



The Fastest Tank of WW2

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The HellCat



Buick Builds Winners

Bob & Edward Luchesi



Scott Miller



BPG Member of the Year Award



The Buick Performance Group

Home office: Buick Performance Group
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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.

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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.

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The Buick Performance Group Test & Tune session

May 1st 2003

We are pleased to announce that on May 1st, 2003 (Thursday) we will be holding a Test and Tune session at Norwalk Raceway Park, Norwalk Ohio. The track will be open at 9 a.m. with racing starting from 12 to 6 pm, thus allowing folks to travel early in the morning, and plenty of set up time. We are looking for a great turn out, you do not have to be a BPG member to participate. As well on Thursday, ONLY the BPG has invited models that conform to the FA, SA, PS, and F.A.S.T. racing series cars that meet these specs. The BPG is proud to offer this invitation to those that meet these guidelines, as well we have some surprises' for all on and off the track. Please put this on your calendar now!! The entry fee for Thursday is \$25 per car and driver for BPG members, \$8 for BPG spectators. For non-BPG members Thursday fee is \$30 per car and driver, \$12 for spectators. All vendors are welcome! The cost for Thursday is \$20.

This event is the day before the "famed" 13th annual BUICK RACEDAY also held at Norwalk Park, the Raceday event will hold a T&T session on Friday and the car show will be Saturday, with the racing on Sunday. Just think! Two great days of Test and Tune, plenty of time to dial in those winter projects for the Sunday Race Program, and in between a great show which is a nice great time to relax and shoot the breeze with everyone. So the dates will be May 1, 2, for test and tune racing followed by an all Buick car show on the 3rd ending with the race program on Sunday, May 4th

A Quick Message to the Members

We are in process of organizing the 1st Annual BPG Event for 2004. We need your suggestions and ideas. Please e-mail or snail mail Bruce Hunter or Rick Martinez your choices of tracks, dates, race classes, show classes etc. Once we gather all of the information we will then start searching for a particular location and time frame. Please keep in mind factors such as accommodations, costs, and locations in relation to hotels and eateries will also be factored in.

Annual Buick Day, Norwalk, Ohio

May 2nd, 3rd and 4th

The 13th Annual Buick Race Day is set for May 4th. This event pulls over 200 of the quickest Buicks this side of the Mississippi! The event kicks off on Friday, May 2nd, with a Test and Tune as well as a TSM Race, GSE Race, 2 Gambler Races. There is racing for everyone, including a Ladies Bracket Challenge and a battle of the regions, with our east coast guys running against the top dogs of the mid-western guys.

Saturday is the huge all Buick car show and swap meet at Arby's followed up by a huge buffet dinner at the Holidome in Sandusky. Saturday is the "relax and party day" leading up to the main event on Sunday.

Sunday is the Buick powered only race event. The Norwalk track is one of the nicest tracks around and you will not be disappointed with this event!

Different for this year will be the addition Test and Tune race session held by the BPG on Thursday. Combine the two and you'll have 2 solid back-to-back days of racing to get your Buick dialed in for Sunday's event. Saturday compliments the event with a relaxing show and dinner so we can all get together and meet up with old friends. This event coupled with the BPG's "Test and Tune" day are not to be missed for all of you die-hard Buick racers.



Above: Bob Quigg and Tom Kelly meeting up at Atco Dragway in New Jersey, getting an early jump for the 2003 race season!

How Can You Stop From "Driving" Yourself Crazy

By Rick Martinez

Did you ever wonder how some people ever got their license to drive? I always found if there were ever a unanimous decision for the death penalty, lousy drivers could win the award hands down! With spring arriving, I wanted to share some helpful tips and examples on how to stay safe on the roads. By now, most of us will be dusting off the winter blues and starting up our Buicks for some daily cruises, driving or towing to various auto shows and racing events. Safety should be one of your main concerns when on the roads. You have to watch out for the other guy, and believe me he's out there!



"Mutants", my definition of a mutant is a person, male or female of any age that drives an automobile with the head up "their you know what", not caring for anyone or anything else but themselves. Watch out! They're out there! On the road! Driving! They see the automobile as a tool of convenience and nothing more. All that matters is themselves and getting from point A to point B with the least amount of time spent and effort. It can be a war zone and what I'll try to do is to give you some pointers.

First off, I took a page from my limited motorcycle experience, by driving like everyone else is going to make that mistake. DON'T ASSUME, as your cruising into an intersection with a green light that the knucklehead on the right will see you and won't make that "right on red" when your about 25 feet away. He/she will, and once pulled out they proceed well below the limit. Even trailering, always anticipate the worst. Years back returning from Bowling Green; member Mike Persarchick was trailering his '65 GS with a borrowed Electra and trailer. While cruising on the highway this "mutant" never yielded and pulled directly in front of Mike doing about 40 mph. Mike stood on the brakes and swerved to the left. This caused the trailer and car to swing back and forth to the point of jack-knifing. Mike was quick enough to get off the brakes and gun the car pulling it straight. We immediately stopped to inspect the slight damage to Mike's GS as the trailer fenders hit the doors of the GS as the car slid on the trailer. We also saw there was actually grass stuck in the tire beads of the trailer! This mutant never stopped and continued on their brainless way. My suggestions with parking lots on weekends, when driving with your pride and joy...don't! Avoid them if at all possible. There is no need to explain this.

During my early years when I was a patrol officer for the NYPD I got to witness many of these brainless feats. The best was years back while assisting a disabled car on the shoulder of the Cross Bronx Expressway (one of the busiest highways in the NYC Metro area), this "mutant" pulled to a complete stop next to us in the right hand lane of traffic to ask direction. Now mind you there was plenty of shoulder room. But being a mutant they did not want to inconvenient themselves. We all turned when we heard the horrendous screeching of trailer trucks and cars, which were moving about 60 plus mph! I jumped on the hood of the tow truck as we all ran! Thank God there was no accident! In amazement these people still parked there in the right lane still asked for direction! It just boggles the mind.

Over the years I have found that there are three major driving times in a day, each consisting of their own type of drivers. It's when you mix them up you then create an element for disaster. Example, take your typical commuter driver. Most times in a rush, sometimes with a coffee, make-up or cell phone in one hand, they change lanes quickly tailgate, speed and most times never see an amber light. Stick all of them together and you have something like the Daytona 500. Most are alert and aware of the cars around. The biggest laugh with these drivers, as with others is when they come up to a cop taking radar. They break hard which I think is funny because by the time they see the cop, it's too late, and he's got you clocked already. The next group of drivers are your late morning cruisers. Most are retired or seniors. They drive one speed, slow and most times in the left lane. Their main focus is where they are going, not how or what is around them. A great example is you pull up to them at a light and now the light turns green and now they decide to turn on their left hand signal. Or you may come up behind them and noticed their head swings back and forth checking out the shops. Or that tell tail sign of a hat driving the car. (I call that "Old Man Alert"). Lastly are the soccer moms and non-employed (from choice) people, or people that are off during the day. They're on their own mission and to get to their destination quickly and while doing so they are already thinking about what has to be done later in the day. Usually you will find them cruising in the fast lane at much slower speeds and not moving over. Yield signs to them means "merge at will".

Now what happens on the weekends? Geez, they all get mixed up! Ever see an old senior driving during the morning rush? What a mess! How about a "commuter speedster" late for work, he pulls up behind the left hand cruising Grandpa who now becomes offended with the, "I don't speed so your not going too also" attitude. So he doesn't move over and decides to hit his breaks. Now you get into the "Road Rage" dilemma! Not good at all! I can go on but I would figure most of you get the point by now.

So again, "What to do?" If your out taking a nice drive in your Buick be aware if it's early, you are going to encounter faster flowing traffic that will weave and bob more times than Mohammed Ali. If your out during the day, stay alert for the drivers that will only see you after they hit you! Their famous remark to you will be, "I never saw you". Or "You're going too fast." If you venture out on the weekend like most of us, well my best advise is to drive like your driving a motorcycle. Expect the other driver to make that mistake.

