

Awesome



The 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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Editor's Note – Please Read

I know some may say, "The best excuse is no excuse". The reason for this issue being backed up and extremely late is that my hard drive on my system broke. This occurred around the same time when the V-8 Board went down. After a check up the results were unrelated as the hard drive circuit board fried or just decided to quit. All data on the hard drive is not recoverable unless I send it out which would be some big bucks, I assume.

Anyway this issue which was completely different was in fact 2 pages from completion and was lost in the crash along with some family stuff, clip art and a ton of recent photos. I had to start this issue from scratch and fast. By the time you read this issue, the next issue will be at the printer, so that you all will get two back to back issues quickly. I hope you enjoy this issue as I made it larger than normal.

Again, sorry for the mishap...and yes I now do daily back-ups ☺

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:

The Build Sheet

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First Annual Buick Performance Group Nationals

By Rick Martinez

Well gang, "We did it!" The 1st annual BPG Nationals was a huge success! We had some bumps and bruises along the way, with a few minor clichés, but overall, all of the hard work by all of you has paid off. I say, "All of you", because it was the entire membership that gave their support and trust to the Board, to run with an idea and to basically put the BPG on the Buick map! On behalf of the Board I would like to first thank the entire membership and Vendors for your backing and confidence in us on leading the BPG in the right direction. Already the second annual BPG Nationals is set to go at Salem next August, and no doubt it will grow. For the 2004 Event I am please to say that we exceeded all

expectation.

We often mentioned on where have all the older V-8's have gone? Well on the plus side they seemed to have all ventured to Quaker City Dragway. Come on you Turbo V6'ers! We know there are a bunch of you out there and the BPG will be working harder for you guys in 2005. Just for starters, attending were some old time Buick racers that have not brought out their cars together in a same Buick meet in about 8 years! Just to mention a few, Mike Tomaszewski, Scotty Guadagno, Dave Mongeon, Fred Catlin, Rich Brower, Greg Gessler and they were all racing! Other familiar and missed people were there, Charlie Evans, Sid and Belva Meyer, Duane Heckman, Dennis Manner, Mark DeConti just to name a few. It seemed like the old days, burnouts and late night parties at the hotel lots, people relaxed and enjoying the day along with enjoying our Buicks! I know I have missed mentioning some names, but I want to personally thank you all for attending and lending support and it was great to see everyone again!

Right from the start the weather was terrific, but as we all know from past multi-day Buick events, the weather has a habit of turning. Our Friday night racing program was cut short from a short lived shower. Soon after the rain let up and most re-joined at the local A&W restaurant for their weekly cruise night. Needless to say there were Buicks everywhere and the place was jammed packed! As with the rain, that was it! Saturday's show was beautiful blue skies along with a nice cooler evening for racing under the lights. For Sundays program the place was packed full of Buick racers and the weather was nearly identical to Saturday. The entire event was "fast and furious"...but you didn't find any ricers here. It was pure American Buick muscle!

Looking ahead to 2005, we all seemed to get what we wanted, more Buick events and it seems that for every season we have a least one being held. We must remember to try to support all of them, because without these events we will be left to fend for ourselves at the many Chevy and Ford events. We have already been discussing some changes for the 2nd Annual BPG Nationals. First off the difficulties of the car show, judged, displayed or peer judging that's the tough one. So keeping to our mission Duane Heckman and Brad Conley have been polling the membership for a decision on the show. It's what the members want that we will do. As with the racing aspect of the event, we will still have some night time racing. We were extremely blessed with cool weather when normally the weather is very hot that time of the year. So to help offset the hot weather we will continue with racing under the lights.

Regarding the car show scheduling, other than moving it outside of the staging lanes, it will remain as it was with the addition of a few more classes and there will be no racing during the car show. But...listen up! New for the show, we will firm with a specific entry cut-off for all car show participants, because immediately after the cut-off time we will be doing the judging or counting ballets. While this is being completed, which can take up two 2 hours with a show of this size, we will be opening up the staging lanes so that all the racers can get an afternoon fix of tire smoke, smells of racing fuel, and that great feeling of your checks being sucked into your face while flying down the quarter! We figured at least one possibly two time shots in that two hour period. Then the lanes will be closed again for the car show presentations. Once the awards are all given out the lanes will be re-open for racing that will continue into the night time hours. These changes are based on your input to the event. This method would give the staff time for setting up the awards, the show guys to take a few minutes to watch some racing, plus grab a bite (hopefully not the track hotdogs...yeah we know we're working on it ☺), and it will give the racers who have been waiting all morning a short time to play on the track. We like this method and think it's a fair compromise and hope you all agree.

