BEHIND the numbers

Here's where a lot of the confusion starts with the club. Some folks see new member member numbers up in the 7000's and figure there should be PLENTY of income to take care of everything - and then some. I wish that were true, because we could do a TON more for everyone and hire the help we need! The reality is that most are empty numbers from past members that we've held open in case they come back.

When I took the GSCA over, to my (and others) understanding there were about 3,000 members. I did the math and figured it would all work: hire a little part-time help, get the websites going for the club and HR, maybe get paid a little for all the time and effort it would take, and get to pour 25 years of pent-up ideas into making this one of the best clubs out there.

Then the final active mailing list came in, and the truth landed hard: **we had fewer than 1,000 members.** That blew my plans into a million pieces. There was simply no budget for the help I'd counted on. But I'd made a commitment to keep this club going, and I don't go back on my word. So I did what I do best — I pushed forward, knowing it would just be harder and take longer to reach the goals I hoped we could get to.

The 1-2-3 Punch

We grew it a little those first couple of years, mainly because a lot of members that dropped out over the years decided to give it another try. Then COVID hit, along with insane inflation from wage increases everywhere (except for me) along with supply-chain shortages all over. One casualty was that it nearly DOUBLED our printing costs almost overnight. Postage jumped way up right behind it — a 1-2-3 punch to the budget.

We had to pass along a modest 15% increase in club dues, that didn't even cover the higher costs; we just ate the difference. We also opened up "tips" (aka donations) on the website so members who are better off could help keep costs down for those having a harder time making ends meet — members helping members. **NONE** of those donations go into our pockets. On top of the cost increases, we also added more color to the GSXTRA's and DOUBLED the size of our "Nats" issue — to give more to the members.

The event banners we make + sell profit the club a few bucks, but that mostly gets tied up in inventory. And The club T-shirts land somewhere between break-even and a small loss, because of who we used for

the first 2 printings, and with keeping the price as low as we can — but it's worth it to get the club some exposure. SEE REAR COVER for info and pictures of the CLUB T-shirts, and stay tuned for some new designs coming soon to show off your Buick passion!

And with the Nat's trip, after fuel expenses, hotel rooms + food for everyone who puts their life on hold to help us at the big events, in reality, we probably LOSE money going. There just isn't enough profit at our current size (with HR or the GSCA) to cover all the expenses and help needed, even splitting costs between them. But that isn't a reason to stop doing it.

"Our mission stays simple: give members more, keep dues as low as possible, and put the members first."

Paid Employee VS Volunteer

Here's the part I don't usually say out loud: At this point, **my wife and I run this club as VOLUNTEERS.** Neither of us takes a paycheck or a single dollar in wages out of it. I took the club on with the idea I could get paid a little for adding it to my already busy schedule. And for a short span when things were doing better, I was able to take a minimum pay that probably didn't add up to \$2/hr for all the time + effort put in. And after stopping my little paycheck several times, **Debbie took on the office / membership stuff for the club** (with no pay) - on top of her regular job + doing all the office stuff for HR, after our part time helper for the club stopped coming in with no notice.

What started as a possible part time income for me, turned into a full time job for me and a busy part time job for my wife, **with no pay for either of us.** And some people think we are getting rich and possibly taking advantage of our members. But people don't know the truth, that's why we wanted to share all this. The only "perk" we got from the club was when it helped a little with the Riv expenses, giving us a tax advantage.

We have been pouring our time and life and resources into the GSCA, when people assume we are taking FROM it. We live in a 1960s house with the original kitchen (and not because it looks cool), and our vehicles are 2012 and '13 vintage. The Riv is our only Buick, and it sits in the shop here. We even had to resurrect a crusty old cargo trailer that hadn't been on the road since 2022 just to haul our gear this year. Renting a big vehicle like we had to last year didn't seem like the best option this year.

On top of all that stuff, I broke my neck back in 2000 (another wild story I plan to put on the website), and later hurt my back, so I push through WAY more pain than I'd like. **We're not getting any younger, and we do what we can with the health and energy we've got** — working as many hours as I can. We don't really know what a week-long+ vacation is, and we don't get to enjoy much outside of Buick events and church.

I don't share any of this for pity, and I'm not singing the blues about our life. I just want members to have an honest glimpse into our life, so that maybe you can appreciate the time and effort that goes into this club - and not assume things that are NOT true. And with not answering the phones or emails, or a GSXTRA mailing running late, does **NOT** mean we don't care. **It's the exact opposite** — it bothers me a LOT MORE than people think. Meanwhile, the Riv and our personal projects and dreams just sit here on stand-by. But if that lets us take care of a bunch of stray cats, help out others, build up the Buick community, solve problems with parts for our Buick's, and share the spiritual experiences I've had and heard of, then going without the so-called "finer things of life" doesn't bother us much.

A Word on Perspective

A while back I read a book called **Offense: The Bait of Satan**, and I can't recommend it enough — I plan to read it again, it's THAT good! Even if you don't believe in God or a devil, I'd bet that for most readers it will help them experience life in a more rewarding way. **Offense is everywhere these days.** It doesn't care about your age, your finances, or your religion, and it's become the go-to reaction to just about everything. And I for one am guilty of it more than I'd like to admit.

My guess is that we've all been conditioned to buy whatever we want the moment we click it, or to get an instant reply the second we speak into our phones. So when a person or organization can't move at that speed, it feels wrong and frustrating — and only gets worse as the days and weeks tick by. But here's the truth: most of the time we don't know what the other person's **MOTIVE** is. We assume they meant to hurt or deceive us, when really they were probably trying to help, or just dealing with their own battles. That's all I ask of anyone frustrated with us — **look at the motive behind the actions.** For us, the motive has always been the same: **to do for others, and serve the GSCA and the Buick community as best we can.**

What's Ahead for the Buick GSCA

Without the Riv at the Nat's again, we put our heads together and did some serious brainstorming about how to make some improvements. Like Proverbs 15:22 says, "plans fail for lack of counsel, but with many advisers they succeed." Here's a few highlights of some things that are already in motion:

- Members Only section on BuickGSCA.org — with a TON of pictures, a member registry, tech tips, event galleries, past GSXTRA issues available online, and much more, constantly improving and updating it, and making it easy to navigate.
- Digital Updates moving to the website — replacing the old email service that cost too much and only reached about two-thirds of subscribers.
- Mass texting — quick heads-ups for newsletter mailings, event changes, and news you'd want right away (including at events).
- Quicker, easier renewals — online, by mail, and especially right at the events = multi-station kiosk or an event registration hub?, plus auto-renewals (by request) for the members who want to renew, but don't keep track of the date or their status.
- Better access to your own account — so you can see exactly what year you're paid up to, with no guessing (**SEE NOTE ON FRONT COVER!**).
- Better outreach — I'd bet less than half the people who race, show, or spectate at events even know the club exists, and even less when looking at all the people in social media groups.

Why the Club Size Matters

If there is one thing that will help the club become the best car club out there, it's about the numbers. Here is the honest truth about our size + the possibility of growth: **it takes about the SAME time and effort to produce a newsletter for 100 members as it does for 100,000.** So as membership grows, the money available to do MORE for everyone grows right along with

Getting Debon into Buicks at an early age!



it. And the cost to print (and mail) each issue actually goes DOWN as the print quantity goes up. Bringing more Buick enthusiasts into the club is a HUGE win for everyone in it! That is of course assuming the person running it wasn't just going to keep it, or their "non-profit" organization isn't over-paying the ones at the top + building up hundreds of thousands or millions in their bank accounts. **That's why MOTIVES are what matters. Ours is to give as much as we can back to the members and the Buick community.**

- Around 1,000 members, we might just break even.
- At 2,000+, we could add part-time help, be available and reply to calls, texts, emails, and social media posts, and add more to the website faster.
- At 5,000+, we could have dedicated people taking care of things, do in-depth product testing and evaluations, create more detailed tech articles, and just about anything all of us can come up with when we put our heads together - like maybe a dyno and repair area (with tools and a lift) at events, tech sessions, restoration clinics, maybe go back to six or more newsletters a year, maybe add a lot more pages, create an active online classifieds section, and some really cool giveaways (even a nice GN or GS each year!) with members getting free entries.

There's a LONG list of things we can do for the Buick GSCA. **Every renewal moves us 1 step closer!**

The Members ARE the club!

