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157 BLK DD JR LC BD										BK AC H78C 533 V									
S-AB SJ XC NO B-59 JC YH 724 SL SU BC 3										1966 TUNL 8LW									
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SEP 5 3-W SA 96-98 BLACK P-CF										L7R H78X1A-B/262-3E-MAL									
TENT GLASS ALL #88D ROOF DRIP MLCG										403 CHROME WHEELS									
455 STRATO BKT ST #883 3AK PNL MLDG										P30 0/5222 TERE #07A W/S									

**THE BUILD SHEET**

October Edition Issue 3



# Great Plains Buick Challenge



BPG Eastern Regional Picnic  
Buick Performance Weekend

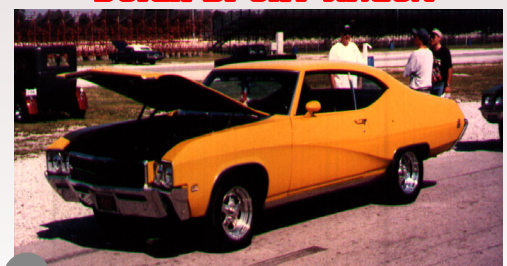
Phil & Pat Dayen's beautiful 1969 GS 350



Mike Gilbert's 12 second daily driver



TEN SECOND STREET LEGAL  
BUICK SPORT WAGON



# norwalk-Test & Tune

# The Buick Performance Group

Home office: Buick Performance Group  
P.O. Box 22279  
Robinsdale, MN 55422

## Buick Performance Group Mission Statement

**The Buick Performance Group (BPG) is a non-profit membership organization dedicated to the performance, preservation, maintenance and restoration of Buick powered performance cars. The BPG offers a member focused, family oriented community environment that encourages and promotes: (1) the sharing of information; (2) the development of new products; and (3) interaction and participation between all members.**

### *BPG National Board of Directors*

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Mike Bucy – Secretary – Non Board Position  
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The Buick Performance Group is a non-profit, member run organization. We value all input from our members, and would love to include your car, tech tips and any article that you would take the time to submit to us.

To submit an article or your car for a feature, fax, email or postal mail your information and pictures to this address:

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## **From the Chairman's Desk**    *Jim Weise*

Due to circumstances beyond our control, founding member and former club board member Kris Burns had to leave us. We certainly wish her well, and thank her for all her hard work on the club's behalf. This has precipitated a few changes, and I will go over them in detail.

### **1. New Board Members:**

*We are happy to announce the addition of two new members to the board of directors.*

**Bruce Hunter:** Bruce is a life long Buick fan, serious drag racer, and about as good and selfless a guy as you will find. He is stepping into the position of PR Director, and his insight into all things Buick will be a great aid to our efforts here. I had the occasion to spend an evening or two with Bruce this last summer, and he is a much of a "stand up" guy, as you will find. His level-headedness will be a good addition and a steadying influence to your board of directors, and we thank him for accepting this position, and for his efforts in this club, since day one.

**Brad Conley:** When we had some discussions about who to appoint to fill out the board, it was noted that we were a bit heavy on the racers, and light on the car show participants. Hence, who better to enlighten us gear heads, than "the man" when it comes to show cars... He owns the GSX prototype, as well as the GNX prototype, and is great friends with another of our club members, Duane Heckman. I am sure Duane will be twisting Brad's ear, to make sure we fulfill the needs of the many among us to whom "the show" is their "thing". And the addition of Brad, along with the input from Duane, will insure that the rest of us gear head racers on the board give the car show it's proper due.

Both these guys are founding club members, whose input helped to shape what we have today. These gentlemen were appointed to the board, in accordance to the bylaws of our club, and these positions, as well as the rest of the board member spots, will be up for nominations and elections, in our first election, to be held in the fall of 2004.

### **2. New membership/general secretary**

After much consideration, this position was offered to **Mike Bucy**, who graciously accepted. Mike and I have been friends and racing partners for almost 20 years now, and the tasks of membership sign-ups, newsletter distribution, and all general work required to run the day to day operations of the club, now will be handled by Mike and I. Mike and I are also the administrators of this board, so this streamlines some of the processes that go on behind the scenes, when a new member signs up.

### **3. General Treasurer**

Current Vice-Chairman, and V-6 Director John Schmidt will be assuming this position. He will be in charge of all capital expenses, beyond the day to day operational expenses, and will prepare an annual financial report, to be distributed to the entire membership, via a insert in the first edition of newsletter for the new club year, that being the Feb/March issue. This change is more of an organizational thing than anything, as we have really not had one person in this position for some time.

### **4. New club address**

To facilitate the change in the secretary/membership position, we have established a new club address, to which all correspondence should be directed. It is:

***Buick Performance Group  
PO Box 22279  
Robinsdale, MN 55422***

## 5. The New Stickers are here!!

First class all the way, something you will be proud to put on your car. These are static cling circular clear pieces, with a design that was approved by the founding members of the club some time ago. I received them late last week, and all current members will get them, as they will be enclosed in your next newsletter. The newsletter will be sent in an envelope, as our last edition was sent without one, and we did experience some long mail delays. I think your postman was reading it!! The envelope will insure that your latest copy of The Build Sheet will arrive undamaged.

## 6. Consolidation of the V-8 Buick board and this BB.

This is an issue that requires some thought, my feelings are well known, but I want to be sure that we are giving this club the maximum exposure. I have to go over to V8 Buick, and do some polling, to see how the current supporters of that board feel about a possible change. The sticky issue is that of our V-6 Friends, and name recognition. Many folks have supported that board, with their input, and money, so I can't just pull the rug out from under them... they like the concept of a V8 only tech board, and if I up and change the name to "BPG Forums" then I feel they may resent the fact that they have lost their "home" on the 'net, for their V-8 only discussion. On the flip side of that coin, if we keep the name V-8 Buick, then potential BPG members, who are TR guys, may feel that this club is not for them. A sticky issue for sure. So, in demographic fashion, I am going to let them decide. I will post a poll as to this issue, on that board, and let the current users say their piece, and we will have a vote on it. It should be noted, that what we are talking about here is a name change... under no circumstances will Mike Bucy and I relinquish control of that venue, as it is a protection issue, there are outside influences that may wish to take over that outlet on the net, for their own gain. Let me tell 'ya folks...*ain't gonna happen..*

## 7. The 4-bolt main 455 block is here!

One of the very few surviving examples of the "skunk works" at the Buick Motor Division, in the early '70's, is now in the club's possession. Currently, the block is at one of my machine shops, receiving some needed TLC. Plans for this block are to build a unique display stand for it, and show it at all major Buick events, in the 2003 calendar year, up until the inaugural BPG nationals in 2004. After that, then this unique piece of history will be donated to the Sloan Museum, to be put on permanent display. Now, you want to talk about folks who have contributed to this hobby, and the preservation of it's history... then you need to go no farther than Club member **Scott Miller**. He is **funding this entire project**, and although I don't know the exact costs, they are substantial... like having me build you a real nice 455 substantial. If you can nominate anyone for "Buick sainthood", then I have to give the nod to Scott. Every time I look at the block, and take into consideration his gift, I have to just shake my head... unbelievable... He has enable many of us to view this piece of history, and for that we have to give him a huge **THANKS** 🙏

## 8. Reproduction items

We have begun the process of working with a vendor, to get some much needed parts reproduced, that being the window felts for our cars. This is an ongoing thing, so stay tuned.

So that about covers it, and this club is stronger than ever. Membership is growing daily, and we are in negotiations with several major vendors, to offer discounts and special BPG member only perks. More on that, as they develop. In closing, I just want to offer a few words. This club is run by it's members, as a "hobby"... what that means is that it will stay more "pure" than it would if it were turned into a business, owned by one or a small group of individuals. The downside of this is that there is no one working every day, all day, for the club, so it takes a little longer for things to get done. What we all need is a good measure of patience, as they say, all good things come to those who wait! We work hard to produce and distribute your newsletter in a timely fashion, but when it comes to some of the other issues that crop up, and projects that we undertake, make sure you keep these facts in mind. As always, anyone who has any questions concerning any club related issue is invited to give me a call, I will do my best to handle any situation that may arise. I am available 7 days a week, at the shop number, (612-522-8219) and am in the shop day and night. If you get the machine, leave a message, and I will return your call promptly. All for now!