On closing we hope that you all enjoyed the event and the direction the BPG is moving, and that you will all continue on your fine efforts on supporting the BPG.

Thank You!

By Jim Weise

The only thing I can take credit for is that I had an idea, and got the right folks in the right places to make it happen. No one man can pull off what we have done in the last couple of years. It takes a team, and we have it!

This would not have happened without them!

Jim Haas

Event Director for the club, and worked his rear off the whole weekend, making personal sacrifices that a lot of us will never know about, just to be there. His experience and guidance with running the race program "hands on" in the tower is priceless. And when we had a question of "how to do it" in virtually every aspect of the planning for the event, Jim had the answer for us. Thanks for being there for us Jim, I really appreciate it!

Bruce Hunter

The Club's PR Man, and all around "get it done" guy. I could list everything Bruce did to make this happen, but the board won't let me post more than a 10,000 word post... and it would take more than that to list everything Bruce took care of. Bruce sacrifices his own "fun time" to make sure everything runs smoothly. And what can you say about a guy with cold beer and an Air Conditioned trailer? We did not need the AC this weekend, since the weather was near perfect, but in the past a little blast of AC has done many of us wonders after sitting in a 100* plus race car.

John Schmidt

If you wonder where a 2 year old club gets the backing to pull off an event of this size, you need to look no farther than this man. His trust in us allowed us the capital it takes to make something like this happen, and I am glad to report that we did recoup the investment, with a little extra to put toward next year's event. That, in and of itself, is a tremendous accomplishment for a first year deal, we had no idea how many folks would make that turn off the interstate and attend the event. But with the support of so many of the Buick faithful, we made it happen. John allowed us to spend "what it takes" to put on a first class deal, have good payouts, and all the little trinkets and expenses that this type of event accumulates. And even though he was trying to run me down all weekend in his golf cart because I was late to the event, John is "the man" for making this work financially, and I have a tremendous amount of respect for a guy who will stick his neck out for his friends like he has, and continues to do.

Brad Conley

The club's Show director, and the owner of a couple of priceless pieces of Buick History, one of which he was able to bring out and put on display for all to see (that being the GSX prototype). Brad worked hard to make the show come off well, and with 13... yes I said **13** concours cars in attendance his job was rather overwhelming, to say the least. That's a huge number of concours cars, and they take quite a bit of time to judge correctly. The event drew at least double, if not triple, the amount of these cars, compared to other events, and they are the "best of the best" when it comes to our cars. We were proud to have them attend, and Brad's leadership of the show side of the club is no doubt the reason for their attendance. But not all of us can afford that level of car, and the great thing about Brad is that he makes every effort to afford the race cars in the show, and the "Drivers" the same amount of attention as those perfect show cars. That's a huge plus of us all, and I have to say, he is very easy to work with in this area, just shoot him an email and he will take care of any issues for next year. I personally got to meet Brad for the first time this year, and got to thank him for putting up with all us "Gearhead" racers, since that is no easy feat, and something that has been lacking in other venues in the past. I know that we tried to make every accommodation to make the show a big part of the event, and it will continue to be so in future years, as we fine tune scheduling and process for counting votes and handing out awards. We certainly heard the concerns voiced by many of you, and will work diligently to correct those issues in the future. But we need Volunteers! Contact Brad directly if you can help out in the show.

Duane Heckman

Commonly known as the "walking encyclopedia" of Buick restoration knowledge, Duane was instrumental in getting a couple of concours quality cars out to the show, and running the restoration seminar. For those of you who attended, just a few answers to the questions posed were worth the price of admission. And he brought out the GSX-EI Camino, which is just plain cool! That and the prototype really added some class to the BPG tent!

Doug Hecker

As our Race director, Doug was instrumental in handling any and all situations that came up during the event, regarding the race program. As far as I know, we had only one small glitch and we were able to come up with a reasonable solution to that minor issue. Doug not only provides a bumper scraping car for your enjoyment, he also brings lots of years of experience with him in running and setting up a race program. Having him on the team insures that we will continue to provide first class racing enjoyment for all the participants who chose to partake in that side of the event.