When a member shares a story, a tech tip, or a photo / story of their car — EVERYONE benefits. A club isn't just something that hands things to its members; by design, **the members ARE the club, and the whole reason it exists.** Getting involved is the easiest and most valuable thing you can do, and it's as simple as sending us something Buick-related: an intro of you and your ride, a cool story, a tip that might help someone else, or a few photos.

For about a DOLLAR a week — less than 15 cents a day — you are part of group that has the same Buick Passion! We are using our strength in numbers to help events do more for our group, and the Buick specialty manufacturers to make more parts for our group. We are all connected with each other, and with vendors, manufacturers, sponsors, advertisers, Buick engineers, product developers, racers, and restoration experts.

Not to mention, just the pure entertainment value alone is worth a \$1 a week. And a single tech tip can save you hundreds or thousands of dollars, or keep

you from blowing up a motor (or worse). **That's what a club is really for: members helping members, learning how to make our rides safer, better, faster, and better looking** — and making the whole Buick community better every year + keeping your investment going up in value! More interest, organizations, and activity for our Buicks translates into their value staying up!



I Was a Member First... and still am!

For 24 years before I took the wheel of the GSCA (1996–2019), I was just a member like all of you. And while I didn't always agree with the person running the club back then (Richard) — which happens in ANY organization, the club was something MORE than just the person running it. I was in it for the OTHER members, and I often spoke up for them, all as we shared the passion for the Buick name. **HRpartsNstuff** was also a major sponsor for decades (and still is), because we know that it benefits the Buick community. We paid our membership dues for the same reason.

Honestly, the main reason I took the GSCA over in 2019 was so it didn't dissolve or shut down — which could have easily happened. Those who've been around a while KNOW how important this club is to the Buick world. There was never a plan for me to make a lot of money from it, even if it had 20,000 members. And if it takes laying on the floor with an ice pack and a laptop to get stuff done, then that's what'll happen. Most "normal" people wouldn't have taken this on in the first place, and most "sane" ones would have given up by now. At this point in life, I've learned that I'm not exactly normal or sane, and I kind of like it that way!

It's OUR Club - NOT "my" club

No matter what I get right - or - totally screw up, it's my hope you see that **the Buick GSCA is SO MUCH MORE than just me, the person trying to keep it all going.** It's a group of like-minded people who, despite our own shortcomings, keep the Buick passion alive, and want to "Go Fast With Class" for as long as possible! Like I mentioned before, it's NOT about any single member — myself included!!! It's something we ALL play a part in, and build + learn + improve TOGETHER.

And for those that have been in the club for a while now, it truly feels more like a Buick FAMILY than it does a group or a club. **47 years is a LEGACY.**

And to EVERYONE who has shown grace and / or patience, sent kind words, donated, shared info and photos, offered constructive criticism + feedback, and various other ways, especially lifting us up in prayer — ***From the bottom of our hearts, THANK YOU!!!!***

I had 25 years of ideas piled up before I took the wheel, and we're trying to put them into place as fast as the budget allows. One day, I hope you'll be able to look back and see the part that **YOU** played in building this great club +keeping it going! And hopefully it

keeps going for many more generations of the Buick community + legacy to enjoy!

This is OUR club + OUR community + OUR Buick family, and I'll keep trying harder every week, month, and year to keep it alive and going!

— Paul Ferry
Buick GSCA
+ HRpartsNstuff



All New T-R Powermaster Brake System Replacement - Richard Lasseter 229-244-4079

After many years, these complete 1986-87 T-R brake systems are finally available once again.

We were instrumental in developing these complete systems 10 years ago as the final solution to that ever-troublesome, potentially dangerous and antiquated factory Powermaster brake system for the turbo Regals. This complete unitized kit contains everything that you need for a simple and complete installation which will provide you with a totally reliable braking system. These systems even include the special aluminum distribution block and its intricate, now unobtainable gasket for a perfect seal onto the factory plenum. So there's never any cutting or scavenging for salvage yard hoses or parts to complete the installation. Everything you will need is pictured here including the simple yet full instructions.

In the past, there have been generic "brake kits" that were not designed specifically for our 1986-87 turbo Regals. In such a case, when you may have to brake hard, as in a panic stop, the front and rear brakes will not lock up evenly and the car will try to go sideways. When this happens, you're likely to see smoke from the front tires as the front disc brakes clamp down much harder than the rear drums. That will not happen with this system that was designed specifically for our T-R's.

If you're interested, or if you have any questions, please call me at the above number and we will set one of these aside for you since the supply is currently limited until mid-July.

The price is currently \$695 until early August.

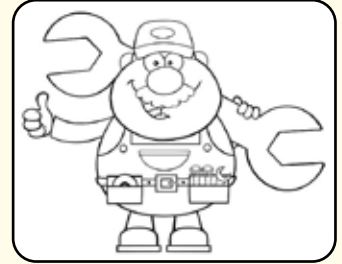
***** Please call the above number to reserve one.**



TECH TIP THERAPY

Gambles Tech Talk: Got Clearance???

- by Gambles Engine & High Performance



I wanted to take the opportunity to talk about something that we have run into here in the shop, and how to avoid it before it becomes an issue. Many times, we are asked about crankshaft endplay and torque converter pull up distance. I would say over the last 4 years, we have uncovered almost a dozen Buick engines with damaged crankshafts, excessive thrust bearing wear and endplay.

In an attempt to keep this simple, you should be able to check your crankshaft endplay with the engine on the engine stand using a magnetic base dial indicator.

Normal back and forth movement or "thrust" is .005-.010" of an inch. That amount of endplay that you have with the engine on the engine stand needs to remain the same for the life of the engine after it's in the car etc.

For example... you have your engine all done, and it's bolted into your Buick. The transmission is bolted up, and you are ready to bolt the torque converter to the flexplate.

Push the converter all the way rearward, towards the transmission and into the pump. Now, measure from the feet (where the converter bolts to the flexplate) of the converter to the flexplate. I always suggest $\frac{1}{8}$ of an inch. This gives you $\frac{1}{8}$ of an inch of torque converter movement.

If the clearance is excessively more than that, you can shim it with precision washers or if you have less than $\frac{1}{8}$ " clearance you may have to machine some thickness off of the feet of the torque converter. Whatever you do, DO NOT just bolt the torque converter up tight without allowing for any or adequate

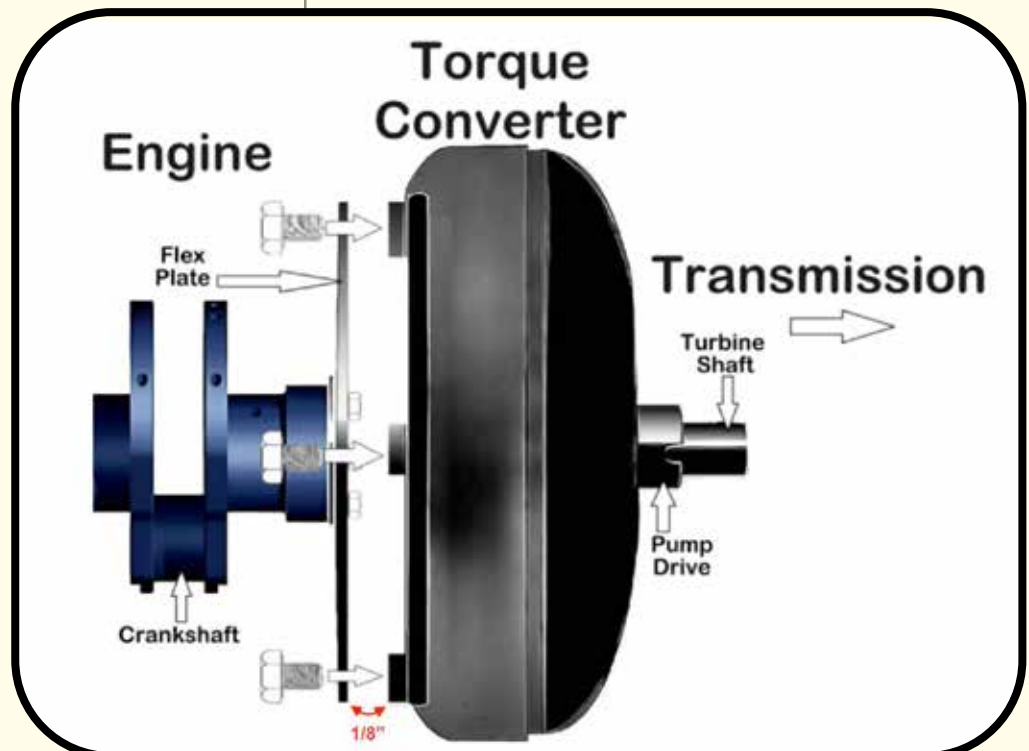
movement. Remember there is nothing inside of your Buick engine that can push the crankshaft forward, until it gets bolted in front of the transmission. Here are a couple of pictures that will help you make sense of the situation.