**Thanks, Jim Weise**

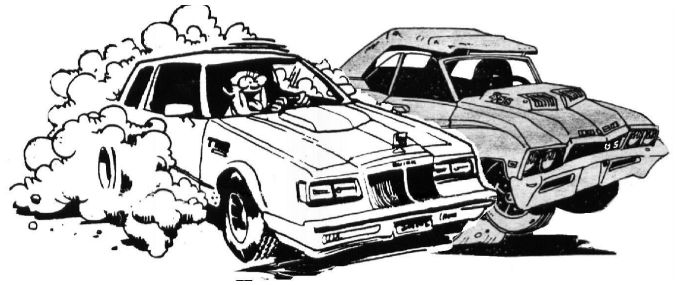
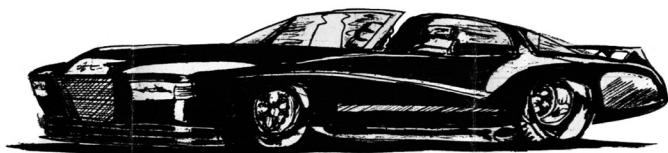
## Editors Remarks

*Rick Martinez*

Well the summer is just about over and other than our western and southern members; the rest of us will soon be planning on putting our toys away for the winter. So far the 2002-year has been very exciting with a ton of shows and racing events held Nation wide! And the BPG will try to bring you all together on the events as they unfold. We recently had a few Club events held, and the response has been great. We have even seen a greater number of the older Buicks making it out. The Buick Performance Weekend held at Raceway Park, NJ this past Labor Day Weekend had a large turn out of the older Buicks, more so than the Turbos. All in all for a closed exhaust BOP day 170 Buicks showed up, with 70 being entered in the show. We easily doubled the Oldsmobile and Pontiac count. I am quite certain the BOP at Bristol will show similar results of more Gran Sports coming out! We haven't figured on why, but as the saying goes, "Why ask why".

As of late there have been some major changes within the club's organization. Kris Burns had resigned from her position. We will miss her as she had done an outstanding job for the BPG. She was instrumental on getting us all together early on and helped move the idea of a new club towards a reality. I am sure she will still remain as an active member along with her husband Dave, as she will always be an asset to this club. Joining the Board will be Brad Conley, Bruce Hunter with Mike Bucy helping to run the day-to-day operations of the club. With less than a year under our belt as a new nation wide club we are growing up fast. The BPG like any new club has gone through some growing pains, but rest assure the BPG is here for the long run. The Board does its best for you guys and girls. At times we may stumble, but as a "members" club, you can have that right to jump in with advice or ideas or help whether we like it or not we have to listen and attempt it. We try our best, but most of all we also rely on your input and views.

I hope to see most of you guys at the Bristol meet and the East Coast Buick Meet at Cecil County, Maryland. Take care.



## **Skylark/GS Front Fenders**

**By Duane Heckman**

Many Buick GS owners, including myself, have found themselves in the following situation. (Hopefully before the parts were painted and installed.) They spent the money to purchase NOS replacement Skylark fenders and discovered they were "flat" on top and needed to be repaired. The standard answer has been to sell the NOS fenders and use the money to buy good South West used fenders. With the availability of good used fenders now drying up that option is no longer open. This leaves us with two alternatives, either fix our original fenders (if possible), or fix the NOS replacement fenders.

However, not all NOS fenders were made incorrectly. In the past I have seen many good ones. It's the last batches that were made bad, and unfortunately those are the ones that seem to be left. Here is how the problem occurred. During the final assembly the outer skin was installed too far down onto the inner fender brace and then spot welded, this makes the fender appear "flat" on the top. Here is an easy "rule of thumb" you can follow that quickly identifies "problem" fenders. There is a lip that protrudes from the top of the outer skin that faces toward the engine compartment. Below this lip is a gap between it and the inner fender brace. If you can slip your fingers into this gap and your fingertips go all the way in and touch, it's a good fender. (See the attached picture.)



If you have a “bad” fender it can still be saved. What you need to do is drill out the spot welds between the outer skin and the inner fender brace. Then you need to reposition the skin to the correct radius. You can use your hood or old fender as a reference. Then weld the pieces back together, grind the welds, and the fender is fixed. I know this is a lot of work, especially after paying for an NOS fender, but what alternatives we are left with.



## War Wagon

### **Bill Lagna's 10 Second Estate Wagon 10.53 at 128.5 mph – Street Legal**

Bill Lagna out of Baltimore, Maryland is about as a “die-hard” Buick guy as you can get. Bill is not only a BPG member, but also a member of the BCA, GSCA, Reatta Club, Northeast GS/GN Club and the Buick MAGS Club. Being involved with all of these Buick clubs you would expect Bill to own a slew of them. Included in his stable are two 1990 Reatta convertibles, a 1998 Regal GS, a 1969 Stage 1 hardtop, and his number one prize, a 1970 GSX complete dealer optioned Stage 2 four speed car, sporting all the Stage 2 goodies! Oh I almost forgot, his toy, a 1968 street legal Buick Sport Wagon that ran a best of a 10.53 at 128.5 mph!

For now it is the ten second street wagon that we are going to talk about. Bill first bought his 1968 Bamboo Crème Sport Wagon back around 1986 to be used mainly as a tow car. Originally it came with a 400 backed by a TH400 transmission and 3.23 gears. The '68 got Bill about 9-10 mpg towing and ran 15 seconds flat in the quarter! Over the years he occasionally raced the wagon, but it wasn't until 1998 that things began to get serious. First stop was installing a 1970 455 that had 130,000 miles on the short block! Bill topped it off with new Stage 1 heads, a B4B intake and a Holley 850. He then dug around the garage and found a used Buick race cam (unknown specs) and installed it, added headers and he was off to the races. Surprisingly the Sport Wagon ran in the 12.80's!

When the year 2000 rolled in Bill had his goal set on to see how fast he could go and what is

needed to do it. Out came the tired 455 to be rebuilt with dished aluminum 11.1 pistons, used the same cam and Stage 1 heads, installed 4.10 gears and had his son, Tony rebuild the original TH400 transmission. Back to the track at Cecil County, Maryland, he ran on a good day in the 11.90's to 12.0's. But the need for speed was still there, and Bill wanted to break that Chevy, Ford mold of “the only way to go”. Being different by running a Buick wasn't enough for Bill; he went one step further by doing it with a Buick...Wagon!

So the following year Bill pitched the Stage 1 heads in favor for a set of ported Stage 2 Aluminum Street Eliminator heads from TA Performance and freshened the short block. He also installed a 10” 3,000 stall converter. At the track Bill ran the wagon to an 11.40 best e.t run. Still wanting more, he was back to the garage. Bill lightened the wagon by installing lexan on the rear, side and roof, and added a cowl induction fiberglass hood also adding a 3½” exhaust, installed a set of light weight rims and some needed suspension work. Next stop...you guessed it, back to the track! Bill ran a best of a 10.75. Fast enough? NOPE!

For the 2002 season Bill went for the bucks and had a custom 9” converter made up by Dynamics Transmissions out of Maryland. He lightened the car some more, weighing in with him at 3,512 pounds. For the exhaust he had Jeff from Insane Racing install a 4” exhaust system. Now mind you the year is not up yet! This past spring at Cecil County, Maryland, Bill ran his 1968 Sport Wagon to a best of a 10.53 at 128.5 mph with a 1.54 sixty foot time! He has done some more modifications since, and is waiting for the Cecil County Event on October 11<sup>th</sup> like a dog locked out of a meat market! He figures with the weather being good 10.40's will become a reality!

I asked Bill what is the best part of running a street legal 10 second Buick wagon? He told me at the track everyone seems to give almost a laughable look seeing it towed in. After the first 10 second blast, all the non-believers flock to the car with amazement! That is worth it all! The best line so far was a guy came up from the crowd and asked, "You got nitrous on this". And Bill replied, "They don't make a kit for Buicks, because they don't need it." They just walk away scratching their heads in disbelief.



The specs on the car are pretty much straight forward. Lightening up the wagon helps tremendously as it is about 3,500 pounds even. The 455 engine has the stock crank and stock rods all prepped along with a set of J&E forged aluminum 12.1 pistons, nothing exotic here. The heads are the TA Street Eliminator Heads along with TA Roller Rockers and a TA 508 solid grind cam and TA headers. On top he is using the KB Cool runner intake and a Holley 1050 Dominator. The fuel is set up front through 1/2" lines pushed through by a Barry Grant pump and regulator. The ignition is an HEI powered by an MSD unit. The exhaust is a 4" full system to the rear axels The TH400 transmission is actually the original trans that came with the car. It had been rebuilt by Bill's son, Tony and is fully automatic with a shift kit and a Dynamics 9" 3,000 stall converter.