One last point here. The infamous "RUBBER NECKERS" yeah, I know we are all guilty of this one. Please try to be aware that you may cause an accident and you will be clogging up the highway

causing traffic jams. One time while on the Garden State Parkway in NJ; I was sitting in bumper-to-bumper traffic. I'm thinking, "Wow, I bet it's an over turned car or something of that sort." As I got closer, I see this guy sitting in a beach chair next to his car, which was off the highway, and the front ball joint was broke as the tire was wedged under the fender. This guy was just waiting for a tow and every driver going by had to stop look and I wouldn't doubt, took pictures! It just plain tied up the highway! I can understand if it's an accident with emergency crews on the scene, you have to slow down for their safety, But how many times have you witnessed a minor fender bender off the road with drivers exchanging info and traffic has slowed to a crawl to watch.

Another HUGE safety tip: If you ever get a flat or your car starts to falter. If at all possible drive it off the roadway. A flat tire on a bridge, I would suggest, the heck with the rim! Drive it to the other side and then change it. To stop in traffic to change a tire is suicidal! You are "assuming" the other drivers will see you. But you never know when that "mutant" driver will be tooling along. And at nighttime, if you pull off the road, turn off your lights and flashers. A

typical drunk driver or driver that is falling asleep at the wheel drives like he has tunnel vision and will find it easier to just "follow" the car in front of him. So here he comes looking for taillights to follow, and you're off the road fixing a flat with your dims on. What do you think he's going to try to follow? Except you're not moving!

So on closing, please take extra care when driving. Being a little cautious may prevent you from getting into an accident.

The Hellcats Are On The Prowl

From Buick's War Time Advertising

The Army calls them 76-mm Gun Motor Carriages – designation M-18. But to Buick men who designed and built them, in cooperation with Army Ordnance and to Tank Destroyer Command forces that fight in them, they're Hellcats.

They are tank-killers with the pace of a panther and lethal strike of a king cobra. They're so fast they run rings around anything but their brothers, and they master obstacles that stop other vehicles cold. They can split an enemy tank at several miles and thanks to springing born of Buick's work on your car. They can romp down roads at passenger car speeds. And now they're on the prowl!

It has been twenty-odd months since we started work on these sluggers as answers to the vaunted Tiger tank. Twenty –odd months of designing, building, testing, perfecting. More than a year ago they went into production, and several months ago we knew they were on their way, in quantities, to undisclosed battlefields. They have shown what they can do there. They've added their force to the Great Effort, and because of them American men have had benefit of a harder-hitting weapon against tanks, pillboxes, strong points and machine-gun nests.

We're mighty glad that's so. Not just because this is a Buick baby. But because it's a good American weapon, built in our way, for use of our own kind. More power to it, say we and to those gallant men in uniform for whom we sweated it out!

Buick's Hellcat, Model M-18 tank is smaller and lighter than the M-10. The Hellcat had a range of 105 miles, and weighs 17 tons. With its 9 cylinder, 400 horsepower engine, the Hellcat boasted an excellent power-to-weight ratio. Making it the fastest tank of World War Two with a top speed of 55 mph! The Hellcat sported maximum maneuverability, high firepower, and all steel, center-guided tracks, it can smash tanks at several miles. The Hellcat has proved superior to latest versions of the German Tiger Tank in actual battle and is 30 mph faster.



Special Buick-designed gave the Hellcat a center guide track, torsion bar suspension, and an automatic transmission. Including knee-action principles enables the Hellcat to fight running battles when necessary. Ordered on January 28, 1943 after demonstration of pilot models, the Hellcat has been in regular production since July 1943. Used by tank destroyer battalions in Europe, it was intended to be used in an ambush roll with its quick speed. The Hellcat first saw action in the summer of 1944 in Europe. One unit to use it quite effectively was the 630th Tank Destroyer Battalion in July 1944 reported destroying 53 Panthers and Tigers and 15 self propelled guns with only a loss of 17 of their M18s.

Buick's Hellcat was designed primarily to be a smaller tank with light armor, but speed was a major factor so the Hellcats can mix at a close range with the larger German tanks. As quoted by Buick, "The Hellcats were designed to shoot and scoot". Buick also exported the chassis of the Hellcats to Russia, as the specially designed suspension by Buick proved extremely useful with the rough Russian terrain.

For those members who plan on attending Buick's 100 Year Anniversary at Flint in July, We were told that an actual M-18 Hellcat may be on display.



Gus's Grandfather

A Lucky Find

By Rick Martinez

Every once in a while you read about someone finding a relatively rare car that has been in a barn or some elderly couple's garage, and then acquiring the car for a bargain price. A few friends of mine have had this golden opportunity, such as one finding an extremely low mileage 1971 LeSabre in excellent shape for a great price. Then, there is member Ira Malek who bought a pristine Estate Wagon and then located a 1971 Skylark that was literally found inside a barn in Pennsylvania. Member and friend Fred Weisse located an original 40,000-mile GSX in perfect condition, and another GSX in poor condition that was sitting beside a barn in upstate New York for countless years!

I know there must be a bunch of similar stories out there. I never dreamed I, too, would be able to tell one.

Back in May of 1997, while at my parent's home, a guy who was doing their landscaping approached me. He happened to see my 1970 GS 455 parked in the garage and mentioned to me that he had a "big old" Buick in his yard that a tree branch had fallen on, damaging the convertible top. Hmmm, he said, "convertible and big old..." I inquired further. The car, he said, was a 1973 Centurion with a 455 engine. He had a guy offer to buy the car after it was damaged, but the buyer just wanted the engine, and the owner didn't want to break up the car. I decided to pay a visit.

The car was outdoors under a cover and two large pine trees. He was right about the top, it was crushed to about 12 inches from the doors. The windshield frame and all side glass were in perfect condition (the windows were down when the tree fell on it). The car had no rust, dents or rot, all the chrome looked in very good condition, and all the accessories worked, including the air conditioning!

The guy told me had obtained car from the original owner's wife for work he did on their house. She had the car in storage inside a heated garage since 1982. Apparently it was the husband's car and after he passed away, the family, knowing its sentimental value, kept it maintained during its 13 years in storage. After obtaining the car, the new owner never registered the car as it still had the 1982 sticker and tags. Now the big question: "How Much?" "Well," he says, "I got \$300 bucks into it. Give me \$300 and a promise not to part out the car." Before he finished the word "car", I was racing back to my home to fetch the cash and the battery from my GS racecar. I was back in record time,



paid him the cash, put in the battery, and turned the ignition. The darn thing started right up, cobwebs, leaves, mouse dropping and the rest! I thank the guy, squeezed in, and drove it back to my parent's house some three miles away, dry rotted tires and all.

Soon after a new top frame was located from a parts cars and the drivetrain was rebuilt to factory specifications. Once the mechanical stuff was completed I had my Centurion painted a burgundy red with a new canvass saddle top installed. The Centurion is fully documented 455 car, completely optioned out (I have all the original paperwork). The only add-on is a class three towing hitch along with a heavy duty cooling system. My Centurion serves double duty; being a nice cruising family car that my kids love, and a tow vehicle for my 1970 GS 455, it's a great car and a ton of fun especially when you are towing a Buick with a Buick and having the top down. That's what I call class! My license plate frames say it all, "Towing Fast with Class".



Pristine Restorations... Should I, or Shouldn't I

By Duane Heckman

In today's market, buyers, as well as builders of these "upper level" cars are very knowledgeable and want their cars to be 100% correct in every possible way. They want vehicles that are not only numbers matching, in respect to motor, trans, and rear, but they want every body panel, piece of glass, engine component, etc to be correct. Cars at this level of correctness are few and far between. Just think about how many cars were in front-end accidents and had the sheet metal replaced. I am sure you get the picture.

These pristine examples are being sold for amounts far exceeding the prices of vehicles that are restored to "perfect condition", but with non-date coded correct parts. For instance, many 1970 GS cars have had the radiator core supports replaced with NOS units. All these replacement parts are of the 71-72 type, they can be used on 70 cars, but they are incorrect.

This means if you are building a totally correct car you need a radiator support that is not only correct for year, but also date coded correct. I am sure you can see the problems/added expenses that go along with something like this. That's why the unmolested high performance cars sell for such premium amounts. The less correct original parts you need to buy the better off you are.