Editor's Note: The torque converter, even when it is properly braced with added "anti-ballooning" plates etc, will still change shape and size as it experiences various loads, line pressures, RPM, and heat, as it transmits the power to the transmission. If you have a trans-brake, converter shape and size can change DRASTICALLY during staging. Overlooking one simple thing like this can destroy a brand new engine pretty quickly.

As mentioned above, it's easy to check and easy to fix.

HUGE THANKS to Gambles Engine and High Performance for this tech tip!!!



Gilmore Museum Trip + Riv parts

~ by Paul Ferry

OK, Yes, those 2 subjects in the title seem to have NOTHING to do with each other... but rest assured, they DO go together! Having never been to this museum in Michigan, first let me say that I was quite impressed! And while the Buick's didn't get a lot of exposure as you might expect, they did make their presence known. Even though I am a firmly planted Buick nut, I am also a nut for just about anything automotive or mechanical. This came from growing up with a family full of auto enthusiasts.

Living a couple blocks away was our uncle, a gunsmith who had a 60's Jag and an Airstream trailer (all in near perfect condition). Next door to him was our grandfather, who raced a car he and family members built at a local welding shop back in the 30's-40's. He also had a '35 Miller Ford Indy car converted to a daily driver — super neat story on that I have to put online — plus gramps had a '68 Ford LTD with a 390 sporting a police package. And our dad had a '59 Vette he had to sell when Mike was born — anyone relate to that? Our dad hung onto the '35 Miller Ford, but it never got put back together after blowing out the transmission gears in the early 60's. Turns out adding hemi style heads with a better intake/carb made more power than the rest of the driveline could handle. We tinkered with engines and had access to machines and welding equipment growing up. I still remember finally getting to tear apart a 318 Van motor just to see how it worked — after weeks of asking! We also had a pretty fast home-built go-kart that was one of my favorite things to push the limits on.

I can also remember trips to the local fairgrounds to watch vintage Quarter Midgets race, always wanting to stay for the injected V8's — nothing like watching a car pull the front wheels out of a corner and carry them all the way down the straight! Growing up in Ohio near the BIG 3, automotive influence was everywhere — and still is in some places... just not quite as cool as the good old days.

And since you all know I'm too busy to just take time off and have fun, here's the backstory on how these two title subjects connect. At the '25 GS Nationals, David Roland stopped by our tents and mentioned he had some Stage II V6 heads and related parts that might help us

with the Riv — since we were still down from blowing 3 holes about 1" in diameter in the exhaust port walls + blowing head gaskets (see picture on left, hole into the coolant passage that was filled with hardblock - that made fixing them 100x harder of course). After sharing his faith in Jesus with me, it was clear God was putting us together for a purpose. He let us have 3 sets of heads with related valves and parts for a really good deal, and even though they all needed work, there was definitely some potential there.

So in early October, my brother Mike and I went up to see Bobb & Amy Makely (AKA Finishline Motorsports) to look at those heads, plus a nice set from Gene Fleury out in Washington state, and figure out a plan going forward. Upon arriving, Bobb presented us with our original set — the ones with the holes in the ports — already welded up! I went from worrying about running heads I knew nothing about to being blown away that Bobb was able to save the old set. I almost cried... almost. We also needed to solve a head gasket sealing issue, so they stayed there for further deck and chamber work.



Looking at the other heads, one set from David was an almost identical match to ours. With valves and rockers also from David, all we needed for a solid backup set was springs — which Bobb thought he might already have — which are NO joke, since we are using triples with around 500# on the seats and 1000# over the nose! So chances are looking better we'll have it back together sometime in '26, plus something I never imagined — a set of assembled ready-to-go heads on standby. Another set went on the shelf as a future spare, and one set we'll be selling to help offset this expensive love affair (probably the best flowing set due to raised intake runners, but they don't match our manifold). The cool part of all this was right after Gene sent us his best spare set, he had a friend who really needed them ask about them. We were able to send that set back to Gene with a huge thanks for the offer, so hopefully those heads continue to bless others!

After sorting all that out, Bobb — who was busy at his regular machine shop, (which is next level to say the least), suggested we take some time and check out the Gilmore Museum nearby, so we did! When we arrived, it was clear they had purchased an old farm from the late 1800's with some super cool old buildings. Once inside, it was literally one incredible piece of automotive history right after another — looking at an Indy car one second, and a stunning 1930's Duesenberg restored to absolute perfection the next.

The grounds were beautiful (a mix of old barns and newer buildings), and the vehicles were nothing short of stunning. By 1920 there were over 100 auto manufacturers in the USA — hard to imagine going from horses and wagons to motorcars and airplanes in such a short time! One building even had a full-sized copy of the Wright brothers' plane that started all this excitement. What a time that must have been to be alive!

If you are able to stop by for a visit, and can appreciate anything automotive, I would HIGHLY recommend it. The variety on exhibit is incredible — early electric cars, air cooled vehicles, trucks, airplane engines, drag cars, muscle cars, motorcycles, Indy cars — you name it. When I see winning race cars built with WOODEN frames, or a 424 cu. in. V-12 making a whopping (for that time) 88 HP, my appreciation for the '60's-70's Buicks and turbocharged Buicks of the 80's goes off the charts. And the current level of HP and reliability of today's race engines and drivelines is something we couldn't even imagine just 10-15 years ago. To see 120+ years of progression all in one place is super cool!

They also do restorations on-site and hold car shows regularly, and I'm told some of the museum cars rotate in and out — so going more than once is worthwhile. Until you can visit and see these awesome examples of auto history and engineering for yourself, here are a few pics to enjoy now!!



**MORE THAN 400 VEHICLES DISPLAYED
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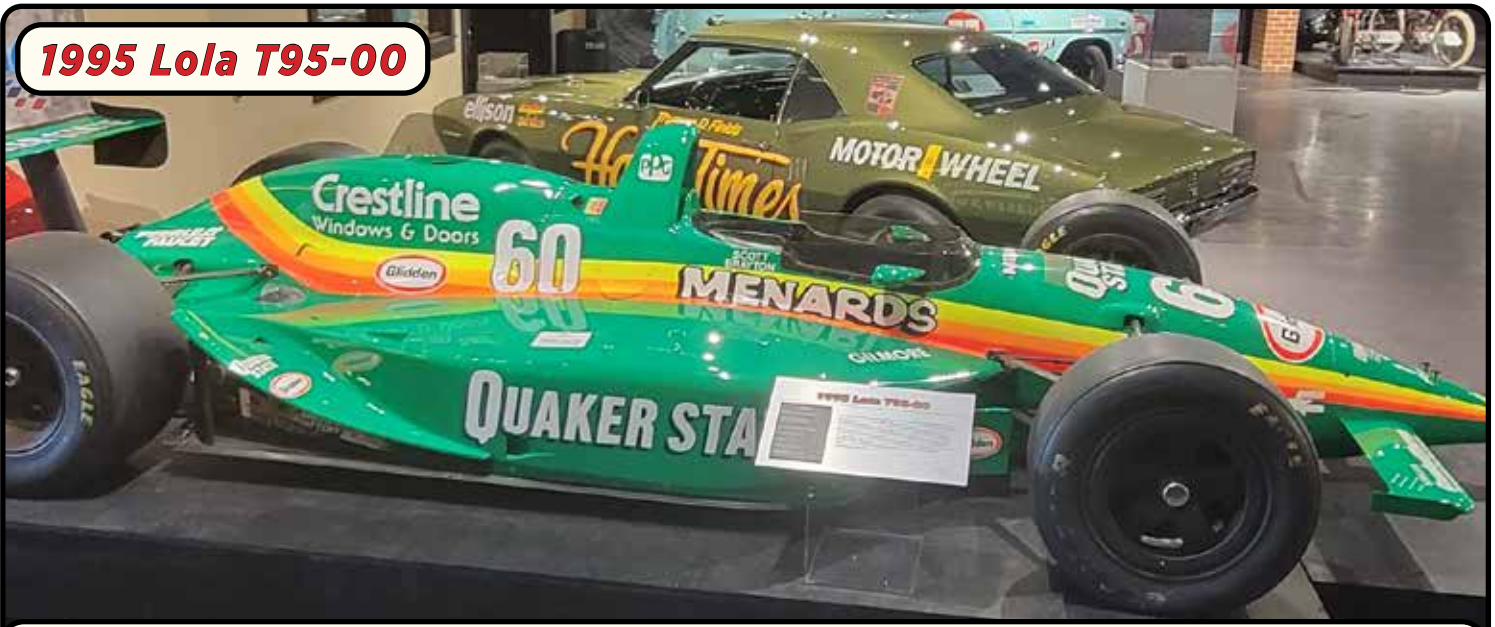


HOURS: Open Year-Round
Monday – Friday 9 a.m. – 5 p.m. EST
Saturday and Sunday 9 a.m. – 6 p.m. EST

(Some buildings and exhibits closed December – March.)
Closed Easter, Thanksgiving, Christmas and New Year's Day.