Rick Martinez

Our newsletter editor, Rick is just now starting what will be many articles and write-ups on the event, after working long and hard in the promotion department in previous issues. Rick's job is one of the most time consuming in the club, and I certainly was personally glad to see him have his car out again, and be able to enjoy an event, after a long layoff, building a new motor. I am looking forward to the articles in the upcoming newsletters, which will remind us all of the good times we had, and will help those members who were not fortunate enough to make it out, share in the experience.

Beth Smith

The club's Secretary, who sat in the tent all weekend, missed the entire show, so that when you came to the tent to buy an event T-Shirt, renew a membership or set up a new one, or even just to ask a question, we had someone "in the know" to take care of your needs. She works hard for this club, and handles all the membership stuff, all the newsletter distribution (she personally puts every newsletter in an envelope, along with the address labels, and that in and of itself is a huge task, that she does six times a year). And she volunteered for even more work, as we get a merchandise program more developed for the club. We had many requests for Kid's and ladies sizes of shirts, and will make sure we "get it done" for next year. She is an amazing woman, who works tirelessly for us all for free, all year long, and she deserves your thanks.

Cole Smith

Beth's Husband, and one of my best friends, Cole makes many things happen with his connections in the Office Supply and apparel industries. All the shirts, the lanyards/name tags, the clubs office supplies and mailing supplies, and half a dozen other things I can't recall right now come directly thru him, typically hand delivered to the BPG office by Cole himself. That's hundreds of hours devoted to this club, and the event, every year, and he saves us substantial amounts of money, over having to purchase this stuff retail. His contribution simply can't be measured in dollars, he brings the entire family out to help, and they all work tirelessly on your behalf.

Kellie Smith

Cole and Beth's daughter, Kellie worked long hours in the registration tent, and in the tower, getting you in the door, and making sure that all the tech cards were in the computer correctly. Jim Haas said it best "this does not happen without her work". As far as I know, she did not make even one mistake, so all you guys out there who were admiring her beauty, can take comfort in the fact she has a brain too! I had the privilege of having her for a passenger for the trip home, and she's certainly a young lady with a lot on the ball. But guys, you're going to have to learn how to spell her name right if you're going to make any time with her, she is kinda touchy about that... It's Kellie.

Mike Bucy

My racing partner and best friend for almost 20 years now, Mike is the guy who makes it possible to sit here and type this, on this board and the BPG forums and website. He answers hundreds of questions a year on "how to do it" on the boards, and when we needed a head of Staging for the event, he was right there to fill the need. As he always is.

Beyond those specifically mentioned, I have to point out the following folks who made a contribution to both the club and the event this year. I am sure to miss a few, and I apologize in advance if I left you out, but I am still suffering a bit of sleep deprivation from the thrash to get there, a couple of "interesting" road trips and my head is still spinning from seeing some of the legends of Buick V-8 racing back on the track again.

Those folks are: Mike Tomaszewski, Brandon Smith and his girlfriend Ashley, Mike Mullen, Jim Lore, Scott Miller, Scott Simpson, Bobb Mackley, Roberta Vasilow, Bill Wills, Mike Atwood, John Zerucha, Denny Manner, Sid Myer, Mark DeConti and our own Alan Wander, for taking tons of video and still pictures of the event.

And lastly, I have to thank each and every one of you who took the time to come out and support the event. You were part of history in the making, and we will continue to make sure we hold up our end of the deal, and make the second week of August a memorable time every year. **Thanks gang!**



The dates for the 2nd Annual BPG Buick Nationals are August 11-14, 2005 ---- BE THERE!

Above shot is Brad Conley who was extremely busy all throughout the event and escaped the staff's questioning during our photo shot, no doubt Brad was catching up with some much needed rest. Brad did a super job organizing the show.

The top right, the organizers and staff take a minute for an event shot as with the lower right posing with the event's main sponsor, Mike Tomaszewski pictured in the center. Mike was all smiles after running an 8.99 with his wagon.

Top right shot front row kneeling from the left: Kellie Smith, Brandon Smith, Beth Smith, Brandon's girlfriend, Ashley. **Standing from**



the left: Bruce Hunter, Cole Smith, John Schmidt, Jim Weise, Jim Haas, Doug Hecker, Rick Martinez, Mike Bucy

Two Thumbs Up!

By Duane Heckman

I want to publicly thank Mark DeConti, Dave Tumas, and Sid Meyer for helping me judge the Concours classes at this year's BPG Nationals. These guys gave up their valuable time to do this and I really appreciate it. Knowledgeable guys like these do not grow on trees. It takes years of looking at these cars to learn all their peculiarities, especially when you have to take the different production plants into consideration. I rely on guys like this every year when I judge the Concours cars at the various clubs, and they never let me down.

