



GSX-TRA



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Number 1



4 full days of Action from the

45th Buick GS Nationals

Car Show, Racing, + More!

Buick Family Reunion



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GSX-TRA CLUB NEWSLETTER

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Debon Wright: *Media / photo / video*
Debbie Ferry: *Puts up with me
+ helps with everything*

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1st off, GRAB THE PLASTIC SLEEVE THAT THIS ISSUE MAILED IN, because it has the year that you are paid up to on it - above your name & address info. You may want to write that info down somewhere before you discard/recycle sleeve. Some grocery stores recycle that type of plastic (same as plastic bags).

FYI - This is the first GSXTRA for the 2026 year. The bad news is the obvious, that it is August and it should have gone out months ago. The good news is, you haven't lost any in the mail, and will get the others for '26 a lot quicker now that this issue is done. This one is always a LOT harder to put together, about triple a regular issue. Lot's of fact checking, coordinating with others, enough to boggle my mind. Most classes couldn't finish the eliminations Sat due to the rain, so we don't have the traditional race results to share. The car show this year seemed like it was even bigger + better to make up for it! We did have some issues with the award pic files, so we didn't have everyone pictured there (NOBODY was left out on purpose).

With that said, we did have over 8,000 awesome pictures to sort through, most of which were good enough to print and be appreciated. And after having to leave so many good ones out, I decided to cut my editor corner down just to fit a couple more in!

We are making some good progress on a completely new website that will have a Members section that will make other clubs jealous! The log-in process will be MUCH BETTER too! I also REALLY hope people have a way to view these pictures on a computer screen or TV screen, because they are truly stunning! A cell phone screen doesn't do them justice.

We did get bogged down a bit taking care of my in-laws too. We had to setup Deb's dad in assisted living, then back home on hospice, + his wife went on hospice too. It's literally like another full time job for 3 people. Another delay with this GSXTRA was actually investing time into something that will help get me back on schedule. If someone would have told me that I would be writing what they call "scripts" that run in the graphics software to do an operation in one click that would normally take me a long time to do manually, I would have said you're crazy! But I made quite a few, which should save a ton of time going forward!

The next couple newsletters will be easier to get finished up, since there was quite a bit that didn't fit into this issue! And I know you can't see what we are doing behind the scenes here, but we are making some good progress!!! Hang in there, it will be WELL worth it! Spoiler alert - Get ready to create your own member profile! This will be as much (or as little) info + pictures + video that you want to share about you + your car + your adventures + DIY tips etc with the rest of us! It will be like Facebook and your own website combined! We have space for it ALL, along with tons of tech, live classified section, + more new content than you can imagine!

We would also like to give a HUGE THANK YOU to all those that contributed Nat's pics: Lance Marlette, Debon Wright + Henry, Jacob Martinez, Rick Martinez, Facebook posts, + John Csordas Jr, Sid + Belva Meyer, Kendall Riecken, Richard Lasseter, Doug Hecker, and others for their input as well!

Stay tuned for input from other great Buick events, and info on next year's Nat's (Turbo car reunion - celebrating 40 years of the GNX). **Until then... ENJOY!!!**



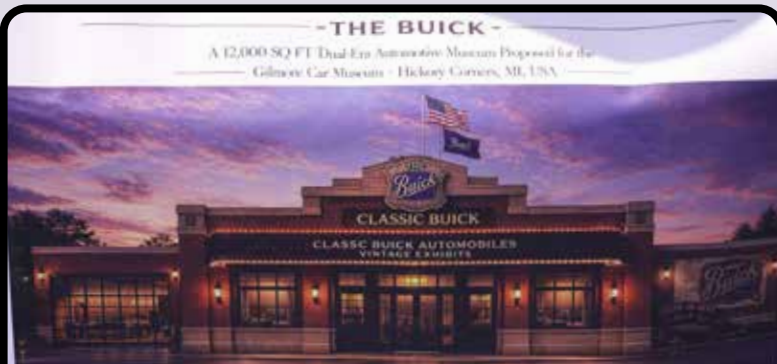
Friday Evening Cruise-in @ Butler Motorsports!



THANKS to George Pollakis + Family + Volunteers!!!



Nice view of the staging lanes from the tower



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Thoughts, Traditions, Thrills, and Thank-You's...

- Richard Lasseter 229-244-4079

With the numerous conversations I've had with John Csordas + several others involved with our Nationals, I hope that we've now properly recognized everyone who was involved in making our 45th Annual GS Nationals among the very best GS Nationals yet. There were many of you folks who helped to fill in various large and small gaps that may have otherwise gone unnoticed, and that made our overall jobs much easier.

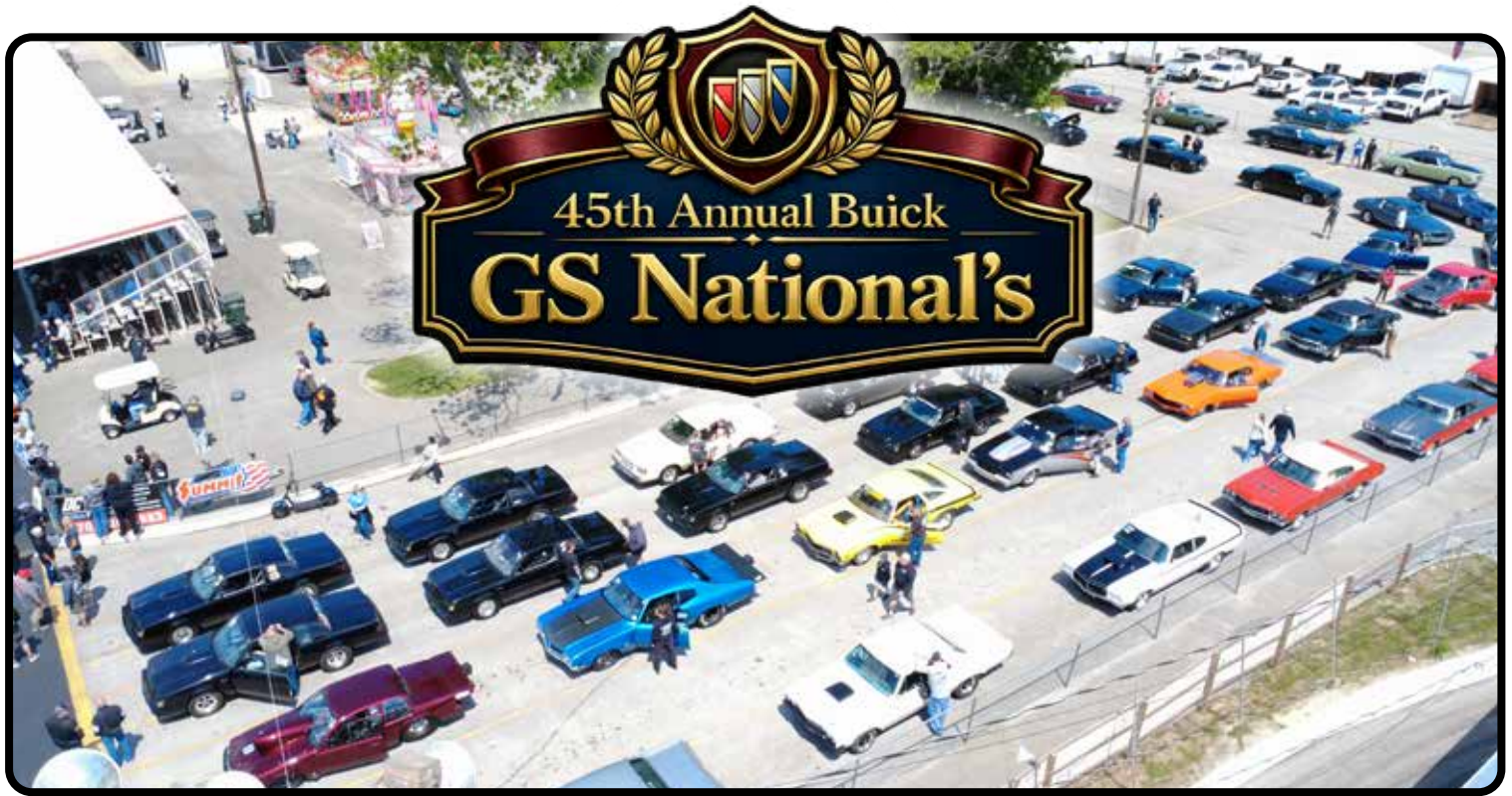
This year we had the best in Buick brotherhood. It was like a huge GS Nats family reunion with free food and drinks at the end of the day for anyone who attended on Thursday. This particular addition to our event was the brainchild of Texas 1967 GS racer George Pollakis and family who catered the food-fest. It was heavily sponsored by the GS Nats. with many of you also contributing, just out of appreciation.