For the rear, Bill installed a 12 bolt Chevy sporting 4.10 gears, and spool with Moroso axels attached to a set of Hoosier 29 1/2" x 12 1/2" Street Legal Slicks. Bill did have to modify the inner wells to accommodate the larger street slicks. Up front is a set of Moroso Drag light tires, and Weld Wheels wrap up the rubber to the pavement. The suspension has urethane bushings all around with adjustable drag shocks, air bags and the Hotckin rear bars.

There was one last feature that Bill had done to his wagon. On the rear tailgate he had airbrushed, "Sport Wagon From Hell" You have to admit that this is one wagon that would freeze hell over! If you have any questions regarding Bill's Sport Wagon, you can reach him at 410-661-8967 between the hours of 6 and 9 PM.

## ***First Annual BPG Region 1 Picnic***

Jim Weise heads east for a BPG get together. On August 17, 2002, Duane Heckman had a "picnic". He invited any BPG members who wanted to attend. He thought he was going to have a few people show up. Well, way over 50 people showed up, and an estimated 25+ Buicks were in attendance. His street was lined from stop sign to stop sign with glistening Buick metal! Thanks to Jeff "Yardley" Holthenrichs for taking many photos and linking them up to the Club Web site.

They also had Jim Hawthorn's 1969 GS400 Baldwin Motion Car there. A one of a kind and the only known Buick that Motion turned out. We should be featuring this car over the winter once all the documentation is in order and the restoration process begins. The event was a huge success considering it was only a picnic as people arrived in early morning and stayed until late in the day. You could only imagine if we had a track rented on this day...hmm, any ideas?? Check out some of the pictures, below and on the rear color cover. A huge thanks goes out to the Heckman Family for hosting this event with their great hospitality! It was nice to see everyone together sharing a common bond, the cars we so much cherish, our Buicks!



Carl Rychlik and Buick Head Specialist Greg Gessler discussing performance tips at the BPG Eastern Region Picnic.

# *My GSX*

By Mark Reeves

I bought my first GSX as a part of a four car deal, a 70 and 71 parts car, a 71 matching numbers stage 1 and a 71 Cortez Gold GSX. I first restored the Stage1, which I entered in the regular classes at the 2001 GS Nationals; it placed first in the class. I sold that car and started restoring the GSX. These two cars were the reason that we started our restoration company. I found it almost impossible to get anything done in a reasonable time for a reasonable price. I entered the GSX in the concours class at the 2002 GS Nationals and it received 392 points and a gold award. It was a blast building this car...standard 455, 4 speed with air, tilt and most other options except power windows and seats. I showed the car in a large AACA car show where it did the best it could in its' class, a CHVA show where it got 197 ½ points out of 200 and a few cruise nights in the local area.

About the sixth week after it was finished, a local car collector at a large cruise approached me and he proceeded to tell me about his 71 GSX that he had special ordered new. He received it in February of 1971 and was driving it when he first saw the girl that would later become his wife.... she was driving a 70 Saturn Yellow GSX.



Well, he bought my GSX that night and I decided to start restoring a 70 white GSX that I had recently bought. The money from the 71 was "burning a hole in my pocket", and I was reminded by a friend about a 71 Cortez Gold car that I had found on an obscure Internet site two years ago. Well, my friend Darren Edmonds, my wife and I drove to Flint Michigan on the weekend of the Woodward Dream Cruise and bought the GSX. We hauled the car out of an old steel building, covered with dust and dirt where it had been sitting since 1989. We pulled the trailer with the car on it down Woodward Avenue and parked at a lot with other Buick nuts.



I brought the car home and put it in my garage to clean up and prepare to restore. I told the man that had bought my GSX about the car and he wanted to come and see the car. On the Thursday after I returned from Michigan (800 miles one way) he came to my house to see it. This car happened to have every option that he had ordered on his original car:



Cortez Gold, saddle bench seat interior, am/fm with rear speaker, under dash 8 track, in dash tach, front spoiler, convenience lighting, upper peak molding, rear deck lid and quarter extension trim and auto trans. The original motor was gone but the a/c compressor was a large pulley as used on the stage cars. We found a build sheet but it was for a 4 door Skylark that had a van # 3 digits off from the GSX.

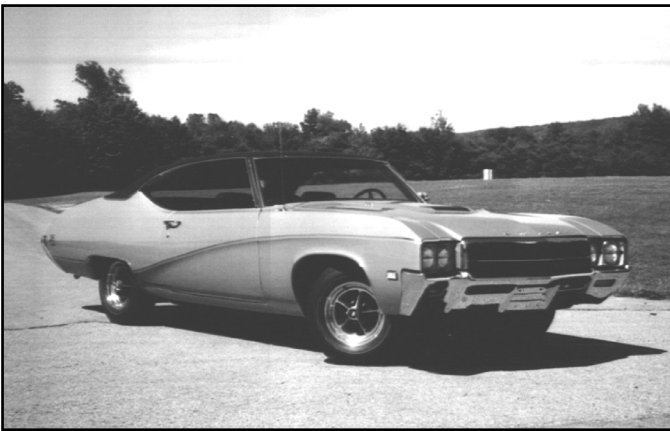
Well we all began to feel like this was possibly his original car. I traced the ownership from the man I bought it from to a man in South Florida who had bought the car in 1989 and only kept it for 3 months. He had bought it from a performance shop in Greenville, South Carolina that had rebuilt the motor after buying it from a woman that had bought the car in 1972. The man at my house had traded his car for a new Cadillac in 1972, where it was wholesaled to a used car dealer in Greenville, South Carolina. The guy got excited and went home and started looking through old records for details of the car. He had a picture of the car sitting at the drag strip that his family owns. He finally found the trade papers from the deal for the Cadillac and verified with the VIN # that this was indeed his original car.

So now I have sold him the car back and my shop is in the process of restoring it to new condition. We plan to show it at next year's nationals, hopefully both BPG and the GSCA. He will drive the car allot when we are done. Oh yeah...the original motor was a Stage 1...turned 13.40 when new!



## ***Cover Shots -*** ***Phil and Pat's Dayen's 1969 GS 350***

Phil and Pat are the proud original owners of a 1969 GS 350. Phil has always been a Ford man, owning a beautiful white 1959 Ford Galaxie. He never really knew much about Buicks and if he had known then what he knows now, he would have bought a 455 or a Stage 1 instead of the 350. Phil works downtown Pittsburgh and when ever he could, he would go to North Side Buick to eat lunch with his cousin, Rich, who was a mechanic for them. I had noticed the new GS's on the lot, and really liked them; and the other than the styling, I was clueless. When I finally decided to go ahead and order one, I was told it was too late in the year as the new models were coming out in September. A while later on my usual lunch break at the dealership, the owner of North Side Buick told me that a lime green GS, which was an executive car with 6,000 miles on it, had just come into the dealership. I decided right then and there that I wanted it, but when I looked at my wallet, I only had \$5.00. The owner said, "It's yours, " took the \$5.00 as a down payment, and held the car for me till I came back with the \$3,899 purchase price.



It was our only family car and we raised two children in it. It had 107,820 miles on it when it was last driven in 1986. We loved it so much, and since it was like part of the family, we decided to restore it. We spent 3 years going to swap meets and Carlisle, PA. gathering parts. Even used parts back then were very hard to find. In 1990 restoration work was started and quickly got out of hand. Originally we had decided to fix the rust and repaint it. But by the time we actually started the renovation, we discovered the frame was rusted out and had to be replaced. A friend in North Carolina found a rolling frame for us for \$125 and we happily drove down to pick it up. My wife, Pat, and I did all the work on the car, except the bodywork and

painting. We lifted the body off the frame ourselves with a floor jack and placed it on 4x4s stretched between concrete blocks. We rebuilt the engine ourselves. All interior including the headliner is original. Many dollars and years later, the car was just finished and on the road in time for the 1997 GS Nationals, where we received a Silver in Concours Class. In 1998 after correcting a few minor items we received our Gold award!