I also want to give a special thanks to both Sid and Belva Meyer. I have known both of them for years, and they are two very special people. Let me tell you what they did for me at this show. We were running late with judging the cars, nothing unusual there, and the set time for the Restoration Clinic was approaching fast. As I finished judging the last 2 cars, Brad Conley whisked me away to the Restoration Clinic, as I was the first speaker. This meant I had no time to start writing up the judging sheets, so I asked Sid for help. I did my talk, for almost an hour, and finally got to break away. When I found Sid, there they were, Sid and Belva, plugging away at the sheets. They never complained about the work, but kept on going. Then later I saw Belva helping put the trophies together. Like I said, they are 2 great people.

Again, thanks to everybody that helped make the show a success, including all those that I have not mentioned. I just wanted to pay homage to some of the behind the scenes people that do the hard work, but never seem to get into the spotlight.

Everyone Needs to Know: 69GS400s (Alan Wander) Deserves a Special Thanks

By Renee Moore

Alan Wander deserves a special consideration for his effort at the BPG Nationals. You didn't notice any difference during the event, but you certainly will in a few weeks time. Alan sacrificed his entire 4 days at the event to stand in the back of a golf cart and video tape run after run after run. When he wasn't taping races he was either, interviewing people, taking pictures or taping all the goings-on around the track. He certainly didn't spend his time mingling and chatting with new and old friends.

Others also snapped a ton of pictures and took some video, and they will be credited as contributors when Alan edits the tapes and images and distills them onto a DVD for all of us.

So, like the Massachusetts gang who also didn't mingle and race a lot, by instead contributed to a more clandestine approach to making the event a success for others, Alan (and I'm sure there are others who I hope we soon find about deserve a very special thanks for openly giving away their event in the hope that others may benefit.

I just want to send out a big congratulation to all the winners for the first BPG Nationals.

- | | |
|-------------------------------------|-------------------------|
| • Quick 8 Winner | John Csordas Jr. |
| • Quick 16 Winner | Dennis Halladay |
| • Super Pro Winner | Gary Paine |
| • Pro Winner | Tom Jenkins |
| • Duck Class Winner | John Zerucha |
| • Ladies Charity Race Winner | Sandy Paine |
| • GSM Winner | Jeff Hart |
| • TSO Winner | Jack Cotton |



- **TSM Winner**

Steve Sullivan

I would also like to mention that the ladies charity race raised \$1100 this year! That's just awesome and I'm sure that more people will step up and support this great cause for the next years' event! C'mon people, it's for charity!

Low 9's in a 3,100 Pound Buick

By Rick Martinez

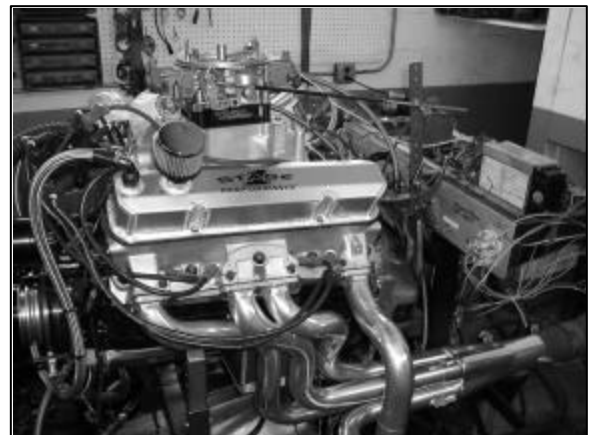
As some of you may know I have been out of the racing scene for about a year after my previous engine expired at the 2003 Buick Day at Norwalk, Ohio. Prior on having a new engine to be built, I have found there are a few basic "must do" items to get in order. The first is your budget. Yep, be realistic on what you can afford and in the time frame that you want your Buick race ready at the track. Also important is to remember that cheaper is NOT always better, and as in most cases you end up paying more by doing the same job twice. Next would be on how fast you want to go and what do you want out of your Buick. Do you want just a track car, just a street cruiser, or a combination of both? So in a nut shell (a costly one) you must be realistic with what you can afford and what combination you are shooting for.