Our last minute idea of a 4-day, 4 Kentucky county animal rescue and adoption event in memory of Super 16 racer John Massoud was held next to the restroom area added much compassion, smiles and enjoyment especially for the many ladies and children who accompanied their husbands to our Nationals. 33 animals were adopted! John was an active animal advocate.

Even B.G. Mayor Todd Alcott visited us to adopt an animal for his young grandson. The GS Nats. picked up all adoption fees of \$120 per animal for all necessary vaccines and shots so that there would be no adoption fees involved.

Our ever-present Buick car show, swap meet and plenty of fine racing capped it all off on late Saturday afternoon. So how could it get any better than all of this? But what made it all work so well was you being there with us. After all, what's the use of throwing a helluva Buick party if no-one attends? So, we give much thanks to you for your support this year! - Richard





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45th GS Nat's **CAR SHOW** Overview - by Kendall Riecken



This year's car show was one for the ages! We want to start off by giving thanks to each and every participant who brought their Buick (or Syclyone/Typhoon) out for the show and all of the show sponsors this year. Without the Buick community showing up with cars, we would have no car show and without our sponsors, we would be extremely limited as to what we could offer. Thank you to all!

After 3 years of helping to restructure and grow the show, we finally got to see our efforts pay off with a picturesque spring day. Thursday was the free car show that offered sponsor choice Top 25 awards courtesy of Spoolfool, CARS, Metco Motorsports, and NCM Insurance. Thursday also featured an unveiling of a very freshly restored 1970 GSX out of the Paintworks Unlimited. The owner had not seen the completed restoration, which makes the moment much more special to witness firsthand. The unveiling was followed by a restoration seminar that was aimed at helping offer some perspective and experience into the restoration process to properly get our Buicks back on the road. Overall, this event is all about Buick camaraderie and these types of additions add extra opportunities to meet fellow Buick owners.

Friday, we witnessed a nearly overflowing show field that consisted of nearly 150 Buicks of all sorts. With the show classes we have set up over the last several years, it makes the show field very diverse with a lot of character. It is nice to see all the cars together in proximity regardless of their model or condition. It's not every day you can see a barn find Gran Sport parked next to a low mile GNX and adjacent to that is a custom built '61 Invicta. All of which are beautiful, vastly different, and had equal chances at taking home awards during the show.

The concours class cars are always in a league of their own for being such well restored or preserved cars. The survivor class saw the largest number of participants since its inception. The Top 25 class continues to prove its worthiness to exist due to its unique

competitive nature. Each year the number of award-worthy cars significantly increases and now the class is so incredibly close. This year nearly all the cars on the field were worthy of taking home a Top 25 award. Judging often ends in ties, and you could draw straws to select your final winners.

Thankfully we had so many great sponsor choice awards both Thursday and Friday to give most everyone a chance at taking home some hardware. We also had raffles once again during Friday's show and everyone who entered their Buick into the show was eligible for some excellent prizes. Fred Hickey was the big winner overall as he won multiple show awards and raffles.



After the conclusion of the show, gatherings were held all over town Friday evening. Jerry Ray and group organized a cruise in at Butler Motorsports. All the car show judges were invited out to dinner at El Mazatlán. We are grateful for our car show sponsors Mike Sobatka & Tony Fudge that allowed us to cover the cost of the judge's dinner after their efforts all day (pictured on next page). The Carolina chapter also hosted their annual gathering Friday evening. With so many events happening at the same time, it is difficult to attend everything.



Reatta Reunion

There was also a "first ever" event at the car show- the first Reatta Reunion. Nearly 20 examples of Buick's unique sporty two-seater gathered from all over the country in a rainbow of colors, both coupes and convertibles. The Reatta was built from 1988-1991 and has an enthusiastic fan base. Thanks to Marck Barker of East Coast Reatta Parts for organizing the reunion.

1970 Stage 1 Show Car

There was one more show car, but it was not on the field. It was under the main tent, and it made its first public appearance in 21 years at this year's GS Nationals. The Buick Heritage Alliance, a non-profit organization to collect and preserve Buick history, brought its unique 1970 GS Stage 1 showcar. If you saw it, you remember it: painted a one-of-a-kind Fireglow red pearl, with a pure white interior, even the carpet. There will be a FULL STORY on this in the next GSXTRA, where we have the room to do give it the space it deserves.



Special Plans for Next Year!

We hope everyone had a great time with the show this year and we are excited about our plans for next year's event. Next year marks 40 years since the GNX was released. We want to honor this by having a "Turbo Car Reunion" and highlight the GNX. So, if you own a Turbo Buick, please consider bringing it to Beech Bend in 2027! We hope to continue to grow the show portion of the event and attract new vendors and sponsors who have never experienced what the Buick community is all about. All major updates for next year will be posted on the Facebook group, so please join the group and follow along! Updates will also be posted in the GSXTRA, and in GSCA Digital Updates (also on the club website in Members Only section - see next section).

Editor's Notes...

While Kendall said plenty about the show here, I would like to a couple notes: I would like to thank any additional Car Show sponsors that weren't mentioned here. It's not easy for any of us to keep track of them all. The Buick GSCA helped sponsored (blue envelopes), along with all the time and effort and expense of putting newsletters like this one together highlighting the show + event. If we got missed, I am sure others probably did too. If you sponsored and didn't get mentioned and would like to get recognized, please email me at: info@BuickGSCA.org And if sponsoring next year, make sure to coordinate in advance with Kendall, Sid, or Belva (that I forgot to do) to make the most out of your sponsorship – that is GREATLY APPRECIATED by MANY!!

Also, going through 1000's of great pictures of the show was super cool, even though it is painful knowing not all will fit in the newsletter. We try to consider what cars got covered in the past year or 2, so we don't just show the same cars each year. That's why it's important to be a member for the long haul, and not get disappointed if your car didn't make it in this year. If we missed it for 3+ years, that is a different issue and definitely not on purpose – so let us know and we will do our best to get you in print!

And if you don't see your car, or someone else's, or would like the other pics from different angles and close-ups etc, then please visit our website (BuickGSCA.org). We are amassing a ridiculous amount of photos and video that will be available soon – and will get continuously added to. It is not an exaggeration to say we have well over 25,000 AWESOME pics already, and would be a shame if people didn't see them. And while this will never fully take the place of actually being there and drooling over all the awesome vehicles (in the show, on the track, in the pits, on the streets of BG), it helps people that can't make it + those (like me) that were there, but couldn't look them over like we wanted to.

The Paintworks reveal and resto clinic, along with the story + pics of the '70 Stage 1 Show Car have SO MUCH good stuff to share, that squeezing them into this issue wouldn't be right. So watch for articles and photos on all those in upcoming GSXTRA's. There will be more helpful restoration articles coming from Paintworks in the months + years to come as well. I am amazed at what transformations can happen, from one in about any condition you could imagine turned into a Concours winning Buick!

The Reatta reunion was cool to see as well. We had info on the gathering in the Volume 46 - #3 issue of 2025 on page 23 to help get the ball rolling on this one. Contact info is there for anyone interested or need to share it with someone. If you don't have that issue handy, there is a copy online in the MEMBERS ONLY section on our website under the NEWSLETTERS TAB. Just choose the volume and issue # above.

FYI: That same issue also has all the rules for the race classes and general info on the GS Nationals EVENT. Most all of that stays the same year to year, so it can be used to help get your car ready for next year! If you have any specific questions, there is contact info for all of the class RRA's (Racing Rules Administrators) there, and also Nat's staff contacts in the lower section of page 2 of every newsletter.

Hope to see you at a Buick event soon!!! - Paul Ferry



Steve Brisbois' 1968 Buick Riviera GSX - 430 cu.in.





Bret Young's 1970 Buick GS Stage 1 - 455 4-speed Stratomist Blue - aka code 26 Bright Blue Metallic



1970 BUICK **GS** Stage 1

Built Oct. 31, 1969 at Flint, Michigan
and shipped to Leigh Buick, Tuscaloosa, Ala.