ADMISSION: Current admission prices can be found at
GilmoreCarMuseum.org or by calling 269-671-5089.

1995 Lola T95-00



Bulck's has an Incredible history from the Indianapolis 500 "brickyard"
Menard-Bulck 3.4 L Buick V6 + 6-speed - 800 HP - 1124 Lbs - 233 MPH

In 1995, the Lola T95, driven by Scott Brayton, made history at the Indy 500, by securing the pole position - with a blistering average speed of 231.604 mph! This achievement marked the peak of Brayton's career, showcasing his skill and the performance of the Menard / Buick turbocharged V6 engine. And while Brayton's race day was affected by technical issues, his pole winning lap remains a standout moment in Indy 500 history... A PROUD DAY FOR THE BUICK NAME !!!



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1926 BUICK

STANDARD 2-DOOR COACH
Buick Motor Company - Flint, MI

ENGINE	6 Cyl., 235.5 cu. in.	HORSEPOWER	105 hp
WEIGHT	3,100 lbs	WHEELBASE	115"
PRODUCTION	36,954	FACTORY PRICE	\$1,726.00



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GILMORE CAR MUSEUM
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"When Better Automobiles Are Built — Buick Will Build Them."
Company Advertising

Buick Motor Car Company was started in 1903 and became the base that started General Motors in 1908. By the 1920s, Buick had become a solid favorite among the middle class and reached new sales records nearly every year during the decade.

In 1924, Buick introduced a safety innovation that was soon adopted by the rest of the industry—the first production four-wheel brakes.

For 1926, the Buick was offered in two series with 18 models and more than 240,000 were delivered from its Flint, MI facility. This example, the Two-Door Sedan or Coach, was the second most popular model in the Standard series after the Four-Door Sedan.



TURBOBUICK.COM

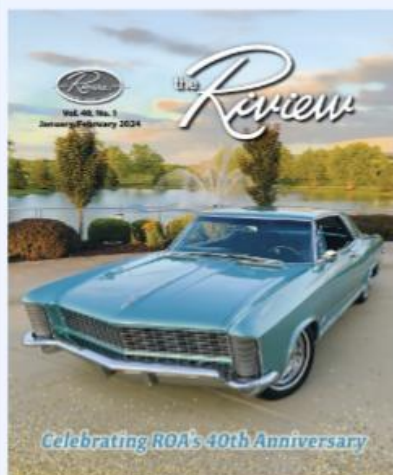




1911 Packard - 424 Cu. In. V-12 - 88 HP



1924 GMC 1-Ton Truck - 4 Cyl - 32 HP



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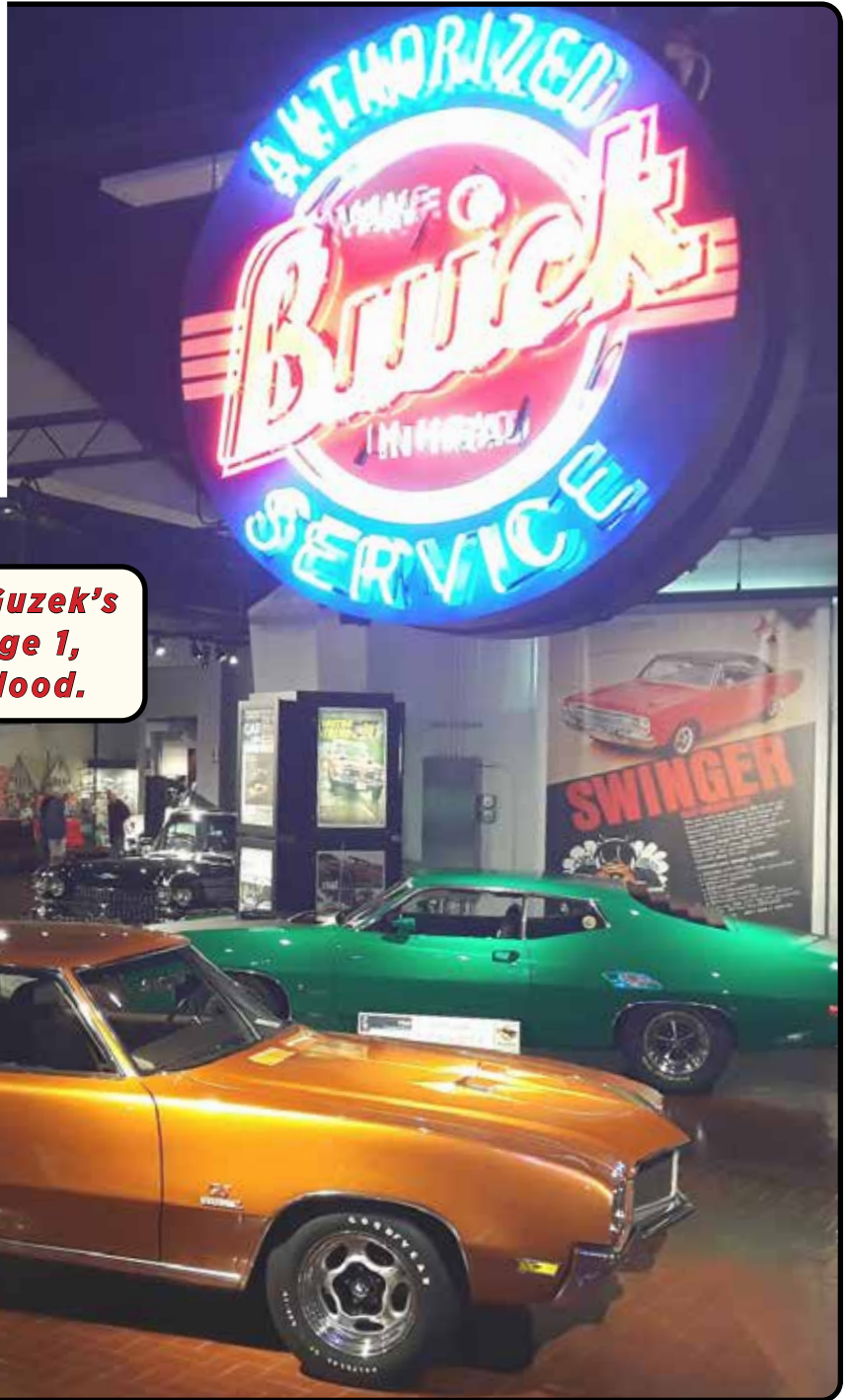
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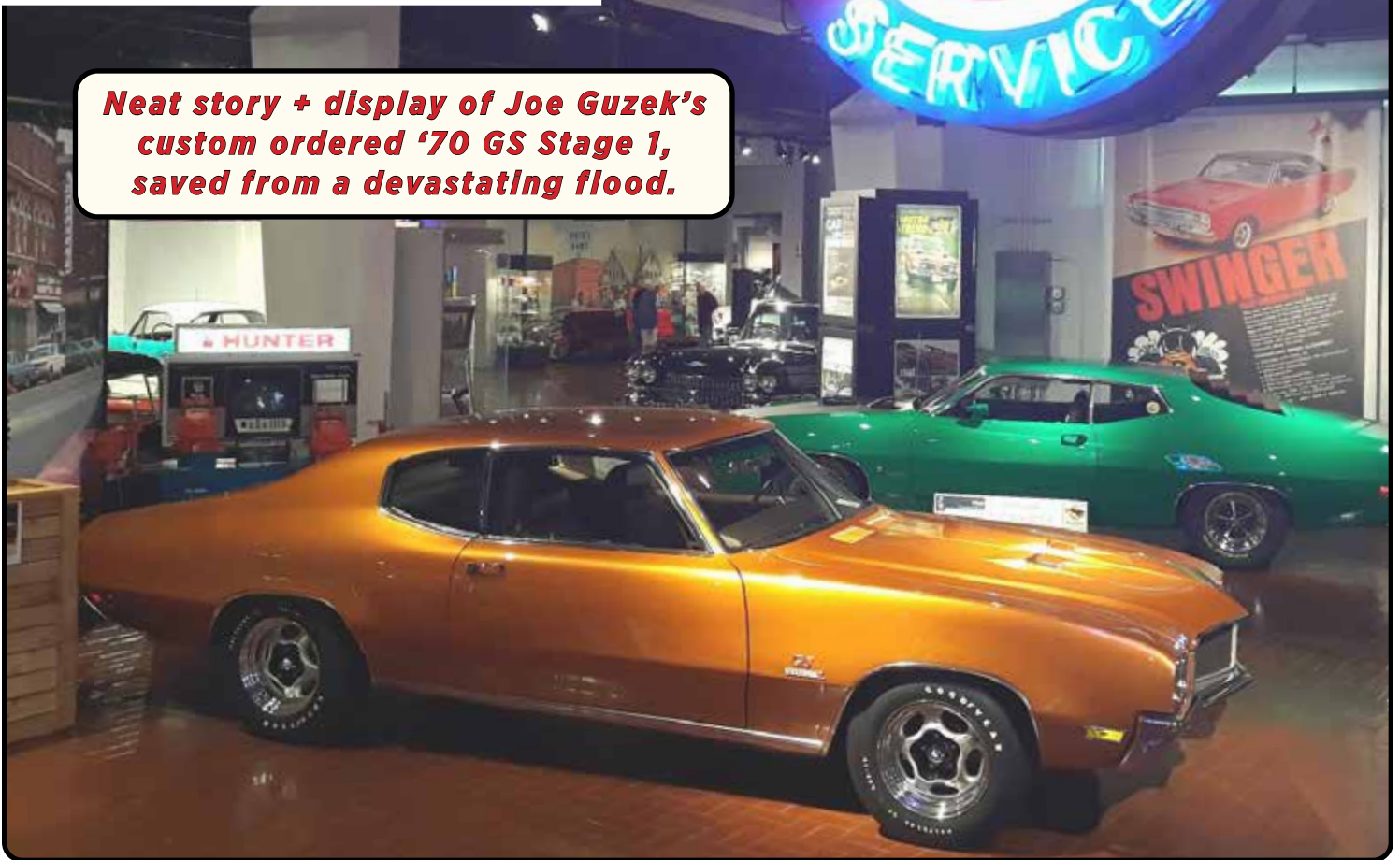
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Neat story + display of Joe Guzek's custom ordered '70 GS Stage 1, saved from a devastating flood.