Once you established the above, the next step should be to build your engine and drive line combination on paper, and ask other Buick racers and engine builders a ton of questions. This is two fold, as you may find your goals to be over budgeted after plotting things on paper, or maybe you can step up even faster once seeing that you can afford more. On the plus side by asking questions and judging your replies you can get an idea on what engine builder or shop that you want to select (believe me this part is the tough one, as there are a lot of great Buick engine builders out there). Then it's off to the races!

After doing the above I ended up using a combination of shops, had my goal to run 9.20-30's and surprisingly fell within a hair of going over budget. To run those 9.20's in a 3,100 pound car I figured I needed at least 750 hp to get close to that number. Next step, the broken engine went back to Stage 1 Automotive, and after discussing things with Rob Chilenski I decided on stepping up to the aluminum heads. This was a must if I wanted those low 9's in my GS. So while Rob was keeping busy with building a new block I sent a call out to Jim Weise of Tri Shield Performance. Jim told me about TA Performance coming out with a new Stage 1 aluminum track eliminator heads. Hmmm, it took about a whole minute for the word OK to be blurted out. With that set Jim was now going to do the top half of the engine. Now comes more questions, regarding the life of a 750+ hp Buick engine. Soon after, I was on the phone to Steve Reynolds of SRE Performance Fabrications. Steve had posted on the V8 Board a complete external Peterson oil/vac pump system installed on his GS which also had inner fenderwells. As we all know the oil system is the weak link to the 455, and keeping this new engine alive was crucial to my sanity. So the stage was set, Stage 1 Automotive doing the short block and engine assembly, Tri-Shield Performance doing the heads, intake, and valve train. SRE was supplying the entire oiling system, from oil pan to valve covers, TA Performance supplied the TE Stage 1 heads and intake along with rockers, valves, springs etc. Plus they all were aware of my goal, 750+ hp was needed out of this engine.

Things were moving along...Oh I also must mention that along with your planning you also have to have patience. No doubt along the way, things may change and things may take more time than expected. Patience, as Doug Hecker told me, "No matter how bumpy or frustrated the road may be, once you take that first full pass down the track it all goes away." How true he is with that statement.

Before long Jim Weise had my heads and intake completed and shipped off to me. After a few nights of caressing the heads which I considered a work of art, I dropped them off at Stage 1 Automotive. A short time later the engine was



complete and ready for the dyno. After breaking in the engine on the dyno we then proceeded on the tests. After the 4 pull we achieved 751 hp, but wait! Rob had a set of custom 2 1/8" primary headers that he was using on his GS. No joke here, we did just a header swap removing my Hooker 2" primary headers. The results...779.8 hp at 7,000 rpm and 654ft @ 5500 rpm. The 2 1/8" headers gave me about a clean 30 hp over the Hooker 2" headers!

Last step, Rob installed the engine and set up the car to be ready to race. Next stop was Salem, Ohio to the BPG Nationals. After a junk first shake down pass and correcting a minor oil leak on one of the lines, I was back in the lanes. Best run of the event was a 9.40 at 141+ mph, and yes I was smiling, because the elevation at Quaker City Dragway was much higher than my local tracks back east. Off to the scales and with me, the race weight was 3,070 pounds

Once I got back home during this past Buick Performance Weekend at Raceway Park, Englishtown, NJ I ran even better, running back to back 9.25's at 144+ mph! Goal achieved? You bet ya! It's great to be back!

The Stats: 1970 GS, race weight 3,070 pounds, back halved 14x32 rear with ladder bar suspension, Koni double adjustable shocks, 12 bolt rear with 4.33 pro gears. TH400 with 4800 stall 9" convert. Front suspension stock with Monroe drag shocks. Engine is 482 ci and best dyno numbers on 15 pulls: 779.8 at 7,000 and 654 torque at 5500. Best et to date: 9.251 at 144.10 mph with a 1.312 sixty foot time.

Induction System TA Performance Stage 1 TE heads, full competition head porting, equalized cc of chambers, mill heads .050 to 68 cc, cryogenically frozen roller valve springs, Stage 3 oversized 2.25 intake 11/32 stem valves cut to a 2.19, 1.81 exhaust valves with 11/32 stems, Titanium roller cam retainers with Chevy style harden keepers, TA 1.65 Roller Rockers, Heads polished, Valve spring pressure: 200 lbs closed, 580 open. TA Performance SP-2A Tall Port intake, port matched plenum work on intake. All above work completed by Tri Shield Performance.

| Flow Data on Heads | 100 lift | 200 | 300 | 400 | 500 | 600 | 700 |
|---------------------------|-----------------|------------|------------|------------|------------|------------|------------|
| INTAKE | 79 | 167 | 238 | 294 | 332 | 354 | 360 |
| EXHAUST | 59 | 130 | 181 | 216 | 240 | 253 | 258 |

Camshaft Custom Roller grind. Intake Valve Lift: .708 duration at .050 276. Exhaust Valve Lift: .710 duration at .050 280 Lobe separation: 110 Cam set in at 1 degree advanced.