An interesting side note; At a car show near our home in 1999, a man came up to us and re-introduced himself as the salesman who had sold us our car at North Side Buick 30 years earlier! I had the original sales slip in my scrapbook and showed him. After looking closely at it, we realized that he had never signed it. He got out his pen and signed it for us, and posed for a picture with us beside the car.

We still love our car, have a great ride with Buick, and appreciate all the nice people we met along the way.

## ***Mike Gilbert's 12 Second Street Daily Cruiser***

Mike and Tammy Gilbert are the proud owners of this super clean 1972 GS clone. With the prices today of buying an original GS, it makes sense to your wallet to find a clean Skylark and give it a shot of steroids by installing a 455 and adding the GS body features. Mike and Tammy have gone this route with their '72 Skylark, and now own a fine example of a clone GS.

Just prior to Buick Day at Norwalk Mike had the car re-painted PPG Bahama Blue. The next step was to quickly get everything back together the Thursday night before racing it on Friday. Mike wanted to send out a special thanks to his wife Tammy for all the support! He started to prep the car for painting the day after Thanksgiving 2001 and was finally completed on May 2 2002. On December 14, 2001, Tammy gave birth to their son, Cody Alan. She insisted that Mike continued working on the car while she took care of Cody. At the Car Show on Saturday, May 4<sup>th</sup>, I was lucky enough to take 1<sup>st</sup> Place in the Under Construction Class. This Plaque is now hanging in our kitchen.

Again, Mike wants to say a special thanks to his wife, Tammy and their son Cody Alan for allowing him to complete this major project, without their support this would not have been possible.

# Norwalk Rental

By Tony Rose

I would like to thank everyone for coming. The car count could have been higher, but in the extreme heat with the temps reaching 116 degrees at one point and probably got hotter and during the week (when most people are working) and also with only 2 months advanced notice we did alright. Among the Buicks we also had a Wildcat convertible, a GNX, John Schmidt's Opel, a



Mike Gilberts – 12.50 Daily Driver

The heart of the engine is a 1972 455 block that has been bored .030 over. Stock rods, shot peened, resized balanced, with ARP bolts were installed, along with Hyperutetic TRW pistons and Seal Power rings. The block was deburred with all edges sanded smooth. A crank scrapper and a 7 quart pan seals up the bottom end. Topping off the short block is a pair of Stage 1 heads that have been ported, polished, and match ported along with hardened seats installed. A set of TA 1.6 Roller Rockers take care of the Lunatti Club Cam 235 – 245. Topping things off is a TA SPI Intake and an 800 Q-Jet being fed the golden juice through ½” fuel lines and a Stage 1 factory pump. Cleaning up the engine is a set of TA Aluminum valve covers.

Feeding the voltage to fire up the horsepower is a MSD 6AL box with a 5800 chip sending the juice to a DUI HEI distributor with Taylor 8mm wires.

Backing up the horsepower is a TH 350 transmission with all the tricks and 10” 3500 stall converter.

Planting the power to the pavement is a 12-bolt posi rear sporting 3.73 gears, with Koni SPI adjustable front and rear drag shocks. The rear had the boxed control arms along with the “No Hop” locator bars and air bags.

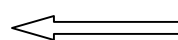
Mike drives his '72 GS clone nearly everyday and when the need arises can easily blister off a slew of mid 12 second times slips at the track. Who says you can't have the best of both worlds!



bunch of Gran Sports and Grand Nationals, a TTA and a Trans Am and a Camaro. Some of the high lights were Shayne Dillinge who ran 11.30s in his 1969 GS, while Randy (Outrageous) ran some low 11s. Sonny Seal with his” fastest 350 GS in the world” ran 11.60s and Gary Paine ran some low 10.50s and 10.70s. We had several Gran Sports in the mid 12 second range, Bruce Aldred ran a 10.02 at 137 mph in his Grand National, while Scott Simpson ran a 10.76 at 125 mph while both head gaskets blew! John Schmidt's mechanic drove John's twin turbo V-6 Opel to an 8.17 at 169 mph!

A special thanks to Brian Earick of Earick Racing Engines out of Newark, Ohio for coming down, Bruce Aldred of Aggressive Performance out of Detroit and all the other guys that came out. Hats off to Kris Burns for sending all the goodie bags and thanks to all the racers for showing up!

I would also like to acknowledge all the BPG members that came: Brian Earick, myself, John Schmidt, Randy Kolasinski, Gary Paine, Sonny Seal, Bruce Hunter and Shayne Dillinge, and also Stan Zeruka. We signed up some new members and gave away quite a few new applications! If I missed anyone I'm sorry I am horrible with names and met a lot of new people that day!



Comic sent in by Mike Garrison.

Thanks Mike!

Finally a special thanks to Bruce Hunter for giving more money than he had too for our track rental and also got hot dogs and food and pop for everyone (generous doesn't describe it) John Schmidt for helping me run the event and giving me wise advise that a young person I need, Sonny Seal for bringing out the grill, Paul Ferry and his sales associate from "Hr Parts N Stuff" for coming and supporting us, and also John Zeruka, who although couldn't come, because of work, he helped spread the word about the race The BPG seems headed in the right direction and I'm glad everyone had a great time! Now I have to rest I'm on five hours sleep and I have to work tonight.

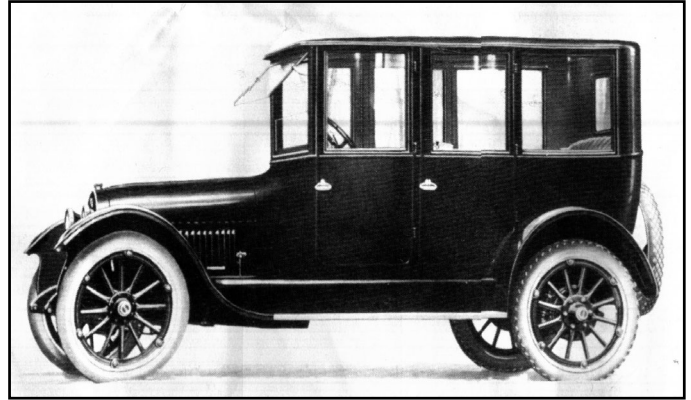


Thanks again to everyone, things went smooth despite the heat and everyone seemed to have a great time! We are thinking of doing this again next year, maybe at Dragway 42 (Tim Stockwell told me it is only \$350 to rent for 4-5 hours). I will keep you all posted.



*-Hard work pays off well! Tony Rose broke his butt setting this event up, and a huge thanks to him for picking up the ball and running with it! Getting the dates, rental and recruiting fellow BPG members to make this event a reality. We hope this does become an annual rental event. As with other Buick events I'm sure this one will surely grow!*  
*Rick Martinez- editor*

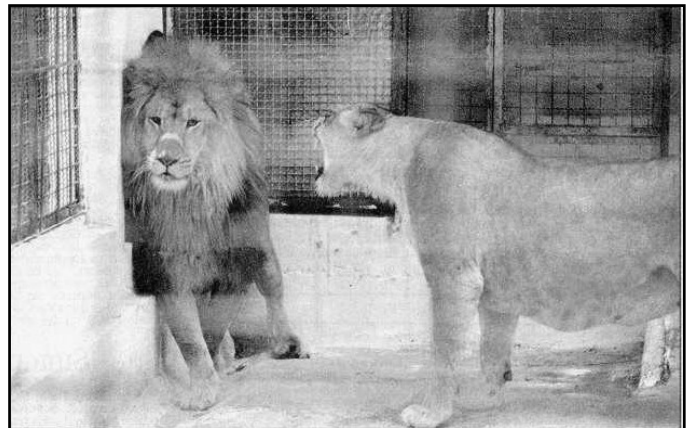
## Old Buick Baffles Experts Auto Info GM – Sent in By Harold Rolls



When auto maintenance instructors and students at Ranken College in St. Louis, Missouri, hooked up a 1919 Buick top a modern engine exhaust analyzer, they got a big surprise.

Their original goal was to demonstrate how poorly the 75-year old car would fare in one of today's tough emission tests. They were prepared for the worst because the car, borrowed from a local family, had seen little use in recent years. "I thought the old Buick would spew enough unburned fuel from its exhaust that a second car could run on it." Said instructor Al Davenport.

Instead, the results left Ranken's instructors scratching their heads. For one thing, the aged Buick had a very respectable air/fuel ratio of 14.3 to 1. Its hydrocarbon emissions were 130 parts per million while carbon monoxide was measured at 0.86 percent, both well under the Missouri's limit of 220 ppm hydrocarbons and 1.2 percent carbon monoxide. ***"Maybe in some ways they do build 'em like they used to,"*** one observer remarked.