1970

Buick
Gran Sport 455

Buick Division, GM Corp. - Detroit, MI

GILMORE
CAR MUSEUM

Loaned by
Mary Wolos
Brighton, MI

ONE OWNER BUICK STAGE 1

By the time of the muscle car horsepower wars of the 1960s were wrapping up Buick's technical advantage had narrowed, and the brand needed a new strategy to keep it in the game. What Buick did to leapfrog the competition was remarkable, and this example of a 1970 Buick Gran Sport 455 Stage 1 is a shining example.

Equipped with a newly developed 455 cu. in. engine, the re-badged GS 455 touted a whopping 510 lb. ft. of torque. And if that was not enough, there was the Stage 1 option that, when adapted to the 445, produced an additional 10 horses... or so they claimed. The contemporary motoring press was quick to quip that the factory rating was the "understatement of the year"

The Buick presented here was ordered in the fall of 1969 by Joe Guzek, who was well connected within GM and understood how the Special Order program worked. Along with the special ordered Cadillac only "Cinnamon Firemist" paint job, this GS Stage 1 is truly one of one!

Light your fire

1970 Buick

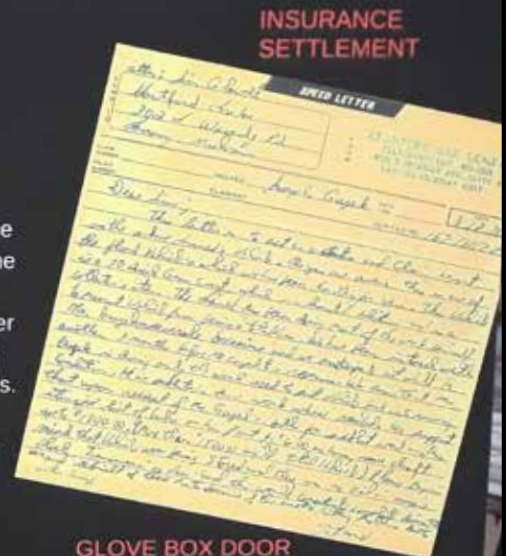
ENGINE.....	Stage 1 V-8
DISPLACEMENT.....	455 cu. in.
HORSEPOWER.....	360 hp
PRODUCTION.....	2,465
FACTORY PRICE.....	\$4,579.57

Prized Buick GS Damaged In 1975 Lansing, MI Flood

On April 18th, 1975 disaster struck Lansing, MI. Over 13 inches of snowfall was followed by epic rains flooding the entire city. Unfortunately, Joe's Buick GS was a victim of the flooding. With flood waters filling the car up to the middle of the glovebox, the repairs were estimated to cost approximately \$1,800. Joe negotiated an insurance settlement that allowed him to personally repair the car at a hourly rate of \$6.00/hr over a projected duration of 3 months. In reality, Joe spent the better part of the next 40 years collecting NOS parts and chasing down rare, impossible to find replacements. Following a serious stroke suffered by Joe, the restoration of the GS Stage One was completed in 2019 through a coordinated effort between a dedicated group of friends and Carshine Restorations of Jackson, MI. - 44 years later!



MEDIA COVERAGE OF THE FLOOD



B-20

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MAKE		BUICK		FINAL ASSEMBLY POINT	
VEHICLE IDENTIFICATION		MODEL		GS	
446370H		GS 455 2 DR. SPORT COUPE			
MANUFACTURER'S SUGGESTED RETAIL PRICE: (Includes Federal Excise Tax on this Model and Suggested Dealer New Vehicle Preparation Charge)					3,283.00
Manufacturer's Suggested Retail Delivered Price, Including Federal Excise Tax, on Options and Accessories Installed on this Vehicle by the Manufacturer					
75 A1	STAGE 1 OPTION - HIGH PERFORMANCE 455 CU. IN. MODIFIED V8 ENGINE, 360 H.P., SPEC. ORNAMENTATION, POSITIVE TRACTION PERF. AXLE, HEAVY DUTY RADIATOR				199.05
M20 B3	4 SPEED MANUAL TRANSMISSION - FLOOR SHIFT				184.80
JL2 C1	POWER DISC BRAKES				64.25
N40 C6	POWER STEERING				105.32
U63 C1	SONOMATIC RADIO				69.51
U80 D6	REAR SPEAKER				16.64
N65 E9	SPACE SAVER SPARE TIRE				15.80
G90 G9	S.C.O. AXLE WITH POSITRACTION				52.66
F41 H6	RALLYE RIDE CONTROL PACKAGE - HEAVY DUTY WHEELS, REAR STABILIZER BAR, FRONT & REAR FIRM RIDE TUNE SHOCKS, REAR FIRM RIDE SPRINGS & REAR LOWER CONTROL ARM ASM.				15.80
A01 L1	SOFT RAY TINTED GLASS				38.97
C50 M7	REAR WINDOW DEFROSTER				26.33
Y54 P1	CARPET SAVERS & HANDY MATS				14.54
A31 R1	POWER WINDOWS				105.32
W22 U3	CONVENIENCE GROUP - TRUNK LIGHT, & MIRROR MAP LIGHT				6.32
WB7 U9	INSTRUMENT GAUGES & RALLYE CLOCK				47.39
BX4 W2	CUSTOM UPPER PEAK MOLDINGS				14.74
N31 X2	RALLYE STEERING WHEEL				31.60
W17 **	CUSTOM TRIM - VINYL - INCL. BUCKET SEATS, REAR COMPARTMENT COURTESY LAMPS, DELUXE ARM RESTS, CUSTOM FOUNDATION COMPARTMENT SHELF & REAR CUSTOM SEAT BACK & INTERIOR DOOR PANEL EMBLEM				133.76
S.C.O.	- SCOW 0719				153.77

Window Sticker for
'70 GS from previous pages

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		4,579.57

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1963 BUICK

RIVIERA SPORT COUPE

Buick Division, General Motors Company - Flint, MI

ENGINE	"Wildcat 445" V-8	HORSEPOWER	325 hp
WEIGHT	4,140 lbs	WHEELBASE	117"
PRODUCTION	40,486	FACTORY PRICE	\$4,333.00

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Carbon fiber is cool, but 1960's chrome + black + wood + color is WAY cooler!