Owner: Bret Young

Engine: Original 455 cid block bored 0.030" over
Original cast iron heads

Built by Michael's Racing Engines

472 HP on the engine dyno with open headers

348 HP & 444 ft-lb at rear wheels on Dynojet

(w/ street exhaust, factory air cleaner, fan,
pwr. steering, & alternator running)

9.6 to 1 compression

Runs & dynoed on 93 octane pump gas

T/A Performance 310 cam

Edelbrock Performer intake
Buick Stage 1 Quadrajet 7040246 rebuilt / modified

Coated T/A headers

GM HEI ignition w/ MSD coil

Trans: Original M20 4 speed (1 of 664)
most Buicks were automatics

Rearend: Original 3.64 to 1 posi w/
T/A girdle for added strength

Color: Original code 26 Bright Blue Metallic paint - a.k.a. Stratomist Blue
This was a Riviera color and was an extra cost option for a GS
Repainted base/clear coat by Matt Klekamp

Sport wheel, power steering, and am/fm radio added by owner.

Car did not have many options ordered originally and was set up
for speed with Stage 1, 4 speed, and posi. No a/c, no power steering.

Car does however have a **power front bench seat**.

Rear wing is not original for car but I like the way it looks.

It is originally from a GSX and is **NOT** a reproduction.

The car was not running when purchased and had part of motor in trunk.
All other work performed by owner over approx. 4 years or so and completed spring
2002 with lots of help from my brother, Scott and my friend, Marty Burke.

If you took time to read the EDITOR's CORNER on Page 3, I mentioned the NEW Website getting built that will have a MEMBER PROFILE section for Members to post whatever they want to share about their Buick. THIS page here is just a sample of what each of you would be able to upload (easily) and share with others! Stay tuned... and get your pics ready!!!



Our Buick GSCA setup at the edge of pits - Stop by to RENEW, Join, Banners, Club Shirts...



Photographer/Grandson Debon



John's 30 seconds of rest





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Mike Riggs 1958 Buick Super - 36k miles!





Greg Gesslers red 1971 GS - Jerry DeRise



2026 Buick GS National's CAR SHOW - By Sid and Belva Meyer -



A Special THANK-YOU to ALL that helped with the CAR SHOW! - By Sid and Belva Meyer

Thanks to all that judged. Top 25, Concours, and Survivor. Without everyone's help, the show could not continue.

The Concours cars just keep getting better each year as owners strive for perfection in restoration of their cars.

Thanks also to Alan Oldfield for recognizing the importance of the Survivor cars. This class continues to grow and we appreciate owners bringing their original cars.

Thanks to all of the car owners for bringing and displaying their vehicles both Thursday and Friday. Without this dedication, there could not be a car show.

In recent years several individuals + businesses have also been presenting awards in recognition

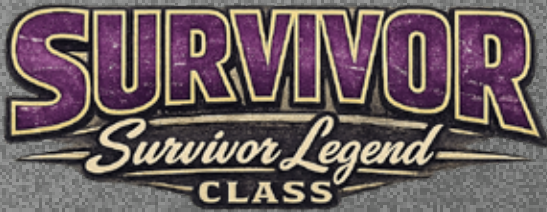
of cars in the show. We appreciate what each of you do to support the show.

Thanks to Brenda Gorman, Debon Wright, and Kendall Riecken for taking pictures during the Show Awards program. Also appreciation to Karen Ciesolka and others for their help.

A special thanks is offered to Kendall + Amanda Riecken for helping take the GS Nationals car show to another level. Their contact with vendors and the donation of door prizes and other incentives for those who participate have greatly increased the excitement surrounding the car show activities.

With the enthusiasm of the next generation, including John Cordas Jr. and Kendall Riecken, we look forward to the GS Nationals continuing for years to come.





by Alan Oldfield, Survivor Class Chief Judge

The Survivor Class car show at this year's GS Nats had a record 34 entries – representing more than three times the number of entries we had when the class first began! We thank all the Buick enthusiasts who took the time and effort to be part of the show.

The Survivor class is for cars that have survived through the years with little to no significant restoration, repaint, or replacement of key parts; in other words, unrestored, original cars.

Three years ago we added a sub-category called Survivor Legend – this is for cars that meet all the requirements for the class, except they may have either a repainted engine compartment, or a whole body repaint.

Cars in Survivor Legend may not have both repaints and still be eligible for awards. In addition, all cars in Survivor and Survivor Legend must have their original drivetrains: engine and transmission.

SURVIVOR LEGEND — GOLD

Thomas Guzzis — '86 Riviera T Type

Paul Gomberg — '91 Reatta

SURVIVOR LEGEND — SILVER

Jerald Erebout — '73 Regal

Steve Powell — '68 Riviera

Jeff Smith — '70 GS 455

Brian McCullough — '62 Wildcat

Dirk Shultz — '74 Century GS

Frank Lacvona — '87 Turbo T

SURVIVOR — GOLD

Fred Hickey — '70 GS 455

Tom Ferencz — '83 Riviera

Tom Sharak — '69 GS 350

Rob Rankin — '86 Regal T Type

Bert Major — '74 Riviera GS Stage 1

Jordon Shultz — '84 Skyhawk T Type

David Gareau — '85 Grand National

Brenda Gorman — '99 Regal GS

David Parks — '87 Grand National

Chad Beauchamp — '87 GNX

Joy Oldfield — '91 Reatta

Bob Sommer — '90 Reatta

Sid Meyer — '91 Reatta

Kurt Riecken — '91 Reatta

Sam Watkins — '90 Reatta

Scott Caldiero — '88 Reatta

Marck Barker — '91 Reatta

Jeff Sommers — '87 Grand National

Charles Graf — '87 Grand National

SURVIVOR — SILVER

Tony Allen — '87 T Type Limited

Michael Knight — '87 Grand National

Michele Picola — '68 Riviera GS

Mike Riggs — '58 Super

Fernando Alvare — '70 GS 455



Survivor Gold



Survivor Gold



Survivor Gold



Survivor Gold



Survivor Gold



Survivor Gold



Survivor Gold



Survivor Gold



Survivor Gold



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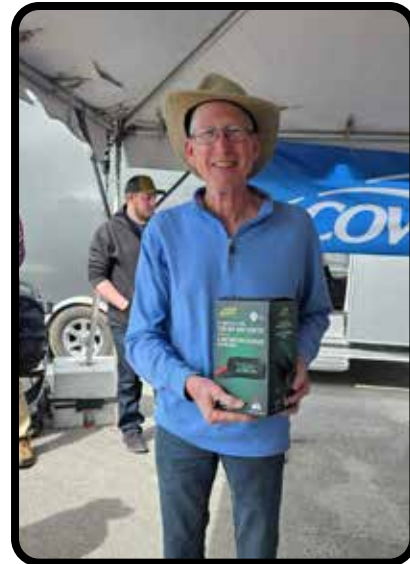
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STAGE 1 RESTORATION

Matt Lewis

Kurt & Kendall Riecken

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1965 - 1975 GS / GSX — GOLD

Mike Sobatka — 1970 GS — Silver

Ajesh Parikh — 1970 GS Stage 1 — Silver Mist

Robin Miller — 1970 GS — Diplomat Blue

Sean LaRose — 1966 GS Convertible — White

Troy Acton — 1971 GS — Cascade Blue

Joe Pratt — 1970 GSX — Apollo White

Tony Fudge — 1970 GSX — White

Malcolm King — 1970 GSX — Saturn Yellow

1965 - 1975 GS / GSX — SILVER

Paul Haddock — 1967 GS Convertible — Green

Bob Smith — 1970 GS 455 — Red

Gary Englert — 1970 GSX — Saturn Yellow

Buick Heritage Alliance — '70 GS — Firemist Pearl

Roberta Vasilow — 1970 GSX — Saturn Yellow

Chris Lance — 1970 GS Convertible — Seamist

Nick DeBlasio — 1970 GS — White

1982 - 1987 GN / GNX / TURBO REGAL — SILVER

Bob Spagnoli — 1987 Grand National — Black

Tommy Riggs — 1982 Grand National — Charcoal Silver



Amanda Riecken — '19 Regal GS — Black

Bret Young — '70 GS Stage 1 — Blue

Casca Hunter — '70 GS Stage 1 — Black

Corey Barnes — '70 GS 455 — Silver

Derek Reeves — '72 GS — Silver

Frank Kovacs — '71 GS — Blue

Jason Herron — '87 Grand National — Black

Jay Altmeyer — '87 Grand National — Black

Jeff Horsman — '71 GS 455 — Artic White

Jeff Peoples — '65 Skylark — Red

Jeff Peoples — '70 GS — White

Jeff Pulera — '68 Skylark — Orange

Jimmy Williams — '70 GS — Aqua Mist

Mark Petri — '89 Turbo Trans AM — White

Mark Sheffer — '87 Grand National — Black

Mike McGuire — '87 Grand National — Black

Mike Schwab — '87 Grand National — Black

Myron Porter — '72 GS 455 — Stratomist Blue

Paul Huisinga — '70 GS — Red

Randy Gray — '71 GSX Clone — Orange

Randy McCauley — '67 GS 400 — White

Sadie Lorenz — '87 Turbo-T Regal — Grey

Steve Reynolds — '62 Special — Red

Tony Allen — '86 Wh1 Regal —

Trent Nelson — '87 Grand National — Black

Dave Husek's

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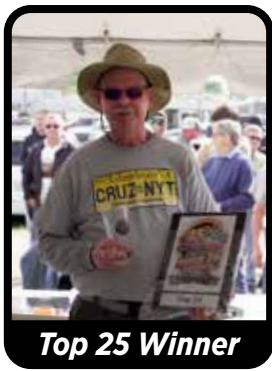
Top 25 Winner