Where people get into problems with restorations is when they spend LARGE amounts of money purchasing NOS parts that are not date coded correctly for their cars. If a knowledgeable person checks one of these cars over for a perspective buyer, the car that looks beautiful and correct turns into what I call a "Scatter Skeleton". It ends up looking like it has a part from this car, a part from that one, etc. Another place where people get into trouble is with restoring the wrong cars. If your car has an incorrect drivetrain, or is a commonly found example, it doesn't matter if it is restored to "Concours" show condition. Yes, it will win trophies, but when you decide to sell it you will not get a good return on your investment. It would be wiser to restore these cars to a lesser level, where they can be driven and enjoyed.

The practice of having someone check over a car before purchasing it is becoming more and more common as prices for these pristine cars climb. I get calls about this all the time, and at the GS Nationals I usually examine at least one car this way. There are people that fly all over the country



checking out cars for buyers. They charge hefty fees for this, but this expense is nothing compared to being stuck with an incorrect car. It takes years to accumulate the knowledge required to do this, and these experts should be and are compensated for their time. Currently it is very hard to restore a 60's or 70's Muscle car to this level and get your money back when you sell it. Only a few ultra rare varieties can get away with this, however this may not hold true in the future. More and more upper level buyers are interested in buying correctly restored Muscle cars, and are willing to pay good money for them. The supply of these cars has always been extremely limited and if demand continues to increase the cars that are 100% correct will command very high prices.

If you are contemplating one of these restorations, do your homework. Make sure you pick the right model, and that the vehicle is original enough to not make the restoration a monumental task. Restorations are tough enough at any level. You get the idea.

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POT METAL RESTORATION EXCHANGE SERVICE

...A Business Venture

By Dennis Wheelz Wheeler

For about a year and a half, I have been researching quite a few sources for Pot Metal (*diecast*) restoration facilities throughout Central and West Central Florida. I've followed up on tons of leads and referrals from friends. I've visited as many as six such facilities in a week's time. I've been in filthy places and I've been in unhealthy, dusty, and horribly gross facilities as well. I've seen some excellent workings, and I've seen a few that I wouldn't let my enemies use.

It all started way back in 1981, I began collecting Buick pot metal parts, i.e. headlight bezels, (*BTW I have over 40 sets of 70-72 bezels*) taillight housings, consoles...etc. Somehow, I think I knew, way back then, that someday, these items were going to be in need of restoring. I believe I was onto something back then.

About 4 years ago I sent a letter to the "Editor" of another Buick related organization out of Georgia, asking about the need for restored pot metal headlight bezels, I was told that as long as there are still good bezels out there, this kind of service wouldn't be a lucrative venture. Well, reluctantly, I agreed... that was back then. Today, it's now a different story. As our beloved Buicks are getting older, and parts cars with good pieces are getting harder to find, and the parts that are out there, have pieces on them that we would've just tossed out a few years ago, RIGHT? Well, we're saving this stuff now, aren't we?

So, loaded with information on who, *to use* and who, *not to use* for restoration of pot metal, and based on pricing I've compiled over the past year and a half, I've decided to put together a Pot Metal Restoration Exchange Service. Utilizing one of the best shops I had found with the most responsible team of employees. These guys and gals are willing to work with me through thick and thin, and eager to learn what guidelines in service and quality I expect from them. I know, they are NOT the least expensive, however, I think we all will agree that quality is MOST important when we're talking the restoration of true late 60's thru early 70's Muscle Cars. You cannot take shortcuts just to save a dollar. There's only one way. THE RIGHT WAY!

Here is my basic business plan

Pot Metal Restoration is a very labor-intensive process. Most pot metal facilities that I've seen, visited or contacted, seem to all have an incredible lack of personnel, and almost ALL facilities are running a minimum of 10-15 weeks delivery time. (Ok, lets just say, 12 weeks average.) That's three months of waiting for your restored/rechromed pot metal pieces. If you're like most people, myself included, pot metal is not on the top of your list when you are restoring your show car Buick GS or Skylark. So you wake up one morning ready to start assembling your beautifully repainted 1972 GS Stage 1 and realize the headlight bezels are kind of yucky, pitted and ugly. NO WAY are you going to put these things on your freshly restored investment, right? So you start calling around. Detroit, St Louis, Los Angeles, Seattle, Memphis, Atlanta, and Chicago. They all tell you, "oh yeah...we can have those done for you in about 12 weeks". 12 WEEKS? You must be kidding me? So now, you have to make a choice. You either make do with what you've got, eeeeeuuu, or you wait out the ridiculously l-o-n-g 12 weeks. WELL, I'm here to share good news with you, wait no more my friends! **Pot Metal Restoration Exchange Service is here!**

As we speak, I am having three sets of each of the following years: 1968, 1969, 1970, 71 & 72 headlight bezels being restored for your immediate exchange needs. I will have these bezels restored, re-plated and on my shelf, ready for immediate exchange. Basically, send me your old, pitted and ugly, NON broken, NON cracked, NON twisted headlight bezels and in about 6 days, (**SIX DAYS**) you'll have a newly restored set of headlight bezels ready for you to paint and bolt on your car. It's that simple. I have already sold numerous sets to members on the ***Buick Performance Group*** Internet forum and I haven't even begun to advertise! This is an exciting new way to repair the old "waiting" problem associated with pot metal restoration. For now, I am introducing this service for headlight bezels. Soon I will add automatic consoles, and manual consoles shifters. Then onto rear bumper "B U I C K" tags for 1970 and 72, along with hood trims, and 1967,68 & 69 hood scoops and grilles, 1964, 65, 66 and 67 tail light assemblies and on and on and on.

My intention is to collect from readers and restorers, more parts and pieces by offering an "At COST" deal! HERES THE KICKER!!! For an introductory period ONLY, Send me two of something, (*i.e. two SETS of 1966 headlight*

bezels) and I will restore one set for you "AT COST", and inventory the other for my "ON-MY-SHELF- ready for immediate exchange! Let me tell you my friends, this is exciting and at the same time a very huge financial undertaking. My initial out-of-pocket investment is now well over \$3700 and growing. At this date, I am working to assemble a large stock supply of ON-My-SHELF inventory. I have many, many pieces being restored these next few weeks: bezels, consoles, trim pieces...If you are interested and would like to know more and would like to be part of this new venture, or you have needs NOW for immediate exchange, or, just have questions regarding prices and scheduling, please feel free to contact me via email at PenWheelz@ij.net I will have a website soon, the registered domain has been applied for and already obtained. You can try to call me at 727-392-6859 however, be advised that I am very difficult to reach by phone. I sincerely appreciate your support for this restoration venture. I will do my best to provide an excellent product that you can count on as being exact as possible, with only the finest finished pieces being acceptable to ship. I'd like to say THANKS in advance and look forward to a mutually rewarding relationship with each and every one of you!

I am a Certified AVID Buick nut! I own a 1970 White GSX Stage 1, 4 speed, 1972 GS 455 coupe, auto, a 1972 Sun Coupe, 1969 GS 350 California, 1971 Skylark Custom (for parts) and, well...should I...hmmm, well, a 1965 Corvette Roadster and a 1959 VW Beetle ragtop. I am a member of the BPG Member #1311, the GSCA Member #40. Founded in 1993 and Director, Skylark Drive Buick Club, Florida West Coast Chapter GSCA. There, enough said, now lets DO some business!

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GSCA CONCOURS CLASS JUDGING

By Duane Heckman

The GSCA "Concours" class is basically a restored class that is judged under a 400-point system. This system is an updated version of the BCA rules and was developed to create some level of consistency between the GSCA (Gran Sport Club of America) and the BCA (Buick Club of America). Cars in this class are judged against a standard, not against each other. Each car starts out with 400 points and as defects are noted, points are deducted. The number of points a car receives determines the type of award given. There are 3 different awards: Gold 385-400 points, Silver 370-384 points, and Bronze 355-389 points. If a car gets less than 355 points, no award is given. If there are seven cars in the class and all have over 385 points then all would receive a gold trophy.

Currently when we judge the Concours class we look for fit, finish, and correctness of parts. We do not take points off for reproduction parts as long as they mimic the original parts they are made to replace. We do not generally look for part numbers, other than some obvious things. We will check that a 70 car has a 70 appearing engine, but not that it is numbers matching. Here is an example. If a 70 GS 455 (Model # 44637) is in Concours and has a 350 in it, that would be a deduction. If it has the wrong 70 455 in it, that would be fine. If the same car has heads with a 72 cast into them, that would be a deduction.