1961 Cadillac w/wrap-around rear window



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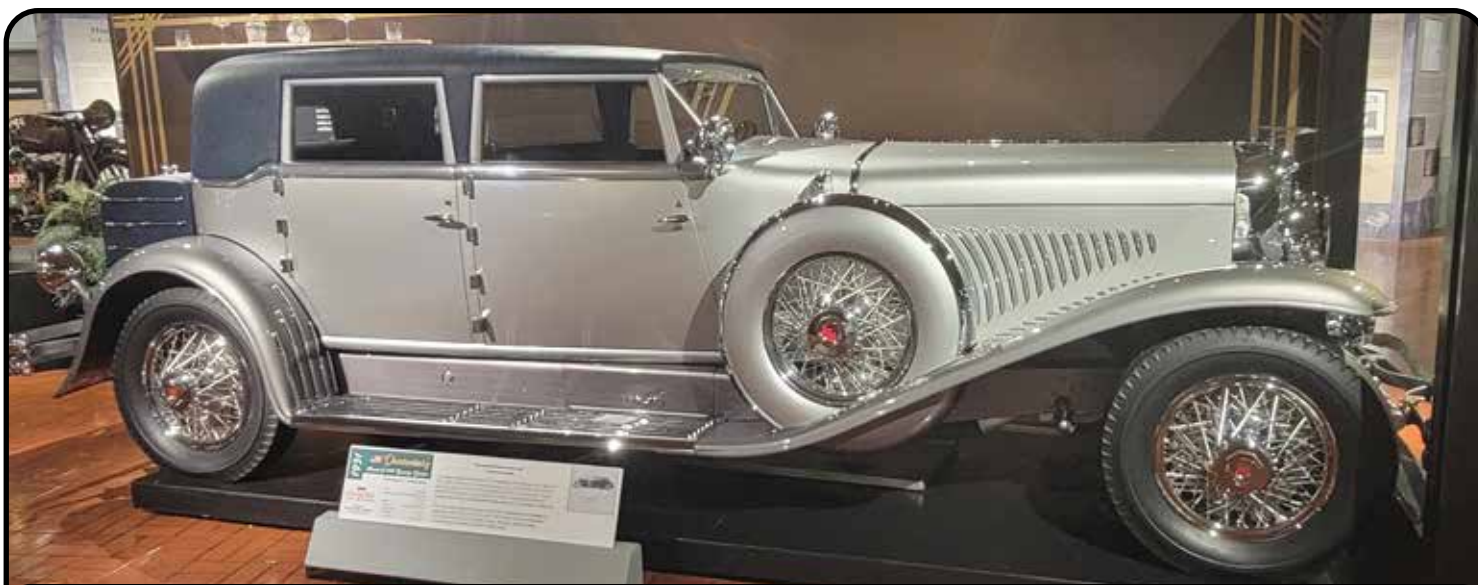
610-948-4445



1947 Defrene 14' Camping Traller towed by '40's wagon with a wooden canoe tied to the top... SUPER COOL, wouldn't all fit in pic!



Driver's ED training / class



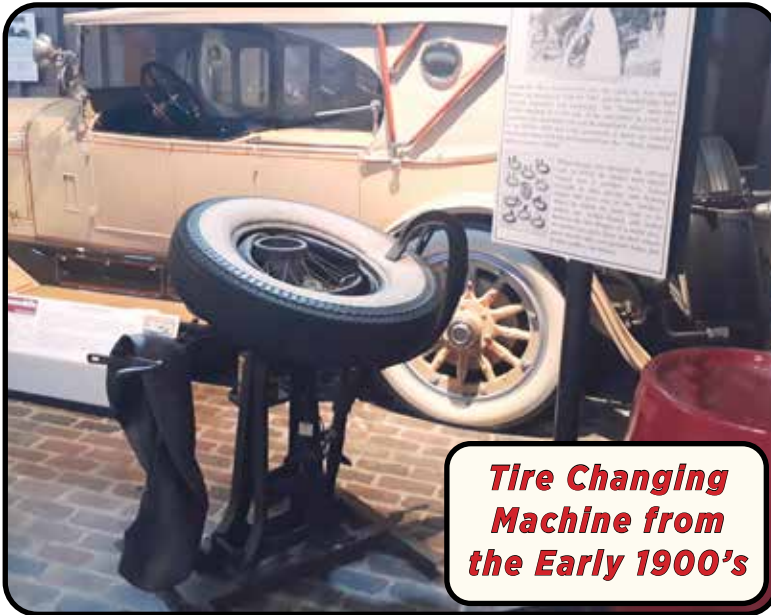
1931 Duesenberg J-495, 420 Cu.In. Inllne 8, dual overhead cams, 265 HP, and had a radio, altimeter, speedometer, chronometer, and pull-out desk in the BACK seat!



Early Kwik-Way Machine



"Horseless" carriages from early 1900's



Tire Changing Machine from the Early 1900's



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 269-671-5089 GilmoreCarMuseum.org

I sincerely hope that you enjoyed this brief sampling of what the Gilmore Car Museum has to offer + get to experience it first-hand one day!

FLAT TIRES



In the early days of motoring it was a very rare not to have at least one flat tire during an outing. The woman above is changing a tire on a Chalmers fitted with removable rims.

Except for slow, low-powered cars, the solid tire was almost extinct for private-car work by 1902 and the beaded-edge high pressure pneumatic was customary. The "Stepney" spare-rim (which clamped on to the side of the road-wheel in event of a puncture), the detachable rim and the detachable wheel were not in use before 1905 and every punctured or burst tire entailed much hard labor in being dismounted from the wheel, repaired, replaced and re-inflated.



Wheel-design also changed: the carriage type, in which the spokes were merely tanged into a wooden nave, lacked strength to take driving and braking torque and gave way to the "Artillery" wheel in which the inner ends of the spokes are wedge-shaped and bolted between the two flanges of a metal nave. As motor-cars grew faster so their wheels grew smaller and consequently better able to take sudden side thrusts.

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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 14th - 15th, BOPC Event - Beaver Springs Raceway - Beaver Springs PA
BeaverSprings.com John Csordas Jr - 914.469.8617

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

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 ACAA 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!!!***

Cruising Restrictions Coming???

- by Paul Ferry

At this point in our country's history, it's probably no surprise when state and government bureaucrats try to pass laws that infringe on the lives of people doing something that they simply don't have any interest in. ***This isn't a Democrat vs. Republican issue*** — it's about people who don't appreciate our automotive lifestyle. Politicians respond to whoever speaks loudest. If enough people complain and nobody pushes back, they'll assume a new law is justified. That's how we lose our freedoms — not because it's the right thing to do or coming to a logical conclusion, but simply because we didn't fight back or speak up.

I read about a proposed law in Minnesota targeting car culture (details below) prompted this. You may think, "I don't live there, so why care?" — but if they're going after our hobby there, then other states are probably not too far behind.

When they try to pass these laws, it seems that they rarely consider the enormous economic impact that car enthusiasts have on a city — hotels, restaurants, gas stations, and local businesses that depend heavily on car-related events. Bowling Green, KY is a perfect example of a community shaped by Beech Bend Raceway.

Then there's the bigger picture: our automotive culture is woven into the very fabric of this country — from small-town diners to song lyrics. When that culture is threatened, it's up to us to defend it. The opposition's strategy is straightforward — they act, banking on the fact that most people won't bother to respond.

Don't fall into the trap of thinking, "I'll just avoid that city or state." Laws like this start in one place, then spread faster and faster until they reach the federal level — often justifying federal action by pointing to the cities and states where they've already passed laws. Federal laws get passed when issues become popular in many states.