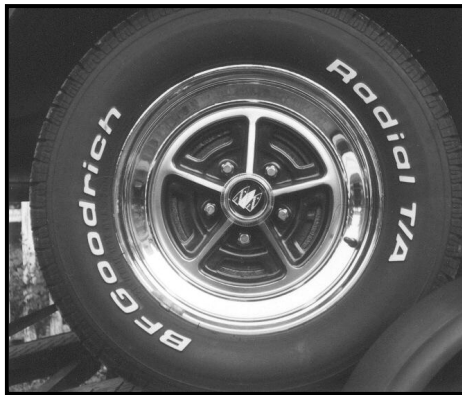
**Marriage in the Animal Kingdom**

# Identification of (15x7) Factory Buick Wheels For Skylarks and Gran Sports

*By Duane Heckman*

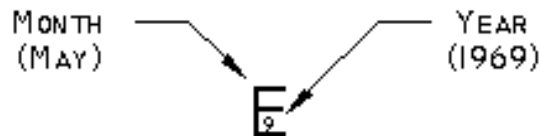
Lately there has been an increased interest in restoring Skylark based Gran Sports to “Original Show Room” condition. Cars that attain this level of correctness are now commanding considerable amounts of money, many times more than their original selling prices. Both the quality of restorations and the interest in making these cars as close to original as possible is growing. The term “Numbers matching” is now heard so frequently it has lost some of its meaning. Years ago a car was “Numbers matching” if it had its original drivetrain and major body components, that is not so today. Today some GS owners are restoring “Numbers Cars” with everything being date coded correctly. This includes glass, mirrors, body panels, wheels, etc. Even engine parts, like water pumps and valve covers are not immune from this scrutiny. Cars that are this correct are few and far between. It often takes years to find missing date coded parts, but to some people this difficulty merely adds flavor to the chase. To many owners having the correct type wheels on their car is not good enough. The idea is this, if they are going to spend the money replating a set of wheels why not do the correct ones? This article will hopefully clarify some of the misunderstandings about these wheels and allow people to get the correct ones for their cars.

## CHROME PLATED WHEELS



Starting in 1970 15x7 Chrome Plated Wheels became available for Skylark based Gran Sports. These wheels used a 5-lug 4-3/4” bolt pattern and were part of the Super Wide Oval Group. The wheel manufacturers stamped different codes in several locations as part of their quality control procedures. By deciphering these codes we can identify when the wheels were produced.

One such code is located on the backside of the Hub assembly. It is an alphanumeric code with a large letter (Month) and a small number (Last digit of production year, not model year). The months start with A for January, B for February, etc. The following is an example.

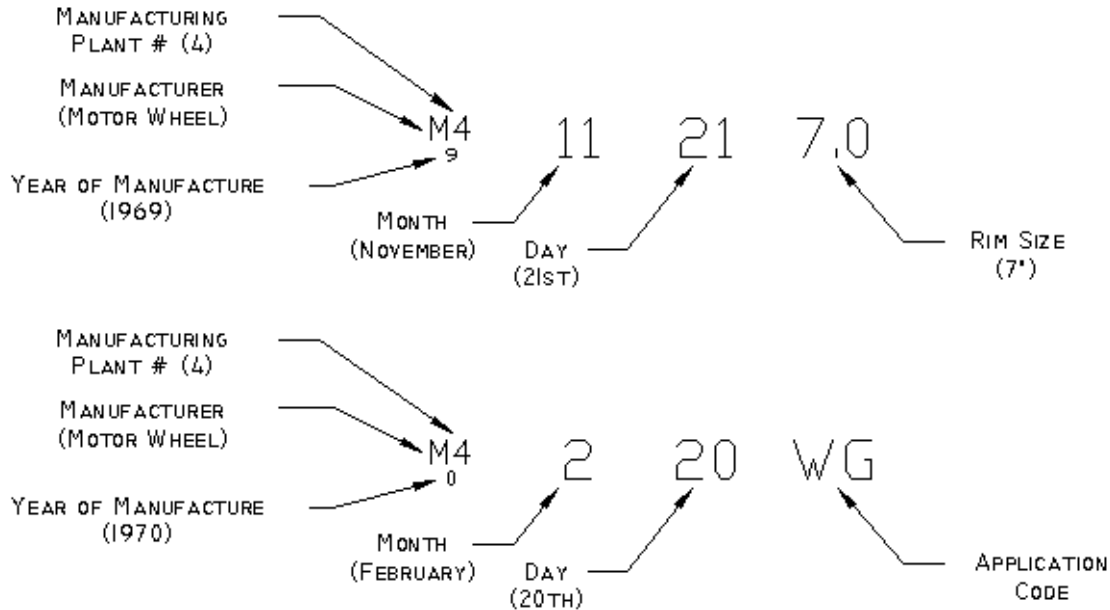


This date code tells when the hub assembly was made and often predates the build date of the vehicle by 6 months or more. It is not very useful when deciding if the wheels are correct for the car.

There are codes located on the inside of the rim. (They are covered when the tires are installed.) The most important of these codes is the Rim Code. This is a 3-digit code that identifies the style of rim used. An example for a 1970 wheel would be “890”.

There is another code that is located on the outside rear rim flange. This includes the Manufacturer, Plant Number, Month- Day- and Year of Production, and the rim size or application code. This date code lists when the entire wheel assembly was produced and follows the Vehicle build date very closely. Two examples of 1970 wheels follow.

Both of the above examples were taken from 1970 wheels, lets look at the differences. The manufacturing date for the top wheel is November 21, 1969. This is because the 1970 Buick model year starts somewhere in August 1969 and goes until July of 1970. The second difference is the lack of the “WG” code. For years everyone thought all 1970 wheels were “WG” wheels, but that is incorrect. The rims in the beginning of the model year had the “7.0” designation. The earliest example of a “WG” wheel I have found is February 20, 1970.



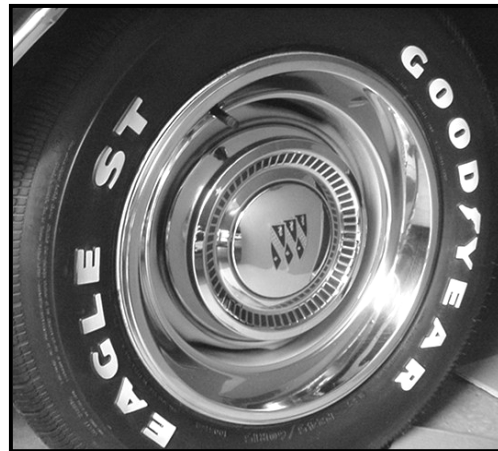
A lot of confusion with 1970 Buicks is due to the GSX's. They are probably the most desirable of all 70 GS's and therefore are scrutinized more heavily. Because they were produced in the last part of the model year much of the “knowledge” about 1970 cars is skewed toward the end of the production year.

In 1971 the 15 x 7 wheels changed to a different rim design. One thing to note is that all 71-77 Chrome wheels are visually identical; the only differences are the dates and the codes. Below is a table that lists the information needed to identify these wheels, along with the S/C (Sales Codes) and UPC codes if known. All information was taken from original wheels only.

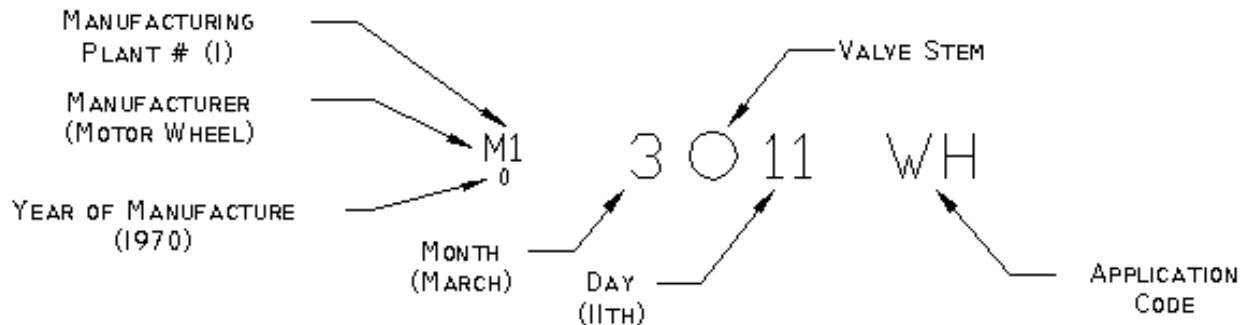
15 X 7 CHROME WHEEL IDENTIFICATION (A-BODY)					
YEARS MADE	SALES CODE	UPC CODE	RIM CODE	APPLICATION CODE	IDENTIFICATION FEATURES
Early 1970	F7	WD2	890	7.0	Rims have a deep offset A quarter can rest on the lip
Late 1970	F7	WD2	890	WG	
1971-1972	F7	WD2	903	WM	Rims have a shallow offset A dime can rest on the lip
1973-1977			903	WP	Same offset as 1971-1972 Wheels

To increase the amount of confusion regarding 15 x 7 A-body wheels another variety of wheel was offered. These wheels were produced some time after 1972 and are identical to the Chrome wheels. The only difference is that they are painted. Codes for these are located at the valve stem and have application codes of "WZ".