Top 25 Winner



Top 25 Winner



Top 25 Winner



Top 25 Winner



Top 25 Winner



Top 25 Winner



Top 25 Winner



Top 25 Winner



Top 25 Winner







2026 GS Nationals - Marietta



SPECIAL / SPONSOR'S CHOICE AWARDS

JEFF MILLER AWARD — IN MEMORY OF JEFF MILLER AND DALE COLLINS

— Presented by: Robin Miller

Winner: Gary Laughlin — 67 GS 400

GAMBLES CHOICE AWARD — Presented by: Gambles High Performance Machine

Winner: Fred Hickey — 70 GS Stage 1

BEST ORIGINAL GS — Presented by: Sid & Belva Meyer

Winner: Fred Hickey — 70 GS Stage 1

BUICK WORTH THE INVESTING — Presented by: Edward Jones / Tony Fudge

Winner: Bret Young — 70 GS Stage 1

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Winner: Bret Young — 70 GS Stage 1

SPONSORS CHOICE — GREG STANCATO — Presented by: Greg Stancato

Winner: Jordon Shultz — 84 Skylark T-type

ACTION AUTO WHOLESALE — Presented by: Tony Rose

Winner: Jordon Shultz — 84 Skylark T-type

SPONSORS CHOICE — DENNY MANNER — Presented by: Greg Stancato

Winner: Pat Sweeney — GSX Barn Find

LONG DISTANCE DRIVEN AWARD — Presented by: DL Resurrection

Winner: Emily Capps — 68 Skylark (Milton, TX)

WRENCH AND DRIVE AWARD — Presented by: Bud Langmeyer

Winner: Emily Capps — 68 Skylark (Milton, TX)

BUICK CLUB OF AMERICA — Presented by: Jerry Courson, Pres

Winner: Steve Reynolds — 62 Special

OWEN MARTIN MEMORIAL AWARD

Winner: Gary Swift — (also received "GSX by the Numbers")

BRAD CONLEY MEMORIAL AWARD — Presented by: Ajesh Parikh

Winner: Dave Tumas

JERRY BERGER MEMORIAL AWARD — Presented by: Pam Berger

Winner: Malcom King — GSX

LOWEST OPTIONED BUICK — Presented by: Rich Belardi

Winner: Grace Altmeyer — 86 Grand National

MOST OPTIONED BUICK — Presented by: Rich Belardi

Winner: Dave Gareau — 85 Grand National

GREG GESSLER AWARD — Presented by: Ajesh Parikh

Winner: Dave Hemker — 68 GS Stage 1 - 4sp



Bret Young



Emily Capps



Steve Reynolds



Gary Swift



Malcom King

SPECIAL / SPONSOR'S CHOICE AWARDS

Continued

NCM INSURANCE

Winner: Randy Gray — 71 GS 455 (Top 25 Winner)

BEATER BOMB AWARD — Presented by: Fred Hickey

Winner: Lucas Zibrida — 70 Skylark 4 dr

RICHARD LASSITER AWARD

Winner: Jimmy Williams — 70 GS Convertible

BOB LORENZ, SR AWARD

Winner: Brian McCollough — 62 Wildcat

RON AND MARY ANN JOSEPH AWARD

Winner: Jeff Horsman — 71 GS Stage 1

BEST TYPHON

Winner: Heather Klepinger — Typhon

BEST SYCLONE

Winner: Lori Kline — Syclone



Grace Altmeyer



Dave Gareau



Dave Tumas



Scott Caldiero



Randy Gray



Pat Sweeney



Jeff Horsman



Bob/Henrietta Sommers



Lucas Zibrida



Gary Laughlin



Jordon Shultz



Best Original GS



Lori Kline



Fred Hickey



Dave Hemker



Brian McCollough

★ *Butler Motorsports Cruise-in / After Party on Friday* ★





Jeremy Wemark's 1966 Buick Riviera Gran Sport







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Tribute to Sean Ryder

This past March, we lost a fellow long-time member of our Buick family, Sean Ryder. His good friend Rich Rezes sent me the following letter for his tribute:



Sean Ryder and I, as well as other NJ/NY Buick guys like Art Paltz, Tom Xeophanes, Steve Roytos, Victor Doto, Ed Baker, and many others locally that have all been friends for well over 30 years - and all due to the cars. We all met thru many Buick events at Englishtown as well as our trips to Buicks at Bristol and many BPG events in Ohio - of which Sean was the President of.

Sean was also the driving force to help us form our own local car club called the JCC. We would host many BBQs at my place, where we shared our love of the cars, and our friendships built over 30 plus years.

We have a small group text of car guys, again friends for over 30 years, and we text each other mostly to bust each other's stones etc. lol.

It was thru this text group that Sean announced to us the early part of last year of his diagnosis of Stage 4 lung cancer. When he announced this to us first, before letting everyone know, we were shocked.

After hearing this news, I reached out to everyone on that list as well as the bigger Buick family, friends of Sean, and everyone he touched. We organized a fund raiser to help him with whatever expenses he had until his disability checks kicked in. People kicked in from all over without hesitation, the guys from MAGNA, Sean's many friends in Canada, Billy Anderson, Renee and Denny Moore collected money at the Buick Bash, and the Csordas Family (Tremendous people) donated money from the NorthEast Chapter and drove all the way here to attend...

On June 21st, we held a BBQ at my home that was well attended, and we raised close to \$6,000 in cash for Sean. He thanked everyone at the BBQ, and said to everyone he was going to fight this and that he had found his faith in God and was at peace. When he got home (which was a 2 plus hour drive back to Pennsylvania) he called me as he didn't open the card while at the BBQ. All he said to me on the phone



Tribute to Sean Ryder Continued...

was "I don't know what to say". I said to him, there is nothing to say, a lot of people love you and care about you! You have touched many people, and we are a family, and wanted to help.....and we did.

Sadly, on March 2nd I got the news from his wife Dawn that he had passed away peacefully at his parents home. I relayed that message to all the Buick family before it was made public. We are all saddened by the loss of Sean, as he was a great person and great friend to me and the Buick community. RIP my friend.

The following is a portion from his obituary (web address below for full version):

Sean was a beloved father, son, brother, uncle, and friend to many of us. Ever the selfless individual, Sean was proud to donate his body to science for the research of his rare cancer. Sean died far too young and will be greatly missed by his family, friends (and his Buick family), but none more so than by his two sons.

Here is a link to his local obituary: <https://www.poconorecord.com/obituaries/psom1430458>

***Two of the most valuable things this life has to offer are good friends and good health.
Where Sean seemed to have lacked on the one, he MORE than made up for with the other.
He will be missed and remembered by MANY. God Speed my brother... - Paul Ferry***





DIAL ...		
R/T ...	.032	.002
60' ...	2.109	.983
330 ...	5.971	2.757
1/8 ...	9.336	4.229
MPH ...	70.79	167.22
1000 ...	12.321	5.507
E.T. ...	14.481	6.589
MPH ...	108.74	208.20

Team Hendrickson gettin' it done ...And that wasn't even their best pass! Check our S-16 story PG 44-45





Jim Rodgers getting it done! Stock Appearing Sleeper!!

