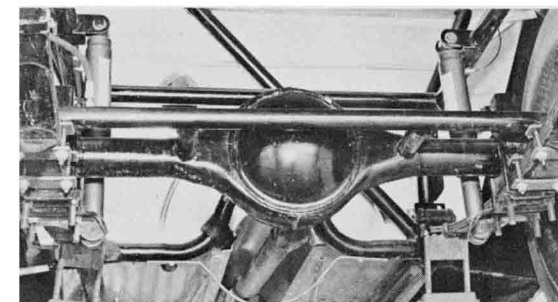
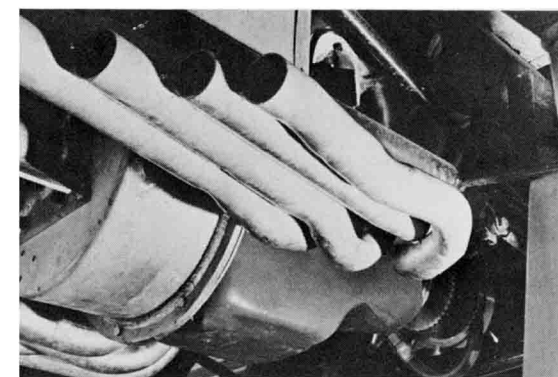
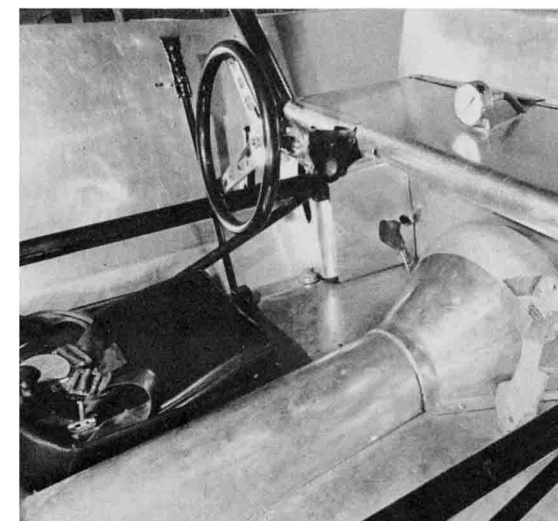




ABOVE LEFT—Head-on view of Ron Pellegrini's Buick Gran Sport hardtop reveals a lot to the trained eye, such as the fiberglass bodywork, Dzus fasteners, and a bugcatcher coming through the windshield. ABOVE RIGHT—On the other end, there's still more fiberglass, wheelie bars, Simpson 16-ft. parachute, and a set of Goodyear 1100 x 16 slicks. One gets the impression that all that glitters is not stock Buick.



ABOVE—Here's the clincher. It's a 430-in. MoPar hemi, carrying MIT pistons, rods, and rings, Milodon main support, Crane cam, Donovan rockers, valves, and covers, Enderle injector, Schiefer magneto, and heads by DuPage Automotive. The 6-71 huffer is driven by a Cragar/Thompson drive, and sits on a Cragar manifold. Overdrive is 20%. TOP RIGHT—Interior aluminum is .032 sheet, formed by the owner, supported by the NASCAR roll cage, and supporting a Corvair steering unit. ABOVE RIGHT—Neat headers are by Rudy's Custom Exhaust, of Cicero, Ill. Direct drive by Henry Machine uses Schiefer plate, Velvetouch disc, and a Donovan wheel. RIGHT—Rear features vertical Delco airshocks, NASCAR leaves, much bracing, and stiffening members added to chassis.