Another thing we don't look for are date coded parts. The only time we look at date codes at all is to verify that a car "Exhibited" as a GSX was actually built within the correct time period. We also check the VIN and Body #'s to verify the various GS models.

An important thing to remember is we have 10-15 minutes to judge each car, and we do not look at them as if we are going to buy them.

After the show I send a copy of the judging sheet to each owner so he/she can see where the deductions were made. This gives them the option to improve their cars for the next show.

If you want a copy of the Judging handbook it is available to everyone on my website, www.classiccarinteriors.com. If you have any questions regarding judging, you can e-mail me at sales@classiccarinteriors.com or call me at (610)-544-6776 evenings or weekends. I hope this helps answer some questions about the Concours class.

Is My Riviera A Stage 1

By Rick Martinez



Every once in a while a question on the Buick Web Sites comes up regarding the Stage 1 Riviera and it's identity. Since owning a 1973 Riviera GS I did some researching on the facts regarding this question. My '73 Riviera GS, which was bone stock ran a 15.60 in the quarter at 89 mph and tipped the scales with the extra weight of a class 3 hitch at 5,025 pounds. It was a numbers matching Riviera GS and did not have a Stage 1 engine. Now before I get into some of the facts here I have to mention that way back then your money talked more at the showroom. If an option wasn't available, some cash plucked down at the dealership could and at times did help it become a reality in your particular order. With that notion in mind the following was what was offered to the general public.

The 1971 and 1972 Riviera Gran Sport came equipped with Stage 1 engine. In 1973 and 1974 the Stage 1 engine was listed separate from the GS option. To identify the 1972 Riviera GS the 5th digit in the VIN must be a "W", this would also include the Stage 1 engine package. In 1973 and 1974 the Riviera GS came with the standard 455 engine. The quick identifying factor on the 1973 and 1974 Riviera GS Stage 1 would be the Stage 1 grill emblem. The 1971 and 1972 Riviera GS had no such emblems, only the GS tags on each front fender under the Riviera emblem. For the 1973 and 1974 Riviera GS Stage 1 the 5th digit in the VIN must be a "W". If the digit on the '73 and '74 is a "U" then the Riviera is a GS non-Stage 1 car with the standard 455 engine.

The Riviera GS Stage 1 also had different camshafts than their musclecar brother, the Gran Sport Stage 1. The following chart lists the GS and Stage 1 options as they were offered during the 1971 through 1975 Riviera production. As to the best of my knowledge there were no 1969 or 1970 Riviera Stage 1's offered, though again money talked more at your local dealership way back then. I have heard of a few, but there is no identifying factors unless you have the build sheet or pull the heads. As with the Stage 2 package, it wasn't offered for the Riviera and I never heard of one produced.

1971 GS Option: Cost \$200. Gave you suspension and appearance package. Stage 1 heads and HP cam. Posi traction.

1972 GS Option: Cost \$200. Gave you suspension and appearance package. Stage 1 heads and HP cam. Posi traction, dual exhaust (5th digit in VIN is a "W")

1973 GS Option: Cost \$181. Gave you suspension and appearance package. Radial tires. (5th digit in VIN is a "U")

1973 Stage 1 Option: Cost \$139. Gave you big valve heads, HP camshaft kit (5th digit in VIN is a "W") NOTE: The GS and Stage 1 were split into two separate options. You could have ordered both above options or only one if you wanted.

1974 GS Option: Cost \$139. Same as 1973

1974 Stage 1 Option: Cost 186. Same as 1973
NOTE: This was the last year for the Stage 1 option.

1975 GS Option: Cost \$75. Same as 1973 – 1974.
NOTE: Last year of the GS option.

Riviera Camshaft Specs

By Rick Martinez

I obtained some of my facts from past articles written by Dennis Manner for the ROA newsletter back some years, in response to many questions concerning the 455 engine camshafts and HP. I find it all quite informative, I am sure you will also.

There was only one factory produced Stage 1 camshaft used in 1969 400 and the 1970-1974 455 Stage 1 Skylark GS engines. This camshaft was identified by a single machined groove in the shank of the camshaft behind the front bearing journal. The camshaft used in the 1971-1972 GS Riviera and the 1973-1974 Riviera GS Stage 1 engines were different from the Skylark GS Stage 1 cams and also different from the standard 455 camshafts. It provided more torque but a little less horsepower than the Skylark GS Stage 1 cam, more appropriate for the heavier Riviera. This cam can be identified by 3 machined grooves behind the front cam bearing journal. It should be noted, 2 machined grooves identified the Stage 2 camshaft, and there were no factory offered Stage 2 Riviera cars. Also as previously mentioned the Stage 1 option was first offered for the Riviera in 1971, I have yet to see any documented factory produced 1969 or 1970 Riviera Stage 1.

The standard 455 engine as used in the Skylark GS, Electra, Riviera, Wildcat, LeSabre/Centurion was the same engine including the camshaft in any given model year. Four different cams were used for the standard 455 engine, changed at 1970, 1971, 1972-1974 and 1975-1976. The changes were for non-leaded fuel/low compression engines in 1971 and later changes for fuel economy. The following chart will have the cam specs listed. Also when reading advertising please take note that advertised horsepower ratings is just that...it's advertised. Because of increased insurance premiums and guidelines, the oil embargo, EPA etc., back in the 70's most auto manufacturers used advertising figures to help lagging sales, sort of fudging the figures.

Standard 455 Engine All Years: Skylark GS, Electra, Wildcat, Riviera, LeSabre, Centurion

1970: Cam Part # 1233232
 Exh. Lift: .458 at 322 duration
 Int. Lift: .390 at 293 duration

1971: Cam Part # 1237665
 Exh. Lift: .455 at 340 duration
 Int. Lift: .390 at 293 duration

1972-74: Cam Part # 1246739
 Exh. Lift: .405 at 306 duration
 Int. Lift: .390 at 293 duration

1971-1972 Riviera GS

1973-1974 Riviera GS Stage 1

(Note: 1973-1974 offered the Riviera GS without the Stage 1 option having the standard 455 instead)

Riviera Stage 1 Camshaft Part # 1384664
 Exh. Lift: .457 at 340 duration
 Int. Lift: .410 at 297 duration

1969 400 and 1970-1974 Skylark GS Stage 1

Skylark GS Stage 1 Camshaft Part #1383853
 Exh. Lift: .458 at 340 duration
 Int. Lift: .407 at 316 duration



Bob and Ed Lucchesi's Killer 1970 GS

Bob Lucchesi and his son Edward are no strangers when it comes to drag racing. Both are known to cruise the streets of Long Island, NY having some fun with the local boys with some stop light action. Both though are right at home at the track! Bob has been running Buicks for years now and his son Edward has also been racing with a Chevelle and does double duty driving his dad's GS. They have been creeping so ever low in the 11 and 10 second range, Bob decided to go full tilt with the GS. For about a year they took off of racing and started work on it. The final product was just introduced this past fall at Buick Performance Weekend.

Their GS now sports a full race tube frame chassis along with a fully prepped Stage two 455. Race weight with Ed at the wheel just tips the scales a hair over 2600 pounds! Ed first had to get his NHRA license. On their very first license full pass Ed left at only 3,000 rpm's, as he was not yet use to the car. Edward did a lazy pass pulling a 1.23 sixty foot coasting to a 9.30 time.

The 455 sports a set of TA Stage 2 Heads along with all the other TA go-fast goodies. The heart of the 455 is a TA 308 solid grind backed by a 4,000 stall



converter with a Turbo 400 trans, planting the power with 4.10 gears inside a 12 bolt rear. The body of their 1970 Buick includes all the lightweight stuff, like a specially made one-piece tilt nose, along with fiberglass doors, and deck lid.

This is one Buick, no doubt will run solid 8 second passes once they get the car dialed down! It not only looks fast, but it is fast! And it's all Buick muscle!