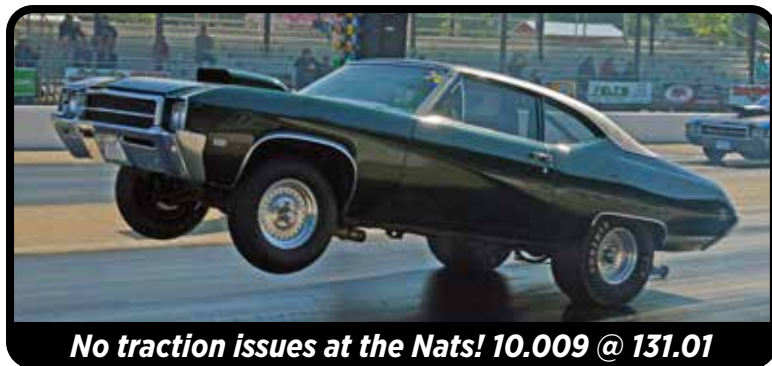




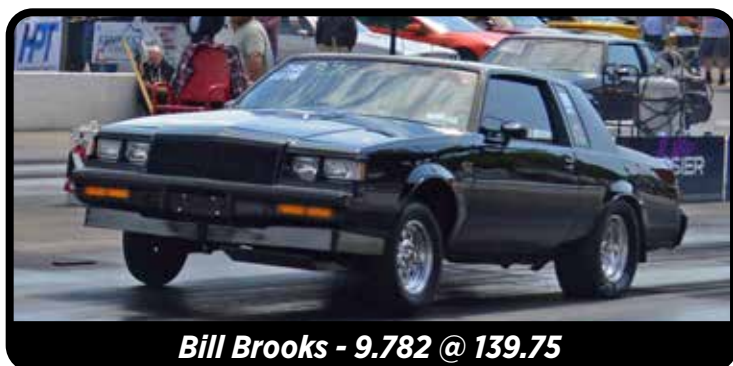


 Our Buick Family Adopted **28** Cats + Dogs!!!





No traction issues at the Nats! 10.009 @ 131.01



Bill Brooks - 9.782 @ 139.75



Who Needs a High Performance Cam for their 400-455?

- Richard Lasseter (229) 244-4079 Valdosta, GA

Over the last several years, we've gotten constant requests from 400-430-455 owners needing performance camshafts that they couldn't get from any cam company. Even today you can contact the following premiere cam companies and you'll go away empty handed in finding a big block Buick cam. None are available from Bullet, Comp, Crane, Crower, Erson, Schneider; etc. etc., and there's certainly not one available from the smaller, less recognizable cam companies. The reason is because there are no cores available.

You see, there were once two major cam core suppliers, and now there's only one, and that's Engine Power. So Engine Power has a monopoly on cam core supply, and that's why camshaft prices have doubled or tripled in the last several years. The Engine Power core prices have doubled, or nearly tripled, especially for our old "orphan" engines! And if a cam company wants to sell Buick cams, Engine Power requires them to purchase many hundreds of cores at one time, and that's just not financially feasible for them to do for relatively slow movers like for our old Buicks.

Ok, so now let's move on. Several days ago I spent almost an entire day talking to the tech guys and purchasing agents of all of these cam companies. Not one of the companies had a Buick cam core in house to grind. Then finally, almost by luck, I hit a home run without even knowing it.

I came upon an older retired gentleman who was the former owner of a prominent cam company and who preferred to remain anonymous. In our conversation, I discovered that he still had the full financial "pull" + recognition to get us 50 Buick big block cores from Engine Power to grind to whatever specs we desired.

Furthermore, they will all be custom grinds, and you'll get discount pricing for a 100% top quality and fully guaranteed 400-455 cam. You can either give me your choice of a grind or you can tell me your exact combo and let us help you pick what you need for your exact application. Regardless, it'll be custom ground just for you. If you're interested in this offer, please give me a call at the above number so that we can discuss your exact needs to get it right for you.

Keep in mind that the camshaft is the heart of your engine and choosing the right one will largely determine the overall enjoyment derived from your GS. - Richard



**John Csordas Jr says...
Kids get FREE ICE CREAM!!!**



Photographer Lance Marlette



The Tomaszewski Legacy!!!



Buick Torque Putting it on the BUMPER... out PAST the Tree!!!



Close-up of AIR under the REAR tire!



Ramada Inn Gathering every evening



Rear View Looked AWESOME TOO!!!





Jeff Wild putting it on the Bumper... HARD!!!



Buick Torque getting the job done!



Set it down just in time, and just "kissed" the wall. It could have been WAY worse, glad you're OK!



The title WHEELSTAND KING has it's risks...



Hi Buick Fanatics!

As is my custom, I'd like to start off by thanking our Super-16 sponsors, because their support makes our Super-16 payouts as terrific as they are!

All of our heartfelt thanks goes out to:

SRE Performance Fabrications (Steve Reynolds)
 Precision Billet Inc (Rob Giroux)
 Stage 1 Automotive (Rob Chilenski)
 HRpartsNstuff (Paul & Debbie Ferry)
 T-A Performance (Mike & Sherri Tomaszewski)
 Auto Machine & Dyno (Nick Servo)
 Torquen's Over Racing (Aaron Barbosa & Kayla Frenette,
 In Memory Of John Massoud)
 Carl's 70 GS Stage 1 (Carl Rychlik)
 Second Look Investigation (Herb Langolis)
 Godfrey Racing (Jesse & Leanne Godfrey)
 22 Too Many (veterans suicide awareness & prevention)
 (John & Jen Everett)
 High Torque Racing (Mike & Cindy Garrison)
 Wager Racing (Will Wager)
 Homes Remodeled LLC (Willie Wager)
 Emergency 1 Restoration LLC (William Wager)
 And once again...last but certainly not least...GS Nats
 Event Director John Csordas Jr

I included the individual's names in the hope that you'll remember to thank them if and when you speak to them and/or when you are in need of parts or services they provide, if applicable. Please remember their contributions to what we do, and patronize their businesses and let them know that you appreciate what they do for us, the racers in Super-16. I have to take responsibility as well as apologize to the sponsors for the lack of PA announcements recognizing their support. I was so wrapped up in my own mechanical issues that I neglected to put something together and get it up to the tower for the track announcer to give them a shout out every so often, like I've always done in the past, and this year I dopped the ball. Sponsors, please know that I'm very sorry and I'll do better.

This year we had some great racing that was ultimately knocked out a tad bit early due to rain. Unfortunate, but it's the nature of the beast. Our **Low Qualifier** was Number 1 for the second straight year, as Rod Hendrickson drove his '91 Regal right down Broadway, ripping off a **6.53 at 211.33 MPH!!** Rod bettered last year's numbers by a tenth and a half in ET and 12 MPH! Fantastic job Rod!

First round saw Steven Pitts in his GN getting sent packing by Dan Chait in the Chait's flame orange '70 GS, next the two Massachusetts boys went at it with Rob Giroux in his mid-8 second '85 Somerset giving Greg Pelligrino and his beautiful wheel-standing blue GSX an early exit, while this year Johnard Veal in the '87 Regal got some payback for last year and knocked out Pete Van Tholen driving his '69 GS. Steve Steele and his '72 GS took out #1 Rod Hendrickson, Willie Wager driving his red '71 GS Convertible taking the win over David Poppy and his '87 GN, Rob Chilenski in his '70 GS was up against Mike Garrison in the Catlin '69 GS and Rob punted Mike back to Kansas! Will Lanier driving his '70 GS took out Drew Edwards in his '86 Somerset, and Dan Zepnick in his '70 GS was victorious over Larry Clark and his well-known '69 Skylark.

In the Quarterfinals it was Chilenski getting some payback from the '25 Nats sending Lanier back to the trailer, while Zepnick beat Wager, Steele took out Veal, and Giroux broke, which gave Chait the easy advance into the semis.

In the Semi-Final it was Chait sending Steele home early while Zepnick beat Chilenski, which should have led to a fantastic finish in the Finals between a pair of Dans, but Mother Nature had other ideas. Even though I pushed these guys for all I was worth all afternoon, trying get our Super-16 race completed before the imminent storms, it was not to be.

Our Final Round was rained out and so we gathered the two Dans under the awning at my trailer to flip a coin to decide who would be the 2026 Super-16 Champion, thereby giving me someone to award the Winner and Runner-Up cash, plaques, giant checks, trophies, and gifts. Both Dans agreed to split the money almost equally, with a slightly larger share going to the winner. It was Dan Chait winning the anti-climactic Final Round coin toss and Dan Zepnick going into the books as the Runner-Up. Congrats to both drivers!