Ron Pellegrini's Buick is a lot more than it appears to be



Gallopin'
Gran Sport



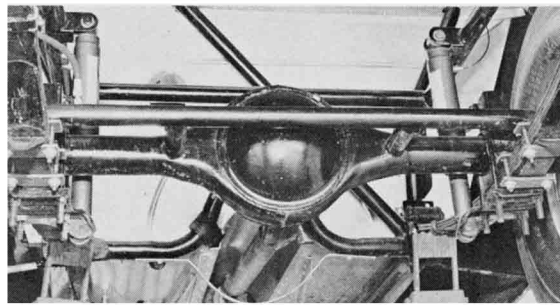
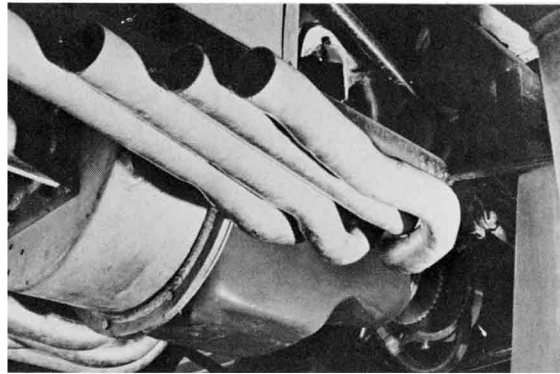
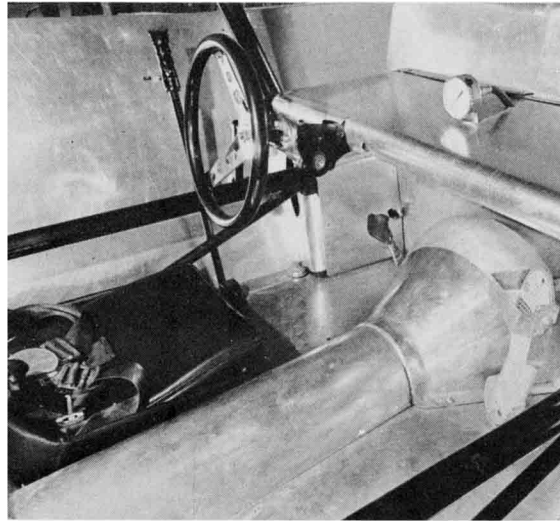
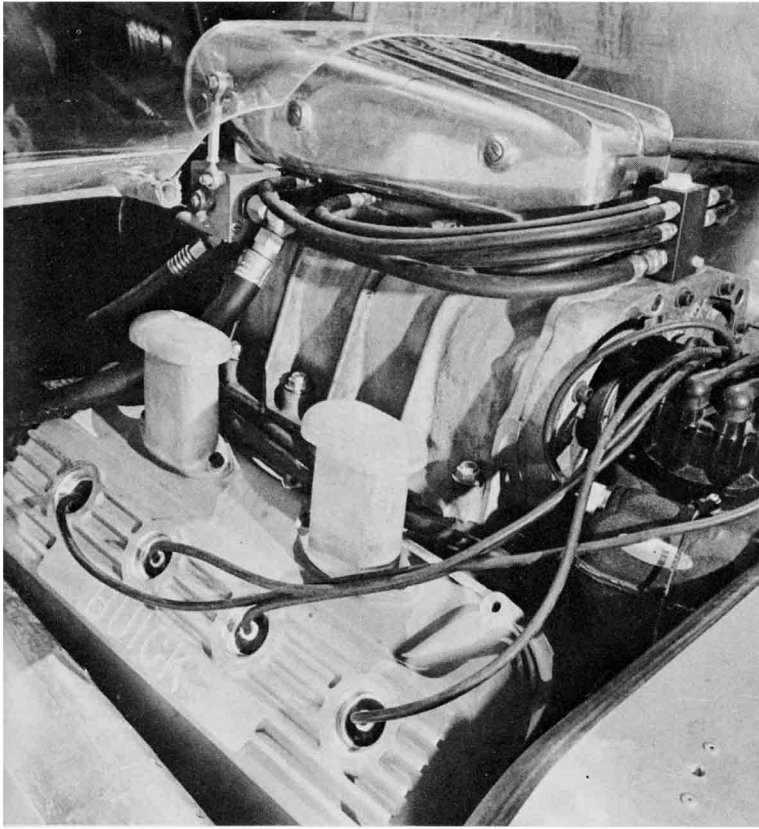


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