Southern California GS Club "The Vegas Meet"

We had additional discussions on involvement with the new national Buick club called the **Buick Performance Group**, Some of the SO-CAL GS club members are all ready members of this new Buick club, This club does not have 1 person overall in charge, it is structured like the NHRA with regions, and each region has directors and assistant directors and these directors support the Buick Performance Group (BPG) National Board of Directors. We are in division 7 of this club area. Those who were able to attend the Buick's at Las Vegas Drag Race in Nov 2003 were able to meet the region 7 reps.

We had a great time at the Vegas event, Even though it was not an official Southern-Cal GS club event, it was attended by in no order; Len Bentley, Gordon Hanson, Sam Davis, Skip Ylhainen, Scott McIntyre, Jason Bible, Doug Frasure, The BPG HAD A HOST HOTEL / CASINO (MAIN STREET STATION) I can say, it was real good to see a parking lot with Buick's on trailers and those that were driven there and all of us having fun. Not to mention those that had family there and all of the things you can do in Las Vegas outside of the casinos and hotels. The 2003 event should be even bigger as the word gets out and more racers commit to coming. Ask Scott McIntyre or Sam Davis if they had fun there.

This event had a bunch of turbo cars and 9 GS type cars, of THESE 9 GS CARS, 2 WERE CHEVY POWERED AND WILL NOT BE MENTIONED AGAIN, The remaining 7 GS cars were represented by 4 from our club, 1 from Montana, 1 from Nevada, and 1 from Utah, So you can see we had a good turn out and in the V-8 Buick final we had Scott and Sam squared off one another. There were (2) two final rounds for Scott and Sam. In the first final Scott was able to cross the finish line first, but Sam's Christmas tree did not work properly causing Sam to see a Green light, Yellow light, Yellow light, GREEN and RED Light at the same time, no third yellow light was shown. So that round was disqualified, and the crew at the track commence to repairing the x-mas tree. This x-mas tree is designed at Vegas to be unplugged and the entire tree is removed from the post in the ground and a new x-mas tree is installed, plugged in and ready to test. The crew replaced all of the bulbs first, walked the beam sensors to test these lights and continued to fix the problems since the new x-mas tree was not working either. Well after 1-1/2 hours later, and after an electrician came

from Vegas we were able to have the 2nd final round again. In between this time we were waiting for the x-mas tree being repaired we were able to see the SEMA Show Car winners power down the drag strip.

The Mattel company who created the Hot Wheel craze of the 60's has now created there first full size car that can be driven. This car is dual big block Chevy blown with the motors side by side not one behind the other, and with a glass canopy that raised and lowers to allow the driver to get into the car. It was weird seeing this car under it's own power. There was an assortment of other cars there, its was unique seeing these high priced cars being driven, and they were taken over to the Nascar track for a photo shoot and then came back for the drag strip drive.

Before the final rounds of V-8 drag race, our own Sam Davis was asked by the show car organizer to have his car photographed with all of the SEMA show cars winners, unfortunately they took too long to decide how they were going to do this overhead shoot, and Sam had to race. In the 2nd final it was getting darker as dusk was approaching fast, Sam had the advantage, as he was faster, and all he had to do was not red light on the start, run faster than Scott, Sam had almost a second advantage. With all of the past events happenings since the first final, it was down to this last race. There were a lot of people in the stands waiting for this final round to complete. They performed their burnouts. Sam burnouts produces a lot of smoke and with Scott's accurate reaction times and his car is dialed in to be conscience all the time. It would seem to be a easy race for Sam to win, but in the final race Scott won, Sam was slow in reacting to the tree, and Scott was consistent the whole race. It was nice seeing the club cars in the finals, and Scott had his plaque and money before he left the track, AND THANKS TO SCOTT FOR BUYING THE BAR A ROUND THT NIGHT. Overall it was a very enjoyable event and I would recommend it for a family vacation event.

After some discussion and agreement that we should support the GSCA and the BPG. We all refreshed our drinks and Chris showed us his 2nd garage. This garage is detached from the house and houses his suburban, Fiat (sweet little car), his big block rat powered sand jeep, and room for more cars. This garage has a bathroom, stereo, recliner, storage, heater, etc. You could almost live in it, as people left the group stayed in the detached garage, and talked about cars and life, and I have to say we all had a good time.

Weight Watchers For Your Buick

The easiest ingredient to have quicker quarter mile times is to shake off those unsightly pounds. So let's put your GS and Regal on a diet. The following illustrates the various weights of factory and some aftermarket equipment. Always keep in mind, for every 100 pounds taken off, you could gain about a tenth and 1 mph! That's free horsepower!

1970-72 Skylark GS

Factory front control arms (4)	58 lbs	*Tubular lightweight front control arms	28 lbs. *
Factory GS/Skylark hood	85 lbs	*Glass lift off hood	15 lbs. *
Front bumper	27 lbs.	Glass Hinged hood	35 lbs.
Rear bumper	34 lbs.	Glass front bumper	3 lbs.
Bumper brackets (4)	24 lbs.	Glass rear bumper	3 lbs.
Front buckets (2)	140 lbs.	Trimmed bumper brackets (4)	12 lbs.
Rear seat (top & bottom)	40 lbs.	Plastic high back buckets (2)	23 lbs.
Front disc brakes	60 lbs.	Remove your rear seat (top & bottom)	00 lbs.
Brake booster	10 lbs	Front aluminum drum brakes	47 lbs.
Inside door braces (2)	26 lbs.	Remove power brake booster	00 lbs.
Power steering	30 lbs.	*Wilwood front racing disc setup	33 lbs. *
Buick front Mags & tires (2)	90 lbs.	Manual steering	00 lbs.
Buick rear Mags & tires (2)	94 lbs.	Weld Wheels / Front drag tires (2)	24 lbs.
Spare tire	45 lbs.	Weld Wheels / Street-strip tires (2)	44 lbs.
carpet padding material	35 lbs.	Remove spare tire	00 lbs.
<u>Total weight:</u>	<u>798 pounds!</u>	Remove carpet padding	00 lbs.
		<u>Total weight</u>	<u>191 pounds!</u>
		*Total weight also using flat glass hood, Wilwood front brakes, and tubular front control arms:	127 pounds!

By doing the above you would take approximately 607 pounds off your Buick, adding the optional Wilwood brakes and tubular front control arms and flat fiberglass hood that amount increases to 671 pounds! There are other parts that can be changed to save even more weight, such as lexan windows or an aluminum driveshaft. One fact to remember is, the more weight you remove, the less streetable and original your Buick becomes. I would not recommend using the fiberglass bumpers, removing the door braces and the front sway bar if your Buick is a street driven car. You will be compromising your safety. Be smart about what you are changing and always keep those original pieces, you never can tell when the urge strikes to restore your Buick.

Turbo Regal

Loaded GN:	3540 lbs.
Delete sunroof or T-Tops	-40 lbs.
Delete power set, windows & locks	<u>-40 lbs.</u>
Basic GN:	3460 lbs

Replace steel bumper brackets with aluminum (standard on most non GN cars)	-40 lbs.
Replace steel wheels with aluminum	-40 lbs
Replace steel rear drums with aluminum (standard on most non-posi cars)	<u>-10 lbs.</u>
Basic Turbo Regal:	3370 lbs.

Remove spare and jack	-45 lbs.
Remove front sway bar	-20 lbs.
Remove rear seat insulation	<u>-15 lbs.</u>
Stripped Turbo Regal:	3290 lbs.

Replace steel bumpers with fiberglass	-60 lbs.
Replace wide front tires and wheels with racing front runners	-30 lbs.
Lightened Turbo Regal:	3200 lbs.

Identification of 14" Optional Factory Wheels For Skylarks and Gran Sports

By Duane Heckman

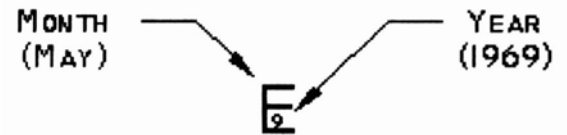
In an earlier article I explained the differences between the 15" factory wheels offered on Skylarks and Skylark based Gran Sports. This article will hopefully clarify some of the misunderstandings about 14" wheel options and allow people to identify the correct ones for their cars. This article is meant to be a guide only, with more information being added as becomes available.