The only thing left for me to say is that I'd like to take this opportunity to answer the questions I've gotten from several concerned Buick people since getting home from Bowling Green. I've gotten calls and texts asking what happened to me at the Nats and why I wasn't in eliminations, since I qualified #7 with an 8.78 at 152.78.

Well folks, I had a couple of gremlins suddenly appear including a carb throttle plate that separated from its shaft due to a broken spot weld...TWICE! The first time Rob Chilenski and I took it over to Dave Ficus, who rolled

Continued on NEXT PAGE...

SUPER 16 - Continued...

out the red carpet and allowed us (Rob) to use his trailer and his welder to fix the problem. THANKS DAVE! Unfortunately, the next full throttle pass I took it broke again!

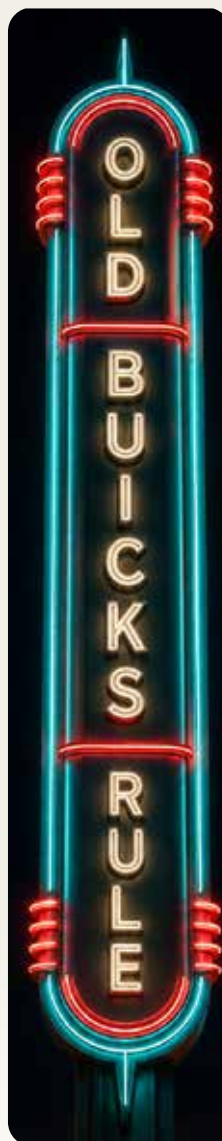
Charlie Evans was nice enough to call ATM Innovation (formerly Quick Fuel) located right in Bowling Green and he even escorted me over there, where they proceeded to do a complete teardown and rebuild on my 1250 Dominator, and all this starting at 3:45 on a Friday afternoon! When I got back to the track and bolted the carb back on the engine the car ran so nice it almost idled like a street car. I said almost. LOL! By then the track had shut down for the day so I had to wait until the qualifier on Saturday morning to give her a whirl. This time a gremlin from the end of last season reappeared. When I launched the car at full throttle (6000 rpm) she left hard as all hell and yanked the wheels way up high, but also hung a hard right turn while in the right lane. I came about as close to the wall as I ever care to and I got out of it, blipped the throttle when she came down while yanking the wheel to the left. I kept her off the wall but clearly she needed some adjustments.

When I got back by the trailer John Csordas and I jacked her up and jumped under the rear end to adjust the 4-link and lower the wheelie bars. When we lowered her off the jack I felt I was ready to go out onto track for eliminations and let'er rip. Right about then John noticed my right front wheel was leaning over like a street car with bad ball joints. We took the hood off and saw right away that I had sustained some damage to the front end on that right-turn run. Two rips in the frame right where the bolts go through and attach the tubular A-arm. Welding and front-end alignment needed, with no time to do either one. If this had happened a day or two earlier, I have no doubt I'd have been ready for Saturday, but it was just too much at once and losing the Wed track day to the rain really put me behind the 8-ball. I had to withdraw from competition because it would've been reckless to run the car the way it was.



Anyway, a week after we got home John fixed it and aligned it right before I was having surgery at the end of May to have my left knee replaced. So after some time to rehab the knee, my next time out will be at our Buick race at Beaver Springs, PA in mid-August. Thank you to all the well-wishers out there for your concern and support.

- Doug Hecker



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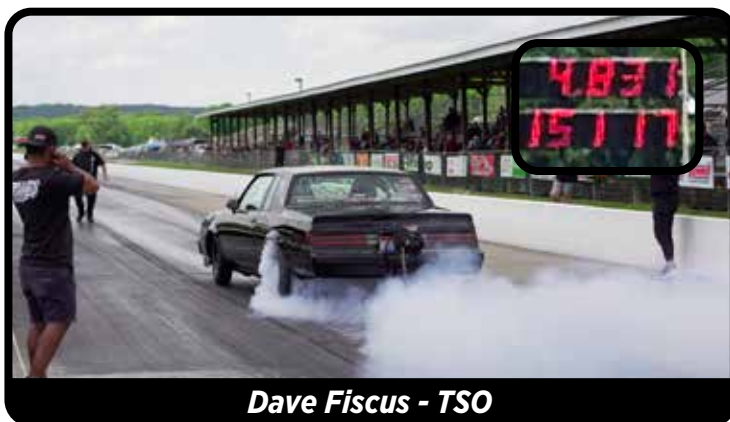
Swap Meet + Vendors, Buick Stuff EVERYWHERE!



Super-16 RRA Doug Hecker Showing Off!



Will Lanier + Family + Team doing what they do BEST! Going FAST With CLASS for sure!!!



Dave Fiscus - TSO



Smoking all 4 takes some serious HP!



Joe Fosco carrying them out past the tree!!!





WAYNE EMMOTT with a PERFECT Launch!

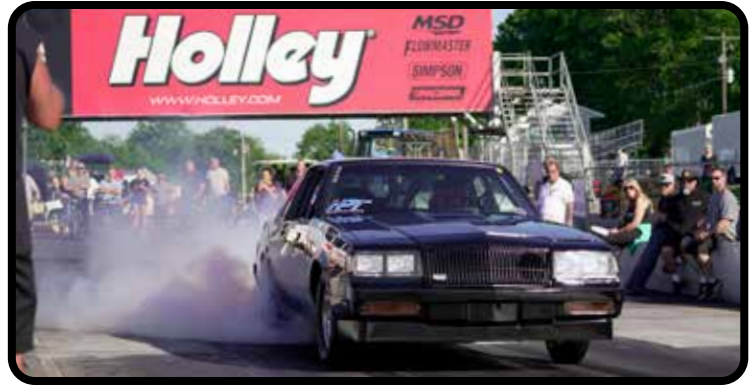


Catlin - Garrison... Showing off that Buick Power!



James Kiddy

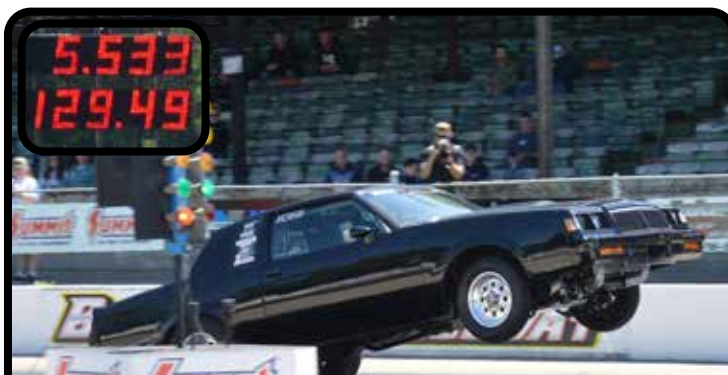




Thank You JOHN CSORDAS JR for ALL you and your Family + Crew do for the Buick Community!!!



John Plog - Watch for FULL story in upcoming GSXTRA - Fastest Stock Block V6 out there!



Steve Hughes



Smoke 'em if you got 'em!



THANKS to GEORGE POLLAKIS + Family + Crew for putting on another AWESOME Thurs eve gathering!!!

45th Annual Buick GS National's

My recap and thank you post -by John Csordas Jr

My trip started Friday evening on the adventure down to the Nat's. Saturday I stopped by Natalie Dave Fiscus and Daves shop to say hello since I don't get much free time at the event. Saturday evening had dinner with Ken White and Steve Kessler before ending in Bowling Green.

Sunday was a meeting at the track and some last-minute stuff done in B.G. And then Monday morning 8am at the track just for verification for tent setup and then some lunch with Don Cruz. Monday evening a quick meeting as well.

Tuesday got to the track at 9am for setup and early to prepare for Tuesday parking. My mom and David Shaker ran the gate for Broc Porter that allowed us early parking from 5 to 9pm.

Wednesday arrived at 630am to setup my stuff before the gates opened. Wednesday was a great day for setup and hanging around although we didn't get to race. By the time the rain stopped and track drying started, the track made the call that it was not possible to make it safe to race. The water was just coming back up to the surface past the 1/8th mile and worse the further down. Safety is a concern so we called it.

The Wednesday night movie was a huge success that was provided by Matt Lewis Adam Boca and NCM Insurance Agency for Collector Vehicle Insurance.