### SPORT WHEELS



Also, starting in 1970 another 15 x 7 wheel was offered. The Sales literature called these "Sport Wheels", and also listed them as part of the Super Wide Oval Group. This wheel option consisted of a regular 15 x 7 steel rim with a trim ring and a Buick "dog dish" hubcap. It was a low cost option for people that wanted the Super Wide Oval G60-15 tires on their GS. For these wheels the codes were placed on the front of the rim at the valve stem. There was no need to hide the codes because the trim ring would cover them. These wheels were available for 1970 and 1971 models only. An example of the code and information chart for this type wheel follows.



15 X 7 SPORT WHEEL IDENTIFICATION (A-BODY)					
YEARS MADE	SALES CODE	UPC CODE	RIM CODE	APPLICATION CODE	IDENTIFICATION FEATURES
Early 1970	F4	WD1		WD	Steel Rim painted black with trim ring and
Late 1970	F4	WD1		WH	Buick dog dish hubcap
1971	F4	WD1			Same as 70 Wheels

# Part Two

## Mike Trommeter Restoration Literature

### 1968 Buick GS 350/400 Option Pricing

Sales Code	GS 350	GS 400	Description	UPC Code	MSRP
B	1	-	Super Turbine Transmission	M31	\$205.24
	-	2	Super Turbine 400 Transmission	M40	\$236.82
	3	3	4-Speed Manual Floor Shift Transmission (N.A. with B4)	M20	\$184.31
	4	4	Full Length Console (Auto. Trans. & Bucket Seat Required)	D55	\$57.93
	7	7	Consolette (3 or 4 Speed Manual Floor Shift Transmission and Bucket Seat Required)	D57	\$36.86
	9	-	3-Speed Manual Floor Shift Transmission	M12	\$84.26
C	1	1	Power Disc Brakes	J52	\$63.19
	6	6	Power Steering (Do Not Order when H4 Specified)	N40	\$94.79
	7	7	Power Brakes	J50	\$41.60
D	1	1	Sonomatic Radio-Manual Antenna	U63	\$69.51
	3	3	Stereo Tape Player (Radio and Rear Speaker Required- N.A. with Consolette)	U57	\$116.91
	5	5	AM-FM Radio-Manual Antenna	U69	\$133.76
	6	6	Rear Speaker	U80	\$16.64
F	1	-	Whitewall Tires 7.75 x 14 (Std. On 4600)	P26	\$31.60
G	1	1	Performance Axle with Pos. Traction	G91	\$42.13
	2	2	Performance Axle (Non-posi) (Automatic Transmission Required on GS400)	G92	No Charge
	4	4	Positive Traction Differential	G80	\$42.13
H	-	1	Trailer Towing Option (Specific Rear Springs)	G50	\$3.69
	4	4	Rallye Road control Package (15:1 Power Steering, Rear Stabilizer Bar, Front and Rear Firm Ride Tuned Springs and Shocks)	Y43	\$126.38
	5	-	Heavy Duty Energizer	T60	\$7.37
	6	6	Rallye Ride control Package (Rear Stabilizer Bar-Front & Rear Firm Ride Tuned Shocks-Rear Firm Ride Springs)	F41	\$15.80

Sales Code	GS 350	GS 400	Description	UPC Code	MSRP
I	6	6	Air Conditioner	C60	\$360.20
	7	7	Heavy Duty Cooling (Fan drive Thermo Control, 55 Amp Delcotron, H.D. Rad.) (N.A. with I6)	Y40	\$31.60
J	-	1	Custom Front and Rear Seat Belts (3 each)(4667 Only)	A39	\$9.48
K	3	3	Speed Alert	U15	\$8.43
L	1	1	Soft-Ray Tinted Glass	A01	\$36.86
	2	2	Soft-Ray Tinted Windshield	A02	\$25.27
M	7	7	Rear Window Defroster (N.A. on 4667)	C50	\$21.06
N	3	3	Heavy Duty Air Cleaner	K45	\$9.48
	4	4	Door Guards	B93	\$5.27
O	5	5	Remote Control Outside Rear View Mirror	D33	\$9.48
	1	1	Carpet Savers and Handy Mats	Y54	\$14.54
P	2	2	Carpet Savers	D32	\$7.37
	5	5	Power Seat 4-Way Tilt Adjuster (Bench)	A41	\$69.51
Q	6	-	Custom Padded Cushions (Std. With Bucket Seats)	B54	\$15.80
R	1	1	Power Windows	A31	\$100.05
	6	6	Cruise Master (Auto.Trans. Required)	K30	\$52.66
S	7	7	Tilt Steering Wheel (Automatic or Floor Shift Manual Transmission Required) (On GS350 N.A. with Standard Steering Wheel)	N33	\$42.13
U	1	-	Convenience Group (Trunk Light-Glove Comp. Light, Ash Tray Light, Courtesy Light)	W20	\$11.90
	-	3	Convenience Group (Trunk Light and Electric Clock)	W22	\$18.96
	5	5	Tachometer (Available with B7 only)	U16	\$47.39
V	6	-	Electric Clock	U35	\$16.85
	1	1	Deluxe Wheel Covers	P01	\$21.06
	2	2	Chrome Plated Wheels (with Drum Brakes Only)	P05	\$90.58
W	3	3	Wire Wheel Covers	N95	\$80.05
	6	6	Rallye Wheels	N66	\$42.66
	5	5	Belt Reveal Moldings	B85	\$14.74
	8	8	G.S. Rallye Stripes	D98	No Chg.
	1	-	Deluxe Steering Wheel	N30	\$14.22
X	3	3	Floor Console-Short, Non-Shift (With Bucket Seats Only)	D56	\$31.60
	4	4	Rallye Steering Wheel	N31	GS 350 \$45.82 GS 400 \$31.60
1	B	B	Reclining Seat Passenger Side (Bucket Seats Only)	A70	\$83.10
	C	C	Head Restraints-Driver & Passenger (Bench Seats)	A82	\$41.60
	D	D	Head Restraints-Driver & Passenger (Bucket Seats)	A81	\$51.93

\*Option descriptions and codes taken from a 1968 GS Wholesale Order Form.

\*\* Pricing taken from a 1968 Buick

"Salesman's Facts" book.

Due to numerous price changes and tax revisions during the model year, some of the option prices may vary depending on the delivery date of the car.