Starting in 1965 14x6 Chrome Plated Wheels became available for Buick A-bodies. These wheels used a 5-lug 4-3/4" bolt pattern. Over the years the wheel manufacturers stamped codes on wheels as part of their quality control procedures. By deciphering these codes we can identify when the wheels were produced and who made them.

One such code is located on the backside of the Hub assembly. It is an alphanumeric code with a larger 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.

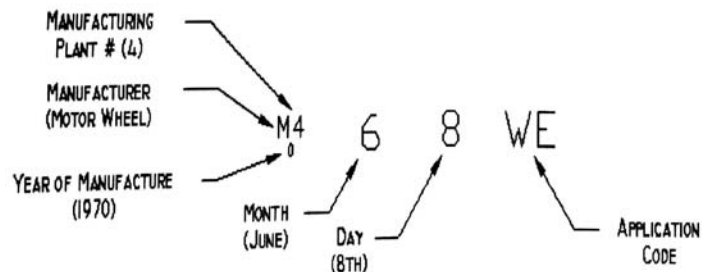
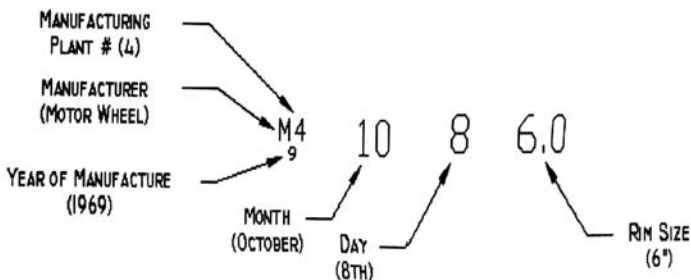
This type of code can be found on 1965 and newer wheels. This date code tells when the hub assembly was made and often predates the build date of the vehicle by 6 months or more. It is not very useful when deciding if the wheels are correct for the car.



Some wheels have codes that are located on the inside of the rim. These are covered when the tires are installed. The most important of these codes is the Rim Code, which can also be found on 1965 and newer wheels. This is a 3-digit code that identifies the style of rim used. An example for a 1965 wheel would be "813". Another code that can be found here was introduced for the 1967 wheels. These codes include the Manufacturer, Plant Number, and Year of Production. This should not be confused with the Model Year. An example of a 1967 wheel follows.



There is another code that is located on the outside rear rim flange. The earliest example I have seen was on a 1969 wheel. This includes the Manufacturer, Plant Number, Month, Day, and Year of Production, and either 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 previous examples were taken from original 1970 wheels, lets look at the differences. The manufacturing date for the wheel figure on the left is in 1969, but the date for the wheel figure on the right is in 1970. This is because the 1970 Buick model year started sometime in August 1969 and continued until July of 1970. The second difference is in the rim size/application code. Early 1970 wheels used the rim size designation, while late 1970 wheels used the new application codes.

The 14x6 Chrome Plated wheels from 1965 to 1970 all look visually the same once bolted on a car. There are differences in painting, center caps, and rim types, but the wheels themselves look similar. The only exception is the 1968 Type 2 wheels that came with a painted rim and trim ring. The hubs were all of the "flat" variety and have virtually no front offset.

The first major difference occurred with the introduction of the 1971 wheels. In 1971 the 14x6 wheel hubs were changed to the "raised" design. This style hub was first used on the 1970 15x7 Chrome Plated wheels and was continued through the end of the production for both 14" and 15" wheels. If you look closely at the area between the lug nuts and the openings stamped into the wheels the difference is obvious. The lip around the hole stays parallel to the front drum on the "flat" design but protrudes outward on the "raised" design. 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.

14 X 6 CHROME WHEEL IDENTIFICATION							
YEARS MADE	SALES CODE	UPC CODE	RIM CODE	APP. CODE	BACK-SPACE	CENTER CAP IDENTIFICATION	IDENTIFICATION FEATURES
1965-1966	V2	P05	813 Unistyle		4 3/8"	Red Background 65- Large Silver Bird 66- Small Silver Bird	Hubs are Flat design with no offset Webs Painted Silver
1966-1967	V2	P05	813 Unistyle		4 3/8"	66- Red w-Small Silver Bird 67- Black with Tri Shield	Hubs have no offset Webs Painted Satin Black
1968 Type 1	V2	P05	810		4 3/8"	Black Background with Buick Tri Shield Emblem	Hubs have no offset Webs Painted Satin Black
1968 Type 2	V2	P05	810		4 3/8"	Black Background with Buick Tri Shield Emblem	Chrome Hub only with Painted Rim & Trim Ring
1969 * & Early 1970	V2	P05	810	6.0	4 3/8"	Black Background with Buick Tri Shield Emblem	Hubs have no offset Webs Painted Satin Black
Late 1970	V2	P05	810	WE	4 3/8"	Black Background with Buick Tri Shield Emblem	Hubs have no offset Webs Painted Satin Black
1971-1972	V2	P05	914	WJ	4 3/8"	Smooth Sided Chrome Cap Silver Background with Buick Tri Shield Emblem	Hubs now Raised design Hubs have no offset Webs Painted Satin Black
1973-1977	V2		914	WO	4 1/8"	Smooth Sided Chrome Cap Silver Background with Buick Tri Shield Emblem	Hubs are Raised design Hubs have a 3/8" offset Webs Painted Satin Black
1978-1983			991	VF, VN	3 1/2"	Smooth Sided Chrome Cap Black Background with Buick Tri Shield (Decal)	Hubs are Raised design with small offset (Dime) Webs Painted Satin Black
1984-1987			991	WX	3 1/2"	Smooth Sided Chrome Cap Black Background with Buick Tri Shield (Decal)	Hubs are Raised design with large offset (Quarter) Webs Painted Satin Black

*Note: Some 69 Skylarks used Center Caps with the Red background and the Small Silver Bird Emblem.

Chevrolet Style “Buick” Rally Wheels

Starting in 1967 front disc brakes became optional on all GM a-bodies. For the 1967 and 1968 model years the front calipers were of the dual piston type, like the ones used on Corvettes. These disc calipers extended further outward from the front spindles than the drum brake equipped cars and created clearance problems for all existing factory wheels.

Buick solved this problem by using Chevrolet Rally Wheels that were disc brake compatible. These wheels came with standard Chevrolet Rally trim rings, but used a “Buick only” center cap. Wheels for 1967 models carried an application code of “DG”, for the 1968 model year the code was changed to “XB”. These wheels are identical to wheels found on other Chevrolets of the same year and have a 4-3/8” backspace. Unlike Chevrolet Rally Wheels the Buick versions were painted to match the color of the car. However, there were 2 notable exceptions; (1) all 1967 GS 340’s had red rally wheels and, (2) some light colored cars, such as white, appear to have come with black wheels. This was probably to keep the wheels from looking dirty due to brake dust.

Starting with the 1969 model year calipers were redesigned from the dual to single piston type. This alleviated the previous clearance problem and the use of Chevrolet Rally wheels was discontinued.



Super Sport Wheels

(1969-1970)



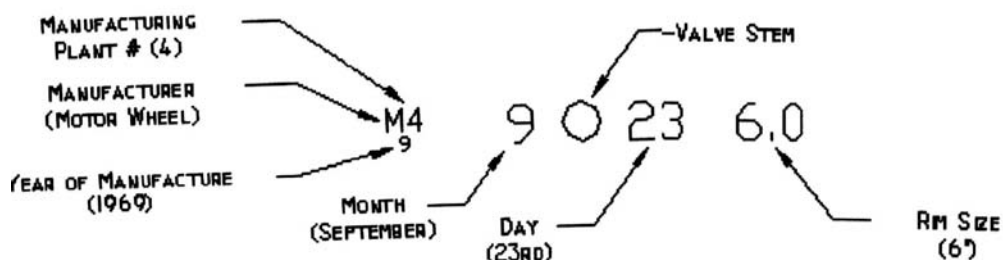
(1971-1972)



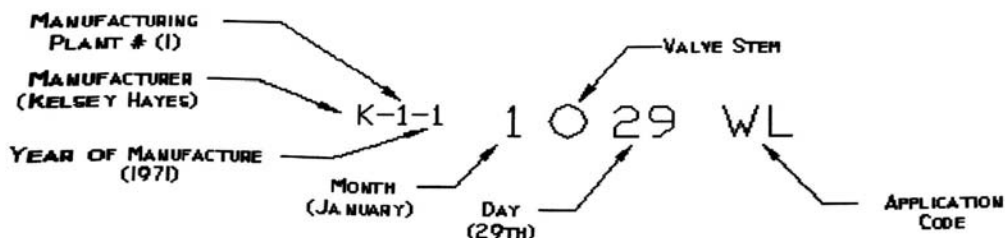
Starting in 1969 another 14x6 wheel was offered. The sales literature called these “Super Sport Wheels”. These wheels used the same stampings and center caps as the Chrome Plated wheels but the entire wheel assembly was painted. They came with chrome trim rings and were a low cost option for people that wanted the look of factory Mags. The codes for these wheels were placed on the front of the rim at the valve stem. There was no need to hide the codes because the trim ring covered them.