Thursday was an action-packed day of racing, vendors, and the sponsors choice car show provided by Mike Spoolfool Barnard, CARS LLC, NCM Insurance, and Metco Motorsports. Plus the restoration seminar and the amazing Paintworks Unlimited car reveal. All of this was a huge success and added so much to the day.

Thursday evening was topped off by the George Pollakis pit party. What can I say besides wow. Bigger and better than last year.

Friday was more of the same and the official car show headed by Kendall Riecken and family, as well as Sidney and Belva Meyer, Adam Martin, Alan Oldfield, and so many more, plus all the volunteer judges. A huge success with so many cars... it was getting very tight to park. Friday evening was the car cruise headed up by Jerry GN Ray and

James York. Many people attended that as well. Another great addition that I hope will continue as well.

Saturday more racing and vendors till the rain came. With safety first, we had no choice but to call it. Some classes finished and some split, did coin toss or something different.

Most classes had record payouts thanks to all the sponsors and donations to the event.

The animal rescue adopted out 28 animals, and was a huge success and plus for the event - and for them as well.

I want to thank the Reatta club for joining us this year for the first time. A huge THANK YOU to the Sy / Ty group led by Steven Bullitt for coming back this year with double the trucks.

Thank you to all the kids for entering the kid contest and enjoying free ice cream as well.

I can't possibly name everyone that has helped me before or during the event, but I am still living off such a great week. Never thought I could be apart of such an amazing team and friends. This year I wore a lot of hats, and I guess announcer now too! But I believe in communication and it seemed to work.

Thank you to my parents John Csordas Sr. And Nancy for helping me out. Even though dad said I'm crazy to get involved even a little. Thank you to Juliana Elizabeth for everything, and dealing with my panic and stress all year to make it as good as possible. Ron Joseph for all the help behind the scenes. Jack DiLorenzo for security. Matt Gordon and Sarah Thompson Gordon for doing the vendors and golf carts. Everyone at my tent helping out. Mike Mazzeo and Amy, Dominic Lamorte and family, Bob and Mary Christo, and so many more. Also, the entire Northeast GS/GN Club Inc. crew for getting my back no matter what. And Patty Brightbill for running the gate and helping out as well at the trailer. Each and every RRA and helper is a HUGE asset in communication for each class and raising sponsorship as well.

The track staff... Tyler Tarrance, Aaron Decker, Broc porter, Rebecca Porter, and the others. They are the only staff that makes it easy to work with and lets us make decisions for the good of the event too. They bust their butts for us

45th Annual Buick GS National's *Continued...*

because we treat them with respect. Nobody gives them a hard time and it shows. Also the lane staff that helped me... 3 of the best - Amanda Egan, Denny Moore, and David Shaker. The communication of all 3 of them to each other, the racers, and then to me is what keeps the event moving. Another big help came from the racers and the RRA's listening and being prompt. I know people thought I was nuts rushing the show Saturday, but the track said rain was coming. Oh so close to finishing.

We already have sponsors for next year. The Buick community raised 1000 and gave it to William Wager for Luke Floyd (lost wallet/traveling money). He would not accept it, and said use it for next year. Luke also doubled it, and Willie added 1000 as well for Luke's generosity and giving back to the Buick family! Michael Garrison and Craig Bonhoff also would not take their sponsorship back since their race classes got canceled, and put it towards next year. We also had some profit from the shirts and items at my trailer, so that will go towards next year as well. I still have shirts, cups, etc and I will make a post if anyone wants some, and I can ship them out as well.

Thank you to Prasad Elamana and TURBO FARM for the gift certificate for Juliana. Mind blown for sure and so thankful. Thanks to Bryan Lynch for the custom cups. Thank you to Jerry Ray and dad for the veterans award that I got. Also, Thank you to Fabro Cater (aka Coach), Jacob Martinez, the California crew, and the GSR crew for constantly feeding me because you knew I didn't get a break. Thank you Charlie Evans for the announcing. Thank you Ruby Fooks for bringing the animals. Thank you Kendall Performance & Restoration LLC for taking the car show up another notch. In case you didn't see, Kendall and Amanda Riecken had a newborn there - and still powered thru to give a great event!

The dedication of the team and the dedication of the attendees is amazing. From people like Richard Babula who shares the event everywhere, as it has really spread to more first time attendees again this year as well. I also want to mention Top End Fabrication. They are obviously not Buick people but came last year with Mark Busher. He called me immediately following the event giving us praise as the best family event he has been too. The opponents fixing each others cars and sharing parts was something he has not seen. No drama, well run event for all ages, and even open to all makes and models. He also sponsored this year and brought a Camaro to race and test on their way to Norwalk for a big race. Our Buick family is so inviting, and I guarantee we are the only group

around that does what we do as a family. I know a lot of people are thanking me, but this is really a TEAM EFFORT, and we can't do it without everyone's participation and help. We all worked together and worked hard.

Thank your sponsors... PLEASE. Whether you won or not, send them an email or a text. It helps more than you know. I hear it from a lot that people don't say thank you. Support the companies that support us, NOT Amazon. If you won this year, consider paying some of it forward and sponsor for next year. Every class was incredible, including the brackets. 50 bucks goes a long way to adding to pots. I don't think anyone can complain about payouts, and we like that, but we can't rely on the same sponsors year after year either. The Buick family is strong, and you see I post mentioning a lot of just regular people that enjoy the show we put on and decided to pay it forward.

To all that donated extra trophies for the show, thank you as well. Those mean a lot to winners, and have meaning from presenters as well. And the story that goes with a trophy has a lot of depth and meaning too. I'm sure I forgot things + people, but definitely not on purpose. A lot happened in just a few days, and I could have easily missed something or someone. If I did I am sorry. Congratulations to all winners and personal bests set this week.

My only regret I miss about the event is being able to hangout more with friends. And I hope you all understand that if I am "hi and bye" or a quick wave on the bicycle, it's because the event comes first. With so much going on, I only got to make 2 quick passes in my car.

Thanks again for a wonderful week, and you all make me proud to attend this event and be part of the Buick family. Can't wait to see what 2027 brings, as we got some ideas already from attendees of this year. We make decisions to keep this going for as long as we can.

John Csordas JR

Editor's note: John is definitely the best thing that has happened to the event in the recent years. It would not have the renewed following if it wasn't for him, his character, demeanor, attitude, dedication, perseverance, friendships, and so much more! It is definitely a GROUP EFFORT, but he deserves a lot of thanks as well!

- Paul Ferry

THANK YOU ALL!





Thanks to EVERYONE, especially the racers - for keeping things flowing and exciting for all to watch!

A HUGE THANK YOU to the

- Aaron Decker
- Adam Kary
- Adam Martin -
(Antique Automotive Service llc)
- Alan Cunningham
- Anthony Rose
- Auto Custom Carpets
- Autocentercc.com
- Basketball Sam Davis
- Benchmark Abrasives
- Bob Lorenz Jr
- Bud Langmeyer
- Buick GSCA
- Bullet Cams
- Carl Rychlik
- Chad Dickey
- Chris Swinson
- Clore Automotive
- Cruz Performance
- Dave Burns
- Dave King -
(SteelCityFlightAcademy.com)
- David Day Racing
- deCordre Automotive
- Denny Manner
- DigiTails
- Driven Oil
- East Coast Reatta Parts
- Ed Stanton
- Eric Martin
- Fred Hickey

- Fred Weisse
- Gambles High Performance Machine
- Gary Lash (Lash & Company CPA's)
- Greg Laird
- Greg Stancato
- Hartline Performance
- Herfurth Aluminum Racing Mufflers
- HPT - HPraceBrands
- HR parts N stuff
- Ivyland Collision
- James and Elaine Bowles
- Janis Transmission
- Jason Jackson
- JD Motorsports
- Jeff Kirkeby
- Jerome Pecsko
- Jim Willacker
- Joe Pratt
- Joe Tortorici -
(Absolute Performance Automotive)
- John (jherb) Herbert
- John Carroll - waterboy
- John Csordas Jr
- Kendall Performance + Restoration
- Lanier Racing
- Linda Kary
- Logan Cecchine -
(OldBuickParts.com)
- Lonnie Diers -
(Extreme Automatics)
- Lorenz Racing & Performance
- Lucas Zibrida

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- Watts Performance Solutions
- Wayne Emmott
- White Heating & Air Cond. (Ken)
- Year One
- Zack + Leah Hamlin

*If we missed anyone, PLEASE CONTACT John Csordas JR
Info is on page 2, and we will get your name on the list!*

*If you would like to sponsor - or if you know someone
or a company that would like to sponsor the EVENT, have
them contact John for more details.*

*And if you know anyone that might want to advertise or
support the BuickGSCA (the CLUB), have them contact
Paul Ferry at: info@BuickGSCA.org*







Thanks to Debon and Hank for some super cool drone shots... along with 1000's of other great pics! Keep checking back on our website BuickGSCA.org in the MEMBERS ONLY section for a TON MORE!!!!