Oil System SRE custom 8 quart pan fitting to block girdle, Peterson wet/vac oil-vacuum pump, Peterson pop-off valve and breather tank, SRE custom valve covers, SRE Custom oil pump mounting kit, Mandrel SRE with 1" diameter & 1/8" key drive custom front spline drive, external filter mounting kit with K&N #5000 filter.

Block & Parts All prep and assembly work and machine and dyno tuned completed by Stage 1 Automotive and LRB Performance Machine.

- 1976 block, filed hard block, prepped for full competition. You name it, it was done.
- TA Block girdle
- JE piston .038 over with moly rings
- BRC aluminum rods fitted with .990 tool steel wrist pin
- JW Performance flywheel and ATI Damper
- Stock cast crank, magna-fluxed, nitride, cross drilled, polished, cut
- TA Performance rod, main and cam bearings, TA Performance pushrods
- TA Performance roller lifters
- TA Performance lifter bore girdle
- TA Performance head and main stud kits
- TA Performance roller timing chain and gears
- Cometic head gasket .040
- Miezer Electric water pump

Ignition MSD crank trigger set-up with HEI distributor and MSD 7AL box

Fuel System Holley worked 1050 with 1 1/2" Wilson 4 holed tapered spacer, Barry Grant fuel pump and regulator. All lines 1/2", 8 gallon fuel cell.

Headers 2 1/8" primary tube equal length custom made headers with 4" collectors by Stage 1 Automotive, headers Jet-Hot coated.

A Rare Ride and a Proud Family

By Rick Martinez

After checking out all the beautiful Buicks during the First Annual BPG Nationals, picking a favorite became a tough task. I had many favorites, but one particular GS grabbed my eye. This particular rare ride wasn't a frame off restoration job, it wasn't a concours quality car. What I have found though is the owner, Kyle Price drove his rare GS from his home town in Maine to the BPG Nationals! As for his GS that he came out with along with his family, it is a 1971 Stage 1 convertible 4-speed! That's right a '71 Stage 1 convertible 4-speed in which only 9 were made! Kyle bought his Stage 1 from the original owner back in 1982 who partly restored it and painted it 1972 Heritage Green.



Currently Kyle is way too busy enjoying his rare ride the way a Buick should be, cruising the highways. He realizes the rarity and knows that down the road his 1971 Stage 1 will be restored to its original beauty, but for now his biggest thrill is sharing the enjoyment of cruising in his Stage 1 with his family.



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Paul Cassidy's 1970 Sport Wagon

Another favorite at the BPG Nationals was Paul Cassidy's 1970 Sport Wagon. Paul, who resides in Schenectady, NY has always favored wagons. He first set out with a 1972 Buick Estate wagon powered by a 455, but wanting more speed Paul started searching for a much lighter Buick to race...and found a 1970...Sport Wagon! Alright, maybe old habits are hard to change. Paul's Sport Wagon sports a fresh Candy Brand Wine color along with some ghost flames. Seeing this wagon in person is a site to see! It has straight as a pin sheet metal and is as clean on the inside as on the outside. This is definitely a wagon Grandpa would enjoy driving Grandma to the corner market. Paul's street driven wagon is powered by a well prepped '72 455 engine backed by a TH400 with a 4400 stall converter. Out the rear, Paul installed 3.73 gears which helps power this 4100 pound wagon to a best time of an 11.66 at over 113 mph!



While we're on the subject of wagons, on the left is another proud owner, Beth Andrews of Skokie, Illinois. Beth's 1972 Buick wagon was delivered to the BPG Nationals by Jim Weise who had completed a fresh power plant sporting TA performance aluminum heads, SP1 intake, backed by a TH400 transmission with a 3,000 stall converter.

After getting some last minute minor adjustments out of the way at the hotel lot about 2 am, Beth and her husband Dana were ready for the track. Their wagon first time out with the new engine was running some strong low 12 teens in the quarter. When it was all done and said they happily drove their wagon back home after the event.

