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THANK YOU FOR ATTENDING TONIGHT AND FOR ALL THE SUPPORT YOU PROVIDE THE BUICK HERITAGE ALLIANCE.

OUR PURPOSE IN HOSTING THIS DINNER IS PROVIDE SOME FUN AND RAISE A LITTLE MONEY IN THE PROCESS. THE AUCTION WILL REMAIN OPEN UNTIL 9 PM. SO, YOU HAVE A LITTLE MORE TIME TO GET IN YOUR BID

THE BAND WILL RETURN SOON AND PLAY TO 11. IF DANCING MAKES YOU THIRSTY, THE BARS WILL REMAIN OPEN UNTIL THE MUSIC STOPS

NEXT YEAR

EACH YEAR WE INTEND THE SAME GOAL BUT WITH CONTINUING IMPROVEMENTS. PART OF THE FUN IS THE AUCTION AND THE AUCTION IS BETTER FOR ALL WITH IMPROVING DESIRABILITY OF THE ITEMS OFFERED. SO, IF YOU HAVE SOME NICE COLLECTIBLES YOU CAN PART WITH, THEY SHOULD GRACE THE TABLES NEXT YEAR.

WE HAVE ALSO IMPROVED OUR ORGANIZATION OF THE EVENING. SO, NEXT YEAR YOU HAVE A CHOICE OF BEEF, CHICKEN OR FISH

## BHA AWARD

WE CREATED THIS AWARD 3 YEARS AGO TO RECOGNIZE SIGNIFICANT BUICK AUTOMOBILES SHOWN AT SOME VENUE IN THE US AND PEOPLE WHO HAVE BEEN SIGNIFICANT IN BUICK HISTORY.

TO COMMEMORATE THIS AWARD, WE CONSTRUCTED A 100-YEAR TROPHY TO ENSURE THAT THESE AWARDS ARE NOT FORGOTTEN. THE BRONZE CASTING AT THE TOP HAS SPECIAL SIGNIFICANCE – IT IS AN EXACT REPLICA OF THE CASTING THAT GRACED THE MANUFACTURER’S TROPHY GIVEN BY BUICK IN THE 1971 AND 1972 BCA NATIONALS

The Buick Heritage Alliance Award is presented annually to recognize an individual's notable accomplishment that helps to fulfill the BHA's purposes that include the promotion of historical research, and the educational dissemination of information concerning the origin and development of the Buick automobile and the individuals who contributed to its history.

## WINNER

DENNIS M. MANNER

For significant contributions  
to the performance heritage of Buick automobiles  
and its preservation

IT IS SAID THE THOSE WHO LOVE AUTOMOBILES HAVE GASOLINE IN THEIR VEINS.

DENNY STARTED EARLY FILLING HIS AT HIS FATHER'S LOGGING CAMP IN NORTHERN MINNESOTA.

LIKE A LOT OF US, HIS HIGH SCHOOL AND COLLEGE YEARS WERE FILLED WITH STUDIES, WORKING VARIOUS JOBS AND MESSING AROUND WITH CARS.

DENNIS GRADUATED WITH A MECHANICAL ENGINEERING DEGREE FROM THE UNIVERSITY OF MINNESOTA IN 1959. IN COLLEGE HE TOOK SOME COURSES IN ENGINE DESIGN. UPON GRADUATION, HE HAD SEVERAL JOB OFFERS AND SETTLED ON A POSITION WITH BUICK ENGINEERING

AS SOON AS HE ARRIVED IN FLINT HE TOOK IN A LOCAL DRAG RACE AND BECAME INVOLVED WITH A GROUP RACING A FIAT TOPOLINO COUPE WITH CHEVY POWER

OVER THE WINTER THE GROUP MODIFIED THE CHEVY WITH A SUPERCHARGER AND A FUEL INJECTION SYSTEM OF THEIR OWN DESIGN. THE CAR WAS GOOD ENOUGH TO WIN 2<sup>ND</sup> PLACE IN THE B/ALTERED BLOWN CLASS AT THE 1960 NHRA NATIONALS.