For the 1971 model year these wheels were redesigned and produced by Kelsey Hayes, not Motor Wheel. The fact that the sales literature of the day retained the same name for 2 different wheel types has led to some confusion for restorers. These wheels were completely different from the 1969-1970 wheels but were also painted and had trim rings. The codes for these wheels were also placed on the front of the rim at the valve stem. An example of a 1969-1970 and 1971-1972 code along with the 1969-1972 wheel information chart follows.

1969-1970 WHEEL CODES



1971-1972 WHEEL CODES



SUPER SPORT WHEEL IDENTIFICATION (14x6)						
YEARS MADE	SALES CODE	UPC CODE	RIM CODE	APPLICATION CODE	BACK SPACE	IDENTIFICATION FEATURES
1969 & Early 1970	V7	PA6	810	6.0	4 3/8"	Wheels identical to 14x6 Chrome Wheel design except painted with Chrome Trim Rings
Late 1970	V7	PA6	810	WF	4 3/8"	
1971-1972	V7	PA6	914	WL	4 3/8"	Wheels are new design Mfg. by Kelsey-Hayes with Chrome Trim rings

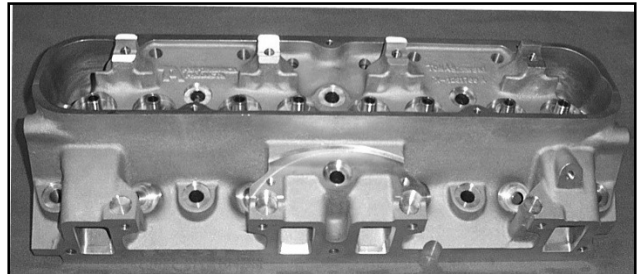
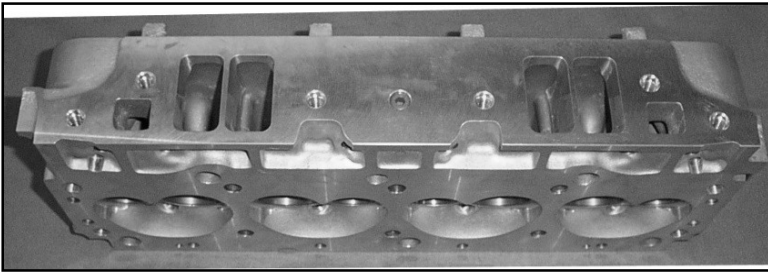
Note; At least some 1972 wheels appear to be 14x7.

Special thanks go to the following people for helping with this and the 15x7 wheel article; Rich Garland, Jim Hawthorne, Mike Trommetter, Larry Miller, Bob Lorenz Jr., Dave Steele, John P. Allen, and others. Without their information this article would never have been finished.

TA Performance Stage 1 Aluminum Cylinder Head

By Jim Weise at www.trishieldperf.com

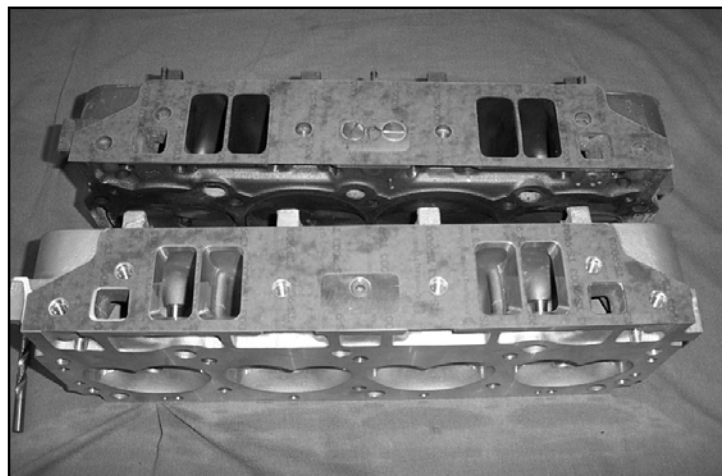
This is a new cylinder head, just released by TA Performance. The following is a photo evaluation, and comparison to a set of competition ported 430 cylinder heads, that flow over 300 cfm on the intakes, and 212 on the exhausts. I chose this set of heads to compare the new ones with, in photos, to give the viewer an idea of what advances have been made, in the area of "out of the box" performance, port sizing, and runner configurations, compared to a very expensive set of fully ported heads. These 430 iron heads have \$1800 worth of port work done to them, not including the rebuild and Stage 1 conversion costs, and the parts. Figure nearly \$3200 to build yourself a set of these iron heads, from good, hard to find cores. The aluminum heads will cost considerably less, not to mention they weight 1/2 what the irons do.



This level of cylinder head will support 700 HP, so the vast majority of the folks interested in these heads, will need no more than just a good valve job, which will provide them with heads sufficient to support 500+ HP low compression street engines, or 600+ HP race motors. For reference, our last level 2 street engine, which produced 563 TQ, and 532 HP, wore iron cylinder heads that flowed 270 cfm on the intake, and 194 on the exhaust. That's "out of the box" performance for these new heads. These Heads also come with the extra 4 bolt holes, although the holes are not drilled all the way thru. The extra holes are need only for High Compression racing applications, and if your going that route, it is a very easy matter, to simply chuck up a 3/8 drill bit in a hand drill, and drill the rest of the hole out. You have about 3 inches of pre-drilled hole, to guide the drill bit. It real nice and it shows the thought process, and planning, that went into this new product. For those of us who buy regularly from TA Performance, we have come to expect no less, and they deliver once again.

So now you have a good general view, of how they come, out of the box

Here is a quick "eyeball" below, of the intake flanges on the respective heads. The Competition ported 430 heads are slightly bigger, .010 wider, and .020 taller, than the as cast Aluminum head. Bottom line here is, if your going to spend some extra money on these new heads, bring them up to roller cam motor specs, most of the work is already done, and there are improvements in the exhaust bowl area, that you simply could not do in the iron heads, as you would hit the water jackets.



Restoration Literature

Part Three

Starting with our August issue and continuing in our October issue we had some very informative information sent in **by Mike Trommeter** regarding factory installed options and pricing for the 1966 Gran Sport, the 1968 Gran Sport 350, 400, the 1969 Gran Sport 350, 400, the 1971 Gran Sport. Mike has continued this by updating the list with the factory installed option sheets for the 1968 Gran Sport convertible 400 and the 1972 Gran Sport.