2026 EVENTS SCHEDULE

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
*** SEE FLYER AND ADDITIONAL INFO BELOW / NEXT PAGE ***

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,
PLEASE contact us so we can pass the info along!!!***

BUICKS AT DRAGWAY 42

AKA – Darana Raceway

October 1-3, 2026 • West Salem, Ohio

Lorenz Racing & Performance and Hartline Performance are back for another incredible 3-day Buick event at Dragway 42 — one of the finest racing facilities in the country! Open to anything Buick powered, the event features heads-up, bracket, and index classes, test & tune lanes, a Saturday car show, a kick-off party with FREE food and entertainment Thursday evening, free overnight camping, and thousands of dollars in door prizes, raffles, and giveaways all 3 days. Many have run personal best E/Ts and MPH here — don't miss it!

SCHEDULE & PRICING

Thursday, October 1 — Test & Tune (Track Rental)
\$250/car CASH ONLY | Gates open 9:00 AM |
Track hot 10 AM-5 PM
Free general admission, trailer drop-off, overnight camping & Kick-Off Party.

Friday & Saturday, October 2-3 — Qualifying & Full Race Program
\$150/car/day or \$275 for both days CASH ONLY |
Gates open 8:00 AM | Track hot 11 AM
General admission \$25 | Kids 10 & under FREE | You may enter multiple classes at no extra charge.

Saturday Car Show — \$40 entry | Registration 8 AM-Noon | Trophies, door prizes & raffles all day.

Continued on next page...

RACE CLASSES

TSO Turbo Street Outlaw | TSM Turbo Street Modified
| TAI Turbo Alcohol Injected | THS Turbo Hot Street
| TPB Turbo Pro Bracket | Index Classes | Bracket
Classes | T&T
GMC Sycloones and Typhoons are welcome!

SPONSORS, PRIZES & GIVEAWAYS

Spoolfool Productions — Sponsoring all heads-up
class payouts + donating a complete set of front &
rear bumper fillers!

G Body Parts — Donating a set of 4 wheels (winner's
choice: 18" or 19" GNX-style, 15" aluminum GN-style, or
NEW 15" chrome wheels). Sign up for your free ticket
at the Lorenz Racing & Performance tent!

Metco Motorsports — Donating a set of Limited
Edition black upper & lower control arms for the raffle.
Turbo Stitches — On site with apparel and racing her
8-second Stage 2 Turbo Regal!

Full Sponsor List:

Lorenz Racing & Performance • Hartline Performance
• Spoolfool Productions • Precision Turbo & Engine
• New School Performance • Janis Transmission •
Metco Motorsports • Fiscus Motorsports • Snap-
On Tools / MRG Tools • HR Parts N Stuff / The Buick
GSCA • G-Body Parts • Turbo Stitches • Turbo
Farm • FireCore Wires • Roll Models Detailing • Da-
vid Day Racing • Ed Stanton Racing • Bryan Lynch
Racing • John Csordas Jr. Racing • Advance Auto
Parts of Lodi • NAPA of Lodi

Vending is FREE

Vendors and potential sponsors con-
tact Lorenz Racing & Performance.

NEARBY HOTELS

(10-30 min from track)

Hampton Inn & Suites, Wooster:
4253 Burbank Rd, Wooster, OH 44691
330-345-4424

Hawthorne by Wyndham:
330-769-5025

Quality Inn: 419-281-8090

Comfort Inn: 330-439-0190

Wingate by Wyndham: 419-281-2900

Super 8 (Wooster): 330-769-6823

Super 8 (Ashland): 419-281-0567

Motel 6: 419-496-0377

Quality Inn & Suites: 330-439-0190

Questions?

Contact Lorenz Racing & Performance
or Hartline Performance. Stay tuned
— more sponsor and prize details
coming soon!



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BENNY SOTO = Mem # 7854

I DO NOT OWN A CELL PHONE, NO TEXT.

I STILL HAVE A LAND LINE PLEASE CALL:

Phone Number: (575) 885-3278

Email: cecilia.soto49@yahoo.com

PARTS FOR SALE:

1 Set of GSCA M/T Long Tube Headers (NEW Never Installed) that have been Jet-Hot Coated Bright Finish (Chrome) \$950 - Located near Knoxville, TN.

Ricky Mixon, GSCA #

Email: decever1@att.net

Phone Number: 865-659-7059

CAR FOR SALE:

For sale 1971 Buick GS455 convertible with bucket seats, automatic, center console, N25 bumper, in original condition. Starts and runs well. The top is in excellent condition. No rust.

Purchased in Dalton GA. Owned for 20 years. Always garaged. Rapid City, SD 57701

Asking \$59,000

Robert Ward - (605) 390-1973

(FYI - he is NOT a GSCA member - so proceed accordingly, said getting/got a divorce) -- See picture below --

CAR WANTED:

I am still looking for 1970-1971 Stage 1, NO GSX, NO Convertible, non-original motor a possibility. I am a collector, NOT a dealer.

Steve Wegh GSCA #2697

PH: 937-546-3601 OHIO.

All calls will be returned.



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REWARD: \$1,000

by Richard Clark

I am offering a \$1,000 reward for information leading to the return of one of only two GNX suspension installation fixtures (made out of aluminum) released on loan.

These were loaned out for installation of GNX suspension that we sold as a kit.

If you have information about their whereabouts, ownership, or disposition, please contact me. All inquiries will be handled confidentially.

Reward paid for information that directly leads to the discovery or confirmed location of either or both fixtures.

**Richard Clarks Garage
Richard: 336-684-3653
Jay Rubin: 412-390-4826**

Editor's Note: It's a shame when someone goes out of their way to help others, offering to loan them something to help them install custom parts on their Buick, making life easy for them - and without charging an extra dime... and then have to offer a reward to get it back.

After talking to Richard, I am hoping that one of these might be where someone just took too long to do the install and simply forgot to return it. And after seeing this or hearing that Richard is looking for these, would return it with an apology - and not even dream of collecting a reward.

As for the other one, hopefully it will go that easy too... but not too sure because of what Richard shared with me. Time will tell, and the truth will surface. Even if someone has one of these that you purchased from someone else, that doesn't mean it is yours... simply because it wasn't the other persons to sell in the first place. If you feel that you can't live without it, then have someone make a copy if you need it that bad. That might not be the ideal thing, but I am sure that Richard would be happy just getting his stuff back. - Keeping something that the original owner never sold is never a good thing, regardless of how you got it.

Hopefully they both get returned, and people don't start speculating on who might have these - except with the motive to get them back to Richard. I hate to think that there are people in our Buick community that would purposely take advantage of one of the legends in our Buick family... that has lived his whole life putting others (mainly 1000's of Buick people) before himself. Knowing Richard, he might have built them one for free if they asked him. That's what makes this so hard to wrap my mind around.

Please do the right thing if you are in a position to. - Paul Ferry

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www.RJCracing.com



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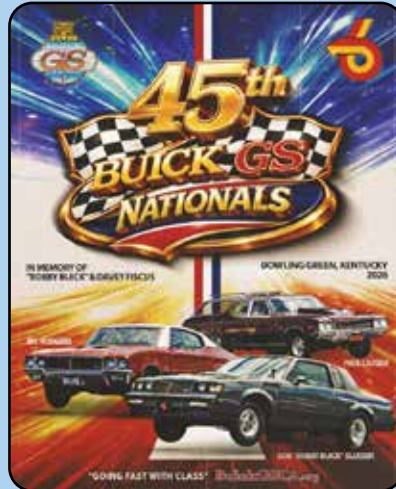
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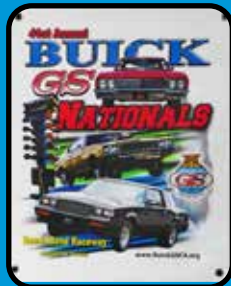
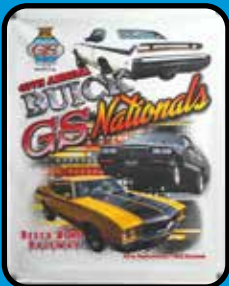
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