## 1969 Buick GS 350 / GS 400 Option Pricing

Sales Code	GS 350	GS 400	Description	UPC Code	MSRP
A	-	1	<b>Stage 1 Performance Option</b> (Inc. High Performance 400 Cu.In. Modified V-8 Engine-350 H.P. - Low Restriction Dual Exhaust-Performance Axle with Positive Traction-Specific Ornamentation, H.D. Radiator (Flint Only))	L75	\$199.05
B	-	2	<b>Turbo Hydra-matic 400 Transmission</b>	M40	\$227.04
	3	3	<b>4-Speed Manual Floor Shift Transmission</b> (N.A. with B4)	M20	\$184.80
	4	4	<b>Full Length Console</b> (Auto. Trans. & Bucket Seat Required)	D55	\$61.09
	5	-	<b>Turbo Hydra-matic 350 Transmission</b>	M38	\$205.92
	6	6	<b>3-Speed Manual Transmission</b> (Std.) (Column Shift on GS350 - Floor Shift on GS400)	Std.	Std.
	7	7	<b>Consolette</b> (3 or 4 Speed Manual Floor Shift Transmission and Bucket Seat Required)	D57	\$36.86
	9	-	<b>3-Speed Manual Floor Shift Transmission</b>	M12	\$84.84
C	1	1	<b>Power Disc Brakes</b>	JL2	\$64.25
	6	6	<b>Power Steering</b> (Do Not Order when H4 Specified)	N40	\$100.05
	7	7	<b>Power Brakes</b>	J50	\$41.60
D	1	1	<b>Sonomatic Radio-Manual Antenna</b>	U63	\$69.51
	2	2	<b>Sonomatic Radio-Electric Antenna</b> (N.A. on 4667)	U64	\$100.05
	3	3	<b>Stereo Tape Player</b> (Radio and Rear Speaker Required- N.A. with Consolette)	U57	\$116.91
	5	5	<b>AM-FM Radio-Electric Antenna</b> (N.A. 4667)	UN1	\$164.30
	6	6	<b>Rear Speaker</b>	U80	\$16.64
	7	7	<b>AM-FM Radio-Manual Antenna</b>	U69	\$133.76
F	1	-	<b>Whitewall Tires 7.75 x 14</b> (Std. On 4600)	P26	\$31.60
G	1	1	<b>Performance Axle with Pos. Traction</b>	G91	\$42.13
	4	4	<b>Positive Traction Differential</b>	G80	\$42.13
H	1	1	<b>Trailer Towing Option</b> (Specific Rear Springs) N.A. with H4 or H6)	G50	\$3.69
	4	4	<b>Rallye Road control Package</b> (15:1 Power Steering, Rear Stabilizer Bar-Front & Rear Firm Ride Tuned Shocks-Rear Firm Ride Tuned Shocks-Rear Firm Ride Springs (GS400 Only) and Rear Lower Control Arm Assembly)(N.A. with H1 or H6)	Y43	\$131.65
	5	-	<b>Heavy Duty Energizer</b>	T60	\$7.37
	6	6	<b>Rallye Ride control Package</b> (Rear Stabilizer Bar-Front & Rear Firm Ride Tuned Shocks-Rear Firm Ride Springs (GS400 Only) and Rear Lower Control Arm Assembly) (N.A. with H1 or H4)	F41	\$15.80

Sales Code	GS 350	GS 400	Description	UPC Code	MSRP
I	2	2	<b>Forced Upper Level Ventilation</b>	C57	\$42.13
	3	3	<b>Heavy Duty Cooling</b> (Extra H.D. Rad)(AC Req.-Must be ordered as IG) (N.A. with A1)	Y40	\$21.06
	6	6	<b>Air Conditioner</b>	C60	\$375.99
	7	7	<b>Heavy Duty Cooling</b> (Fan drive Thermo Control, 55 Amp Delcotron, H.D. Rad.) (N.A. with I6)	Y40	\$33.70
J	-	1	<b>Custom Front and Rear Seat Belts</b> (3 each)(4667 Only)	A39	Bench \$10.53 Bucket \$8.74
K	3	3	<b>Speed Alert</b>	U15	\$11.59
L	1	1	<b>Soft-Ray Tinted Glass</b>	A01	\$38.97
	2	2	<b>Soft-Ray Tinted Windshield</b>	A02	\$26.33
M	7	7	<b>Rear Window Defroster</b> (N.A. on 4667)	C50	\$22.12
N	3	3	<b>Heavy Duty Air Cleaner</b>	K45	\$9.48
	4	4	<b>Door Guards</b>	B93	\$5.27
O	5	5	<b>Remote Control Outside Rear View Mirror</b>	D33	\$10.53
P	1	1	<b>Carpet Savers and Handy Mats</b>	Y54	\$15.54
	2	2	<b>Carpet Savers</b>	D32	\$7.37
Q	5	5	<b>Power Seat 4-Way Tilt Adjuster</b> (Bench)	A41	\$73.72
	6	-	<b>Custom Padded Cushions</b> (Std. With Bucket Seats)	B54	\$15.80
R	1	1	<b>Power Windows</b>	A31	\$105.32
	6	6	<b>Cruise Master</b> (Auto.Trans. Required)	K30	\$57.93
S	7	7	<b>Tilt Steering Wheel</b> (Automatic or Floor Shift Manual Transmission Required) (On GS350 N.A. with Standard Steering Wheel)	N33	\$45.29
	2	2	<b>Vacuum Operated Door Locks</b>	A	\$47.39
U	1	-	<b>Convenience Group</b> (Trunk Light-Glove Comp. Light, Ash Tray Light, Courtesy Light, Map Light, Dual horns)	W20	\$16.11
	-	3	<b>Convenience Group</b> (Trunk Light, Map Light and Electric Clock)	W22	\$23.17
	5	5	<b>Tachometer</b> (Available with B7 only)	U16	\$47.39
	6	-	<b>Electric Clock</b>	U35	\$16.85
V	1	1	<b>Deluxe Wheel Covers</b>	P01	\$21.06
	2	2	<b>Chrome Plated Wheels</b>	P05	\$94.79
	3	3	<b>Wire Wheel Covers</b>	N95	\$80.05
	7	7	<b>Super Sport Wheels</b>	PA6	\$68.46
W	2	2	<b>Belt Reveal Moldings</b>	B85	\$14.74
	8	8	<b>G.S. Paint Stripes</b>	D90	No chg.
X	1	-	<b>Deluxe Steering Wheel</b>	N30	\$15.80
	3	3	<b>Floor Console-Short, Non-Shift</b> (With Bucket Seats Only)	D56	\$31.60
	4	4	<b>Rallye Steering Wheel</b>	N31	GS350 \$45.82 GS400 \$31.60
1	B	B	<b>Reclining Seat Passenger Side</b> (Bucket Seats Only)	A70	\$31.18

Due to numerous price changes and tax revisions during the model year, some of the option prices may vary depending on the delivery date of the car.

\*Option descriptions and codes taken from a 1969 GS Wholesale Order Form.

\*\*Pricing taken from a 1969 Dealer Price Sheet dated 1/1/69.



## 1971 Buick GS Option and Accessory Pricing

Sales Code	Description	M.S.R.P
A	<b>1 Stage 1 Performance Option</b> (Inc. High Performance 455 cu.in. Modified Engine and Specific Related Parts.) (B2 or B3 and C1 Required)	<b>\$325.44</b>
	<b>9 455 Cu. In. Engine Group</b> (455 Cu.In. 4 Bbl. High Performance Engine and Specific Related Parts.) (B2 or B3 and C1 Required)	<b>\$164.30</b>
B	<b>2 Turbo Hydra-Matic 400 Transmission</b> (A1 or A9 and C1 Required)	<b>\$242.88</b>
	<b>3 4 Speed Manual Floor Shift Transmission</b> (N.A. With B4)	<b>\$195.36</b>
	<b>4 Full Length Console</b> (Auto. Trans. and Bucket Seats Required) (N.A. 3467)	<b>\$61.09</b>
	<b>5 Turbo Hydra-Matic 350 Transmission</b> (N.A. With A1 or A9)	<b>\$221.76</b>
	<b>6 3 Speed Manual Transmission</b>	<b>Standard</b>
	<b>7 Consolette</b> (4 Speed Manual Floor Shift Transmission and Bucket Seat Required.) (N.A. 3467)	<b>\$42.13</b>
	<b>8 Short Non-Shift Floor Console</b> (Bucket Seat Required) (N.A. 3467)	<b>\$36.86</b>
	<b>9 Turbo Hydra-Matic 350 Transmission</b> (N.A. With A1 or A9)	<b>\$221.76</b>
C	<b>1 Power Disc Brakes</b>	<b>\$69.51</b>
	<b>6 Power Steering 17.6:1</b>	<b>\$115.85</b>
	<b>7 Power Brakes</b>	<b>\$47.39</b>
D	<b>1 Sonomatic Radio</b>	<b>\$74.78</b>
	<b>5 AM-FM Radio</b>	<b>\$139.02</b>
	<b>6 Rear Speaker</b>	<b>\$18.96</b>
	<b>0 Stereo Tape Player</b> (Radio and Rear Speaker Required - N.A. With Consolette)	<b>\$116.91</b>
E	<b>6 Through Bumper Exhaust Extensions</b>	<b>\$26.33</b>
	<b>1 Whitewall Tires G78-14</b>	<b>\$32.65</b>
F	<b>2 Oversize Whitewall Tires H78-14</b>	<b>\$50.56</b>
	<b>7 Super Wide Oval Tires H78-14</b> (Super Wide Oval/White Billboard Lettered Tires G60-15 with Chrome Plated Wheels.)	<b>\$230.65</b>
	<b>8 Wide Oval Red Line Tires G70-14</b>	<b>\$62.14</b>
	<b>9 Wide Oval White Billboard Lettered Tires G70-14</b>	<b>\$62.14</b>
	<b>1 Performance Axle with Positive Traction</b> (B2 or B5 Required) (N.A. With A1)	<b>\$44.23</b>
G	<b>4 Positive Traction Differential</b> (N.A. With A1)	<b>\$44.23</b>
	<b>1 Trailer Hauling Option</b> (Heavy Duty Suspension, Springs and Wheels)	<b>\$15.80</b>
H	<b>5 Heavy Duty Energizer</b> (N.A. With A1 or A9)	<b>\$15.80</b>
	<b>6 Rallye Firm Ride And Handling</b> (Heavy Duty Suspension, Springs and Wheels.)	<b>\$21.06</b>
I	<b>2 Forced Comfort-Flo Ventilation</b>	<b>\$42.13</b>
	<b>3 Extra Heavy Duty Radiator</b> (I6 Required) (N.A. With A1)	<b>\$21.06</b>
	<b>6 Air Conditioner</b>	<b>\$407.59</b>
	<b>7 Heavy Duty Cooling</b> (Heavy Duty Radiator, Fan Drive Thermo Control Fuel Return Lines on 350 cu.in. Engine & 55 Amp Delcotron) (N.A. with I6 or A1)	<b>\$43.18</b>