1968 Buick GS400 Convertible

Production Totals

Sales Code	GS 400	Description	Production Total	
B	-	3-Speed Manual Floor Shift Transmission	79	
	2	Super Turbine 400 Transmission	2024	
	3	4-Speed Manual Floor Shift Transmission (N.A. with B4)	351	
	4	Full Length Console (Auto. Trans. & Bucket Seat Required)	1112	
	7	Consolette (3 or 4 Speed Manual Floor Shift Transmission and Bucket Seat Required)	249	
	C	1	Power Disc Brakes	158
		6	Power Steering	2020
7		Power Brakes	1843	
D	1	Sonomatic Radio-Manual Antenna	1939	
	3	Stereo Tape Player (Radio and Rear Speaker Required- N.A. with Consolette)	249	
	5	AM-FM Radio-Manual Antenna	459	
	6	Rear Speaker	1149	
G	1	Performance Axle with Pos. Traction	228	
	2	Performance Axle (Non-posi)	10	
	4	Positive Traction Differential	620	
H	1	Trailer Towing Option (Specific Rear Springs)	42	
	4	Rallye Road control Package (15:1 Power Steering, Rear Stabilizer Bar, Front and Rear Firm Ride Tuned Springs and Shocks)	272	
	6	Rallye Ride control Package (Rear Stabilizer Bar-Front & Rear Firm Ride Tuned Shocks-Rear Firm Ride Springs)	419	

Sales Code	GS 400	Description	Production Total
I	6	Air Conditioner	645
	7	Heavy Duty Cooling (Fan drive Thermo Control, 55 Amp Delcotron, H.D. Rad.) (N.A. with I6)	38
J	1	Custom Front and Rear Seat Belts	499
K	3	Speed Alert	614
L	1	Soft-Ray Tinted Glass	764
	2	Soft-Ray Tinted Windshield	1231
N	3	Heavy Duty Air Cleaner	79
O	4	Door Guards	1470
	5	Remote Control Outside Rear View Mirror	1673
P	1	Carpet Savers and Handy Mats	615
	2	Carpet Savers	200
Q	5	Power Seat 4-Way Tilt Adjuster (Bench)	60
	5	Power Seat 4-Way Tilt Adjuster (Bucket)	209
R	1	Power Windows	605
S	6	Cruise Master (Auto.Trans. Required)	82
	7	Tilt Steering Wheel	635
U	3	Convenience Group (Trunk Light and Electric Clock)	1229
	5	Tachometer (Available with B7 only)	104
V	-	Standard Wheel Cover	213
	1	Deluxe Wheel Covers	890
	2	Chrome Plated Wheels (with Drum Brakes Only)	1060
	3	Wire Wheel Covers	164
	6	Rallye Wheels	127
	5	Belt Reveal Moldings	729
W	8	G.S. Rallye Stripes	466
	3	Floor Console-Short, Non-Shift (With Bucket Seats Only)	75
X	4	Rallye Steering Wheel	305
1	B	Reclining Seat Passenger Side (Bucket Seats Only)	54
	C	Head Restraints-Driver & Passenger (Bench Seats)	21
	D	Head Restraints-Driver & Passenger (Bucket Seats)	80

Production totals shown are for optional equipment available during the 1968 model year and are taken from a GM "Daily Car Report" obtained from the Sloan Museum.

Totals listed are for '68 GS400 Convertibles only. Similar information may be available from the Sloan Museum (810-237-3440) for other years and models.

1972 Buick GS Option and Accessory Pricing

Sales Code	Description	M.S.R.P
A	1 Stage 1 Performance Option (Inc. High Performance 455 cu.in. Modified Engine and Specific Related Parts) (B2 or B3 and C1 Required)	\$325.44
	9 455 Cu. In. Engine Group (455 Cu.In. 4 Bbl. High Performance Engine and Specific Related Parts.) (B2 or B3 and C1 Required)	\$164.30
B	2 Turbo Hydra-Matic 400 Transmission (A1 or A9 and C1 Required)	\$242.88
	3 4 Speed Manual Floor Shift Transmission (N.A. With B4)	\$195.36
	4 Full Length Console (Auto. Trans. And Bucket Seats Required) (N.A. 3467)	\$61.09
	5 Turbo Hydra-Matic 350 Transmission (N.A. With A1 or A9)	\$221.76
	6 3 Speed Manual Transmission	Standard
	7 Consolette (4 Speed Manual Floor Shift Transmission and Bucket Seat Required.) (N.A. 3467)	\$42.13
	8 Short Non-Shift Floor Console (Bucket Seat Required) (N.A. 3467)	\$36.86
	1 Power Disc Brakes	\$69.51
C	4 Mini Console (N.A. With B3, B4 or D0)	\$26.33
	6 Power Steering 17.6:1	\$115.85
	7 Power Brakes	\$47.39
D	1 Sonomatic Radio	\$74.78
	5 AM-FM Radio	\$139.02
	6 Rear Speaker	\$18.96
	0 Stereo Tape Player (Radio and Rear Speaker Required - N.A. with B7 or C4)	\$116.91
E	6 Through Bumper Exhaust Extensions	\$26.33
	1 Whitewall Tires	\$32.65
F	2 Oversize Whitewall Tires H78-14	\$50.56
	7 Super Wide Oval Group (Super Wide Oval/White Billboard Lettered Tires G60-15 with Chrome Plated Wheels.)	\$230.67
	9 Wide Oval White Line Tires G70-14	\$62.14
G	1 Performance Axle with Positive Traction (B2 or B5 Required) (Std. With A1)	\$44.23
	2 Performance Axle Non Positive Trac. (B2 or B5 Required) (N.A. with A1)	No Chg.
	4 Positive Traction Differential (N.A. With A1)	\$44.23
H	1 Trailer Hauling Option (Heavy Duty Suspension, Springs and Wheels)	\$15.80
	5 Heavy Duty Energizer (N.A. With A1 or A9)	\$15.80
	6 Rallye Firm Ride and Handling (Heavy Duty Suspension, Springs and Wheels)	\$21.06
	7 Superlift Shocks (N.A. with H1-H6)	\$42.13
I	2 Forced Comfort-Flo Ventilation	\$42.13
	3 Heavy Duty Cooling (Heavy Duty Radiator, Fan Drive Thermo Control, Fuel Return Lines on 350 cu.in. Engine & 55 Amp Delcotron) (N.A. with I6 or A1)	\$21.06
	6 Air Conditioner	\$407.59

Sales Code	Description	
J	1 Color Coordinated Custom Front & Rear Seat Belts (3 each) (3467 Only)	\$14.74
	3 Color Coordinated Custom Front & Rear Seat Belts (3 each) & Front Shoulder Belts (2)	Coupe \$13.59 Conv. \$41.07
K	3 Speed Alert	\$11.59
L	1 Soft-Ray Tinted Glass	\$43.18
	2 Soft-Ray Tinted Windshield	\$30.54
M	7 Rear Window Defroster	\$31.60
	8 Engine Block Heater	\$5.27
N	3 Heavy Duty Air Cleaner	\$9.48
	5 Front and Rear Bumper Guards (N6 Required)	\$31.60
	6 Bumper Strips Front & Rear	\$24.23
O	4 Door Guards	\$6.32
	5 Remote Control Outside Rear View Mirror	\$12.64
	6 Outside Rear View Sport Mirrors (Left Remote and Right Manual)	\$23.17
P	1 Carpet Savers and Handy Mats	\$14.74
	2 Carpet Savers	\$7.37
Q	5 Power Seat 4-Way Tilt Adjuster	\$78.99
	9 Custom Padded Cushions (Front) (Std. With Bucket Seats)	\$9.48
R	1 Power Windows	\$115.85
	6 Cruise Master (Auto. Trans. Required)	\$63.19
S	7 Tilt Steering Wheel (N.A. with B6 or Standard Steering Wheel)	\$45.29
	2 Electric Door Locks	\$47.39
U	1 Convenience Group (Trunk Light, Glove Compartment Light, Ash Tray Light, Mirror Map Light and Courtesy Lights) (Courtesy Lights Std. On 3467)	Coupe \$17.90 Conv. \$12.64
	6 Electric Clock	\$18.96
	7 Instrument Group (Instrument Gauges and Tachometer)	\$63.19
V	9 Instrument Gauges and Rallye Clock	\$50.56
	1 Deluxe Wheel Covers	\$26.33
	2 Chrome Plated Wheels (Std. With F7)	\$94.79
	3 Wire Wheel Covers	\$84.26
	4 Super Deluxe Wheel Covers (N.A. with F7)	\$84.26
	7 Super Sport Wheels	\$68.46
	W	2 Custom Upper Peak & Rear Body Moldings (Body Side Upper Peak, Rear Deck Lid & Quarter Ext.) (Body Side Upper Peak Moldings N.A. 3467)
4 Protective Body Side Moldings (Body Side and Front Fender)		\$24.23
X	1 Deluxe Steering Wheel	\$15.80
	2 Rallye Steering Wheel	\$46.34

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 Codes and Descriptions taken from a 1972 GS Wholesale Order Form. Pricing was taken from a 1972 Buick Price List.

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