HERE THE CAR IS BEING PUSHED BY DENNY'S 56 CHEVROLET, IT TOO WAS MODIFIED AND SHOWED MANY A CAR ITS TAILLIGHTS IN STREET CHALLENGES.

DENNY AND THE BOYS TIRED OF RUNNING FOR TROPHIES AND OPTED TO DO SOME CIRCLE TRACK RACING. A 57 BUICK SUPER WAS SHORTENED AND FITTED WITH A 425 BUICK THAT WAS HIGHLY MODIFIED BY DENNY. IT WAS THE TRACK CHAMPION IN 2 SEASONS AND IN ITS LAST, IT WON EVERY FEATURE IT FINISHED.

SOME OF YOU MIGHT REMEMBER THE MAY 1970 COVER OF HOT ROD THAT EXPOSED THE WILD ENGINES THAT BUICK WAS EXPERIMENTING WITH. ALTHOUGH CHIEF ENGINEER PHIL BROWER GOT THE COVER, DENNIS WAS ONE OF THE KEY ENGINEERS DOING THE DEVELOPMENT AND TESTING OF THESE WILD CREATIONS

THE NEXT PHOTO FROM THAT HOT ROD ARTICLE HAS DENNIS SHOWING THE SPECIAL STAGE TWO HEADS.

DENNIS BECAME BUICK'S CONTACT TO THE DRAG RACE FRATERNITY FROM 1965 TO 1976. ONE OF THE SEVERAL PRIVATEERS THAT WAS BLESSED WITH DENNY'S HELP AND SPECIAL BUICK PARTS JIM BELL AND POP KENNEDY WHO INITIALLY WORKED OUT OF REYNOLDS BUICK IN LA. SOME OF YOU KNOW THEM AS KENNE-BELL.

DENNIS ALWAYS TOOK HIS ENGINE DEVELOPMENT WORK SERIOUSLY. HERE IS THE PROOF

WHEN BUICK WAS CHOSEN TO PACE THE INDY 500 IN 1975, DENNIS INSTALLED A STOCK 1974 455 STAGE 1 DRIVETRAIN IN THE 1975 CENTURY CUSTOM COUPES. THESE BUICKS MET THE INDY PACE CAR PERFORMANCE REQUIREMENTS WITH THEIR STOCK DRIVETRAINS

IN THE EARLY 1970S, DENNIS MOVED INTO BUICK MANAGEMENT WITH RESPONSIBILITY FOR BASIC ENGINE DEVELOPMENT AND LATER RESPONSIBILITY FOR COMPONENT SYSTEMS

WITH THE CHANGE TO MANAGEMENT, RACING RECEDED AND HE BECAME INVOLVED WITH RESTORATION. HIS 1966 RIVIERA GS IS THE FIRST OF THE 179 CARS THAT WERE ORIGINALLY EQUIPPED WITH THE 2-4BARREL CARBURETOR OPTION - A SENIOR BCA CAR AND FIRST PRIZE IN ROA. The RIVIERA WAS JOINED LATER BY A 1972 SKYLARK GS STAGE 1 AND LATER STILL A 1991 REATTA CONVERTIBLE.

DENNIS RETIRED FROM GM AS ASSISTANT CHIEF ENGINEER GM POWERTRAIN – V-6 ENGINES IN 1996.

FOR MANY YEARS DENNIS HAS BEEN ACTIVE IN THE BCA STARTING IN 1982, ROA, GSCA AND THE BUICK PERFORMANCE GROUP. AS I AM SURE MANY OF YOU KNOW, HE HAS ALWAYS BEEN READY TO HELP THOSE NEEDING EXPERT ENGINE ADVICE.

IF YOU ENJOY PERFORMANCE BUICKS DENNIS MANNER HAD MUCH TO DO WITH THEIR CREATION