PLEASE KEEP IN MIND... Our silence has consequences. Pay attention, raise awareness, and speak up!!! Because staying quiet is EXACTLY what they're counting on!

Minnesota House File 3865

HF 3865 is a legislative bill that proposed redefining and severely restricting how and when classic and collector vehicles can be driven on public roads. The bill aimed to limit collector vehicle operation strictly to weekends, daylight hours, and specific organized events.

Core Provisions of HF 3865

Strict Time Limits: It would have allowed driving collector-plated vehicles on public roads only on Saturdays and Sundays between sunrise and sunset.

Authorized Event Use: Operation would have been explicitly restricted to travel for car shows, exhibitions, parades, collector club activities, and similar special events.

Prohibitions: Informal meetups, evening outings, and spontaneous weekday drives would effectively be outlawed for vehicles carrying collector class plates.

Registration Adjustments: It also introduced updates to the affidavit registration process, requiring owners to provide information about the seller and confirm the vehicle's collector status.



Cruising Restrictions continued...

Background and Context

Under existing Minnesota law, vehicles registered in the collector class (e.g., pioneer, classic car, street rod, military vehicles) are exempt from standard registration fees and requirements under the condition that they are used strictly as "collector's items" rather than for general, everyday transportation. However, the exact parameters of acceptable use were **NOT** explicitly defined, leading to inconsistent enforcement.

Lawmakers introduced HF 3865 to address plate abuse and clarify what constitutes valid operation.

Status and Impact

The proposed restrictions sparked immense backlash from the classic car community, automotive journalists, and hobbyists. The legislation faced intense pushback from those who argued it would negatively affect the broader automotive culture, restrict personal freedom, and criminalize everyday enthusiast activities like impromptu drives or post-repair test runs.

Following the nationwide uproar and outcry from local Minnesota car collectors, the bill's momentum stalled significantly in the legislature. **Search HF 3865 or:**

For UPDATES ON HF 3865: <https://www.revisor.mn.gov/bills/94/2026/0/HF/3865/>

Event Coverage Needed

Looking at the different events going on around the USA, I found this event online. It is connected to the "Back to the Bricks" and the BCA. This event focuses on **BUICK INDY PACE CARS** over the years, and will have a seminar and other things going on. FYI, The Woodward Dream Cruise is also going on that day as well.

Unfortunately, I can't attend the "Buicks On The Bricks" event, due to already having plans to attend the BOPC event in Beaver PA.

If anyone is planning to attend the event in MI, and can take some pictures and gather some info so that I can create an informative article, it would be AWESOME + appreciated!!

A video of the tech session would be awesome too. We can post that in the members only section on our website. I can imagine all the details and behind the scenes info they might share that never made it into previous articles floating around the internet. - *If it's Buick related, we want to know about it so that we can share it with others!* - Paul Ferry

<https://backtothebricks.org/buicksonthebricks/>



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FYI, between the restrictions, cost, inconsistent delivery, email hassles, and other factors, we are **SWITCHING** how we create + distribute the **DIGITAL UPDATES** (sent **BETWEEN** GSXTRA mailings).

Normally, they would be sent out via Email, from a service called Mail Chimp. With more and more people using their cellphone and internet (VS email) to view content, our Digital Updates can be improved quite a bit by migrating them to our club website: **BuickGSCA.org**

This **NEW** method will always be available on our website, and not have to rely on Email or hope that they don't fall into spam folders or get missed etc. As we continue to grow and update our website, the actual navigation to get to these may change slightly. But for now, depending on whether you are using a cell phone or computer, here is how you can get to them: **First GO TO: BuickGSCA.org**

THEN, IF on a Cell Phone:

- 1) The **MENU** is located in the upper right corner, the **3 dashes**, **SELECT** that,
- 2) **Select MEMBERS ONLY**,
- 3) **Select the MENU** of this section, located in the upper right corner - aka: the **3 dashes**,
- 4) **Select DIGITAL UPDATES**,
- 5) Please read / start with the **INTRO INFO**

THEN, IF on a PC (Computer):

- 1) At the top of the home page, click on the tab labeled **MEMBERS ONLY**,
- 2) At the top of that section, there is a tab labeled **MORE**, click on that,
- 3) One of the choices will be **DIGITAL UPDATES**, click on that,
- 4) Please read / start with the **INTRO INFO**,

We will be sending a FINAL notice through the old system, which will go to your email (if you were signed up for it). That will get sent out within a few days of **06/05**. And on **June 11th**, the Mailchimp version will be shut down permanently. The new setup is already in place and active. It should work out a LOT better with ALL aspects. I am looking forward to doing the updates this new way! Keep in mind, these updates will get bigger + better, + sent out more regularly as we get this section up to speed.

We also started putting the previous issue on there as well. In that same MEMBERS ONLY section, if you go to **GSXTRA NEWSLETTERS** (may have to click MORE first), you can view the **2025 - Volume 46 - #3** issue there as well (that is the only one available right now). And while some people might not think this is that big of a deal, this is actually something that has been thought and talked about over the past 6+ years... and is now a reality!

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Fun Facts!

The first-generation Buick Riviera (1963–1965) featured a groundbreaking, aviation-inspired cabin. Designed to look and feel like an airplane cockpit, the driver-focused interior included deeply bolstered front bucket seats, angular gauges, and a prominent center console running the length of the cabin.

A closer look at the iconic design elements that defined this aesthetic:

- **Aircraft-Style Instrument Panel:** Rather than a flat slab of metal, the dashboard was deeply sculpted + driver-oriented, featuring angled gauges that mimicked the instrument clusters of mid-century jet aircraft.
- **Full-Length Center Console:** Separating the dual bucket seats, the console housed a floor-mounted transmission shifter and was heavily styled to evoke the throttle quadrant of a plane.
- **Premium Aviation Materials:** Despite GM's strict corporate rules at the time, the Riviera broke the mold by featuring real walnut wood-grain veneer on the dashboard and console, combined with high-quality vinyl and leather upholstery.
- **Exterior Influence:** The aircraft influence didn't stop on the inside. The car's exterior featured a "Coke-bottle" wasp-waisted shape, borrowed from supersonic fighter aircraft designs intended to reduce drag. The cockpit was celebrated for blending high-speed aerodynamic design with luxurious comfort.



An Upcoming New Order for 45th Annual GS Nationals EVENT Shirts

< See Images on Front Cover >

~ Richard Lasseter (229) 244-4079

At this year's Nationals, all sizes of our official 45th Annual GS shirts (except small, and eventually medium) sold out very quickly and we were left with only 8 "small" shirts to take back home ... and that was all! However, since this was an important year for us all, we felt it necessary to fill all of the after-the-event requests that so many of you have asked for. The most popular colors were (1) Sunset Burgundy (2) Deepwater Blue (3) Destroyer Grey and (3) Galapagos medium Green. In carefully re-doing these shirts, we face a redundant set-up charge to do another run of these shirts as the biggest problem and expense. So, the very minimum number of shirts that we must order and still maintain the previous cost of \$30 each is a total of 200 in the stated sizes and colors.

The most commonly available sizes will again be : S, M, L, XL, 2XL, 3XL and 4 XL. Your order must be for 2 or more shirts, please!

You see, **shipping** costs have increased enough that it costs just as much to send one shirt as it does two.

That's \$16. So, the minimum order is 2 shirts of any color and any size and the postage will still be \$16. For 3 shirts, it's only \$2 more or \$18. Postage for 4 or more shirts is a flat \$20.

Please call me at the above number with any questions. Our hope is to get you exactly what you want! Any questions, please call the above phone #. Remember that these shirts will also make great Christmas gifts!

How to order: (the deadline for all orders is July 31st):

1. State the number of shirts desired and their size(s). Cost is \$30 each.
2. Please include your check or money order for the correct amount including the above shipping cost and **make it payable to "GS Nats. Shirts"**
3. Send to: **GS Nats. Shirts 625 Pine Point Cir. Valdosta, GA 31602**

New 3-hp GS 455 3-hp Starter Assembly

~ by Richard Lasseter (229) 244 - 4079

What you see here is an all-new dedicated **GS 455 starter assembly**. It includes the solenoid and the proper two bolts. It fits all **1970-73 455 GS's**. It'll bolt right on and you can pick up the entire assembly with just two fingers ... solenoid, bolts and all. Nothing is rebuilt, of course, and it comes with an:

This unit is built to full marine use specs for an ultra long and reliable life.