Bruce Wilson's Cat of a Different Color

Those racers around the Maryland area are well aware of Bruce Wilson racing his Buick. Bruce a long time addicted Buick racer is also known for trying to stand apart from the others. His recent project started life after he spotted a 1982 Jaguar with no drive line inside a local junk yard. The wheels started turning immediately and before long Bruce bought the Jaguar and started on his Buick power Jag project. After seeing the room in the engine compartment he figured a Buick 455 should be able to fit.

Before long he installed a well prepped 455 with iron Stage 1 heads punched out to a 462 with a 12.1 compression. After fitting the 455 in the engine bay Bruce didn't find it any harder to back it with a worked TH400 and a Ford 9 inch rear sporting 3.70 gears. Additional modifications were done to fit the 28 x 11.5 inch slicks tucked neatly within the Jaguar's factory external body lines. One look at this car and you really begin to scratch your head on how the heck was this all possible? Well possible is was and Bruce found a way. His Buick powered Jaguar is set up clean and is very deadly on the track running at the BPG Nationals a best of a 10.49 at 130 plus mph! No doubt that time will be lower once the cooler fall days arrive and Bruce ventures down to his local track, which runs at a lower altitude.



Fat Ride!

This 1941 bright orange Chevy coupe was easy to spot at the track and show. Don Johns, of Madina, Ohio masterly crafted this fine vehicle and not to be like all the rest he installed a Buick 455 as the power plant. Externally he had to give just one hint and that was the familiar port holes on the fenders.

Don did all the work himself with some help from friends. The 455 has been punched out to a 462 with a TA 304 solid grind cam, Stage 2 Track eliminator heads and matching intake along the usually go-fast goodies that are known to any Buick racer. A fully worked power glide transmission sends off the power to a Ford 9 inch with 4.11 gears. During the Nats Don was clicking off some

low 10 second passes, running a best of a 10.20 at over 130 mph.



Concours Show Results

GS/Skylark 1965-1975

| | | |
|-------------------------|--------|------------------------------------|
| Phil & Pat Dayen | Gold | 1969 GS 350 Coupe, green |
| Mark Reeves | Gold | 1970 GSX, white |
| Joe Castrigano | Gold | 1970 GS Convertible, strato blue |
| Joe Castrigano | Gold | 1970 GS Convertible, red |
| Jeff & Gina Sapp | Gold | 1970 GS Convertible, green |
| Glen Stringfield | Gold | 1970 GSX, white |
| Paul & Lynn Gawel | Gold | 1970 GS Convertible, aqua |
| Ron Toth | Gold | 1970 GS Convertible, diplomat blue |
| Chris Jones | Gold | 1970 GSX, yellow |
| Bruce & Shirley Durband | Gold | 1970 GS 350 Coupe, bamboo |
| Keith Bleakney | Silver | 1967 Special, blue |

Turbo Regal thru 1987

Joe Denninger
Jan Garwig

Gold
Gold

1987 Grand National, black
1987 Grand National, black

Shots from the BPG National



Upper left shot is the BPG Hospitality tent which was centrally located near vendor's row and opened all throughout the event. On display at the tent was John Schmidt's 1910 Buick, Duane Heckman's GSX-Camino, and Brad Conley's prototype GSX.



Below, Scotty Guadagno brought out his 455 powered pro-stock Regal, sporting a new paint job. This Regal is the same car which set and still holds the world record for the fastest time for a Buick 455. Scotty ran a 7.68 way back in the late 80's. For the event Scotty had a de-tuned engine which was running 8.0's until the engine expired by kicking out a rod. It was great to see Scotty, Dave Mongeon, Mike Tomaszewski, Fred Catlin, Rich Brower. These guys have not been seen and racing together at one event since the late 80's!





Above, Mike Tomaszewski doing some last minute tuning on his Sport Wagon before trekking out to the starting line. Mike ran an outstanding 8.99 with his wagon and Mike was all smiles after that!

On the left, Dave Mongeon in the near lane was paired up against Scotty Guadagno. These two heavy hitters put on a great show of Buick power as both cars were running in the extreme low 8.0's!



Two more heavy hitters going after each other were the two pocket rockets! Rod Hendrickson with his blown 455 Skyhawk and John Schmidt with his turbo powered V6 Opel. Both cars were solid low 8's!