Sales Code	Description	M.S.R.P
J	<b>1 Color Coordinated Custom Front &amp; Rear Seat Belts</b> (3 each) (3467 Only)	<b>\$14.74</b>
	<b>3 Color Coordinated Custom Front &amp; Rear Seat Belts</b> (3 each) & <b>Front Shoulder Belts</b> (2)	<b>\$13.69</b>
	<b>5 Color Coordinated Custom Front &amp; Rear Seat Belts</b> (3 each) & <b>Front &amp; Rear Shoulder Belts</b> (2 each)	<b>Coupe \$40.02</b> <b>Conv. \$67.40</b>
K	<b>3 Speed Alert</b>	<b>\$11.59</b>
L	<b>1 Soft-Ray Tinted Glass</b>	<b>\$43.18</b>
	<b>2 Soft-Ray Tinted Windshield</b>	<b>\$30.54</b>
M	<b>7 Rear Window Defroster</b>	<b>\$31.60</b>
	<b>8 Engine Block Heater</b>	<b>\$5.27</b>
N	<b>3 Heavy Duty Air Cleaner</b>	<b>\$9.48</b>
	<b>5 Front and Rear Bumper Guards</b>	<b>\$31.60</b>
O	<b>4 Door Guards</b>	<b>\$6.32</b>
	<b>5 Remote Control Outside Rear View Mirror</b>	<b>\$12.64</b>
	<b>6 Outside Rear View Sport Mirrors</b> (Left Remote and Right Manual)	<b>\$26.33</b>
P	<b>1 Carpet Savers and Handy Mats</b>	<b>\$15.80</b>
	<b>2 Carpet Savers</b>	<b>\$8.43</b>
Q	<b>5 Power Seat 4-Way Tilt Adjuster</b>	<b>\$78.99</b>
	<b>9 Custom Padded Cushions</b> (Front) (Std. With Bucket Seats)	<b>\$9.48</b>
R	<b>1 Power Windows</b>	<b>\$115.85</b>
	<b>6 Cruise Master</b> (Auto. Trans. Required)	<b>\$63.19</b>
S	<b>7 Tilt Steering Wheel</b> (N.A. with B6 or Standard Steering Wheel)	<b>\$45.29</b>
	<b>2 Electric Door Locks</b>	<b>\$47.39</b>
U	<b>1 Convenience Group</b> (Trunk Light, Glove Compartment Light, Ash Tray Light, Mirror Map Light and Courtesy Lights.) (Courtesy Lights Std. On 3467)	<b>Coupe \$17.90</b> <b>Conv. \$12.64</b>
	<b>6 Electric Clock</b>	<b>\$18.96</b>
	<b>7 Instrument Group</b> (Instrument Gauges and Tachometer)	<b>\$63.19</b>
V	<b>9 Instrument Gauges and Rallye Clock</b>	<b>\$50.56</b>
	<b>1 Deluxe Wheel Covers</b>	<b>\$26.33</b>
	<b>2 Chrome Plated Wheels</b> (Std. With F7)	<b>\$94.79</b>
	<b>3 Wire Wheel Covers</b>	<b>\$84.26</b>
W	<b>7 Super Sport Wheels</b>	<b>\$68.46</b>
	<b>2 Custom Upper Peak &amp; Rear Body Moldings</b> (Body Side Upper Peak, Rear Deck Lid & Quarter Ext.) (Body Side Upper Peak Moldings N.A. 3467)	<b>Coupe \$31.60</b> <b>Conv. \$16.86</b>
X	<b>4 Protective Body Side Moldings</b> (Body Side and Front Fender)	<b>\$24.23</b>
	<b>1 Deluxe Steering Wheel</b>	<b>\$15.80</b>
X	<b>2 Rallye Steering Wheel</b>	<b>\$46.34</b>
	<b>3 Rim Blow Steering Wheel</b>	<b>\$36.86</b>

Due to Numerous price changes and tax revisions during the model year, some of the option prices may vary depending on the delivery date of the car.

Option descriptions and Codes taken from a 1971 GS Wholesale Order Form.  
Pricing Taken from a 1971 Buick "Pocket Price Directory".

# West Coast Nationals Las Vegas- Motor Speedway **Buick Drag Racing**

**Friday, November 8th:** Buick BBQ & Kegger at host's garage (optional) 6 P.M. to 10 P.M.? (there is a racing in the morning!)

**Saturday, November 9th:** Test & Tune, King of the Hill, heads-up eliminations and street cruise

**Sunday, November 10th:** Test & Tune- eliminations

**Winners in each class will receive a plaque and  
\$\$\$ CASH \$\$\$**

CLASSES
Test & Tune Only
Non-Turbo
13.00 and up
12.50 to 12.99
12.00 to 12.49
11.99 and faster
Stock Block Heads Up
Stage Block Heads Up

For more info contact: Hi Tech Performance  
6121 Boulder Hwy  
Las Vegas, NV 89122-0742  
e-mail: [jon1320@lvcm.com](mailto:jon1320@lvcm.com)

## **Fun Facts by NHRA**

A recent poll was taken by NHRA regarding; **“Which NHRA track has the most picturesque setting”** The results posted in National Dragster. The **number one** track that was voted on was **Bristol**. Las Vegas was the fifth!

## **New Products – Remanufactured Parts**

I have been reproducing several of these parts for years (20 actually on a couple of them). The following is a list of what I have available along with the prices. I hope these parts can help.

- Th400 Console Shifter Cable Bracket \$20.
- Th300-400 Console Shifter Lever \$20.
- 4-Speed Lockout Bracket \$35.
- 4-Speed Reverse Lockout Bracket Stud \$12.
- 4-Speed Reverse Lever \$14.
- '69-'70 Fan shroud Hose hook \$20.
- '70-'72 Skylark/GS Core Support Repair Kit Left Side \$99.
- '70-'72 Skylark/GS Core Support Repair Kit Right Side \$99.
- '70-'76 Console U-Shaped Shift Handle Clip (Polished Aluminum) \$40.
- '70-'76 Console U-Shape Shift Handle Clip Springs \$2.50
- '70-'72 Transmission Crossmember Repair Kit \$15.
- '70-'74 4-Speed Reverse Lockout Rod \$29.
- 4-Speed Rod Clips .50
- Block Stud for the Zbar \$18.



### **Now Available!!**

1967-74 4-Speed Bellhousing inspection cover –  
Buick 350-455 \$69 each

If anyone would be interested in any of these email me at [mrbuick@networksplus.net](mailto:mrbuick@networksplus.net) or call me eves at home 785-246-2661 between 6-10 pm central time.

**Michael Garrison**  
5220 North East Ashby Lane  
Topeka Kansas 66617



**First Annual**  
**Eastern Region**  
**BPG**  
**Picnic**



**Mark Reeves**

**Restored**  
**1971 GSX**