For almost 6 months I've worked with a major industrial starter company based here in the U.S.A. to develop a small, lightweight and yet powerful starter specifically for our **GS 455's**. Utilizing the latest technology and with a powerful **3-hp rating**, this unit will effortlessly and smoothly start your GS, whether it be stock or otherwise, without having to use a heavy and oversize battery.



The company's vice president of sales is a Buick fan who took on the project.

At \$265 complete, it sells for 38% less than their own exact labeled name brand product. This is because they can't compete with their own main-line dealers which include Summit and Jegs.

The minimum order of 15 has been made and will be available as soon as you read this, with seven of them already spoken for. Call me at the number above to get yours!



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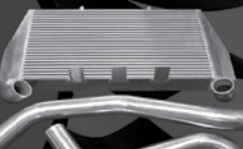
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Brought to you by a Facebook post that Lance Marlette made (and some replies):
Within 4 years of our first event, The GS Nationals went from 30 cars to over 400.
The Hemi vs Stage 1 debate was on fire. And muscle car shootouts were all the rage.
What better time than the 5th GS Nationals in 1985 to hold our GS Nationals in
conjunction with the Car Review Magazine Supercar Showdown.

In this post (on THE GS NATIONALS Facebook group) you will find the Car Review
Magazine article covering the event, the GSX-tra coverage, and a couple of interesting
photos of the Buick team tweaking John Chamberlain's '70 GS Stage 1 entry.

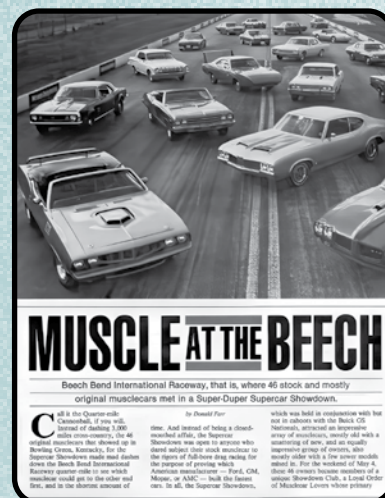
A new album has been created on the GS Nationals Facebook Group...

> **Go to Facebook**

> **Search for THE GS NATIONALS and click on it,**

> **Click ALBUMS (have to scroll sideways where it has FEATURED – PHOTOS – EVENTS etc.)**

> **Select: 1985 GS NATIONALS WITH CAR REVIEW MAGAZINE**



**Replies to Lance's post (that
include additional info) include:**

Richard Lasseter said:

A great old-time picture from the 1985 GS Nationals. This is a post that us old-timers would remember. John Chamberlain still owns this 1970 GS Stage 1 purchased in the early 1980's from the original owner in Oil City, PA. Still with its near perfect original Burnished Saddle paint.

Mark Busher said:

Dale Collins on the right, and they had Robin Pence's blue convertible there also.

Keith E Smith said:

I remember this well. I'm looking over John's shoulder as he was loosening the control arm bolts to aid in the cars weight transfer. I have several pictures of the car doing practice launches on a back road before heading to the track. Car ran 13.38 just like the Motor Trend test.



CLASSIFIEDS...

The following is a combination of THREE different Estate Sales:

CONTACT: Richard Lasseter (229) 244-4079

Note from Richard: The following are not “our” parts, but from our inspection, we stand behind them.
All are 100% satisfaction guaranteed.

- * **Brand New:** (1) 200-4R GN lock-up transmission as meticulously built by Vince Janis for Red Arm strong. The best of everything and entirely streetable, \$3500
- * **Brand New:** (1) Vigilante 200-4R full lock-up torque converter, the latest HD multi-disc design, orig. invoice of \$1175. Box never opened. \$800 firm
- * **Brand New:** (1) Lunati 350 Buick street and light strip cam, 20+ years old and still in the box, a “Joe Lunati” special grind. Please call for particulars.
- * **Brand new:** (1) final 400-455 5.5 quart Milodon oil pan, baffled stock depth, uses stock p/u tube, \$250
- * **Brand new:** (2) TA 400-455 timing cover, all the correct blueprinted mods performed, \$550
- * **Brand new:** (3) ARP “Pro” 400-455 head stud kit including the ARP lube, \$110
- * **Brand new:** (3) ARP 400-455 rod bolt kit
- * **Brand New:** (1) ARP full external fastener/bolt dress-up kit for the assembling a 400-455. Does NOT come with rod or head bolts. \$100
- * **Brand new:** (2) Jet Hot black coated Hooker 1 7/8” X 3” 400-455 street headers including all gaskets and reducers, \$1100 each
- * **Brand new:** (1) Champion aluminum radiator for 1968-1972 GS with manual transmission, \$290
- * **Brand new:** (15) brand new (NOS) chromed 400-455 Stage 1 valve cover bolts, \$7 each
- * **Brand new:** (2) sets of Duttweiler-prepped Skat Trak stock length V6 turbo connecting rods and bolts, all sonic checked and shot peened, \$495 /set
- * **Brand new:** (2) Tin Man complete cold air kits including K&N air filter for the 1986-87 T-R, \$200
- * **Brand new:** (1) pair of unused black ceramic coated stock T-R valve covers, \$100.
- * **Brand new:** (1) complete 1986-87 T-R idler pulley assembly (very rare and long discontinued!) \$250
- * **Brand new:** (2) new but balanced GM T-R GM cam sensors, \$275 each
- * **Brand new:** (1) plug and play Turbo Tweak “chip” for stock 1986-87 ECM, designed for methanol injection and 42 lb. injectors. \$75
- * **One used set of 1987 T-R rods, 33,656 miles, \$125**
- * **Two lightly used but perfectly working T-R crank sensors CSS104SB and relay assembly 25527402. \$55 for the pair including shipping.**

NOTICE / DISCLAIMER: This guy is NOT a Buick GSCA member, but he seems to be legit and I wanted to help him out. He sent the following request to us using the CONTACT US form on the club website.

As with ANY classified ad, it is always a possibility that it could be a scammer, so buyers/sellers beware. He claims his stuff was stolen, needs help.

BENNY SOTO Email: cecilia.soto49@yahoo.com Phone Number: (575) 885-3278 New Mexico??

Message:

I DO NOT OWN A CELL PHONE, NO TEXT, NOTHING RELATED TO A CELL PHONE. I STILL HAVE A LAND LINE PLEASE CALL. 575 -885-3278. I WAS TOLD YOU GUYS MIGHT BE ABLE TO HELP ME. I AM A 79 YEARS OLD VETERAN HAVING A 1970 BUICK GS THAT MY WIFE AND I WAS OUR FIRST NEW CAR IN 1970. I NEED A METAL HOOD, DASH PAD, DOOR PANELS COMPLETE, AND A PRICE IF AVAILABLE. SOMBODY STOLE MINE AM TRYING TO REFURBISH MINE. THANKS BENNY

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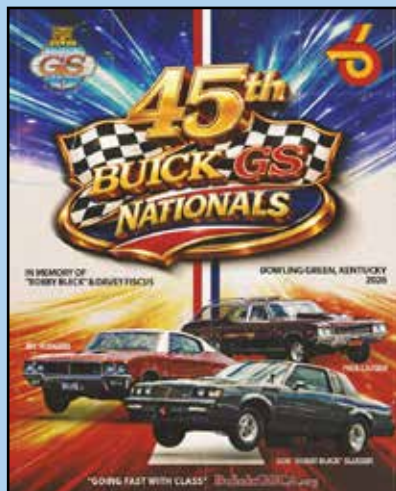
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New 45th Anniversary GS Nat's EVENT BANNERS

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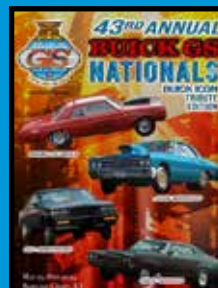
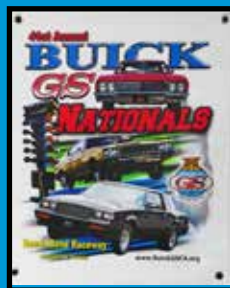
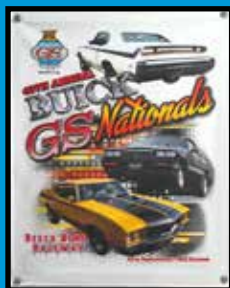
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