During the event we had a restoration seminar run by Duane Heckman (center) with assistance of Mark DeConti (not shown). On display for the seminar was a 1971 GSX and a 1970 GSX, both cars were unrestored survivors. We also had a very special guest on hand, Dennis Manner who most consider the father of the 455 Buick (standing on right) attended the event. If you would meet Dennis for the first time you would find him friendly, open and of course an extremely knowledgeable man.

Below are a few shots of the cruise night we had at the local A&W restaurant. The lot was packed by early evening with all types of Buicks. The food and drinks were excellent as was the service and hospitality by the management



1st Annual Buick Nationals Race Results



John and Stan Zerucha
Winner
8.99 at 149.51
Duck Class



Steve Sullivan
Winner
10.56 at 130.44
Turbo Street Modified



Jack Cotton
Winner
9.25 at 149.02
Turbo Street Outlaw

Gary Paine
Winner
10.75 at 116.59
Super Pro Class



Jeff Hart
Winner
9.92 at 131.97
GS Modified Class



John Csordas Jr.
Winner
9.01 at 147.55
Quick 8 Class

Tom Jenkins
Winner
11.68 at 112.79
Pro Class



Dennis Halladay
Winner
10.31 at 127.13
Quick 16 Class



Sandy Paine
Winner

Ladies Charity Race Winner

Show Results – 1st

Annual BPG Nationals

1965-67 GS Hardtop

1st Place – Slabach

1965-67 Convertible

1st Place – Shives
2nd Place – Shamens

1968-69 GS Hardtop

1st Place – McMillan

1968-69 GS Convertible

1st Place – Cornett
2nd Place – Trommetter
3rd Place – Tumas

1968-69 GS Convertible Modified

1st Place – Wander
2nd Place – Smieja

1970-72 Hardtop

1st Place – Riley
2nd Place – Rychlik
3rd Place – Schmucker

1970-72 Convertible

1st Place – Rennick
2nd Place – Cornett
3rd Place – McMillan

1970-72 GS Hardtop Modified

Riviera

1st Place – Hallock
2nd Place – Davis
3rd Place – Rovansek

Riviera Modified

1st Place - Yardley
2nd Place - Telesin

Other Buick Hardtop

1st Place - Rhinehart
2nd Place - Jones

Other Buick Hardtop Modified

1st Place - Kyle
2nd Place - DuMaire

Race Car Class

1st Place - Hunter
2nd Place - Barbarino
3rd Place - Giroux

GSX Class

1st Place - Fortner
2nd Place - Gibson
3rd Place - Paine

GSX Modified

1st Place - Macoubrie

1st Place – Streidi
2nd Place – Hymowitz
3rd Place – Jenkins

1973-75 GS Hardtop Modified

1st Place – Gross
2nd Place – Albrecht

Big Buick Convertible

1st Place – Kuehn

Big Buick Hardtop Modified

1st Place – Cassidy
2nd Place – Andrews

Big Buick Convertible Modified

1st Place – Martin

Turbo Regal

1st Place - Farnham
2nd Place - Martis
3rd Place - Douglass

Turbo Regal Modified

1st Place - Lorenz
2nd Place - Bowling
3rd Place - Jeffrey

GS Front Wheel Drive

1st Place - Myers

GS Clone

1st Place - Schlater
2nd Place - Jackson

Editors Note: I apologize for not having the full names and vehicles of the Show Winners. I have lost that information when my system crashed as I explained on page 2.

Thank you again for your patience.

Define “Buick Owner” ; Dedication, Professional, and Determined!

By Ken Lisk

Kevin (Wolverine) was cruising with the Mass boys and the Connecticut guys (myself included) to the BPG Nationals when he decided to pull off and sleep in his car for a bit and catch up to us later. Well, we heard later on that Alan Wander had found a stranded Buick guy along route 80 in Pennsylvania. It turned out to be Wolverine. He threw a rod or two getting back onto the highway after his pit stop. He had to have his car towed and rode the rest of the way to Ohio with Alan.



The next day he located a 1970 455 SF code engine at the swap meet. It was complete except for the carb. This was Rat Roaster's motor out of a clapped out Electra he had bought and then sold to whoever was selling it at the swap meet. A couple of the Mass boys then used Johnno's truck and trailer to go pick up Wolverine's ride. A couple hundred bucks later for towing and storage, the car was at the track in front of the swap tent.

The boys went at it tearing it out. There had to be twenty sets of hands working on this thing. Johnno, Kevin, Jim Ramsey were up to their armpits in grease. Mark DeConti spent most of the day there along with Nick Sloop and a bunch of other guys. Man, I know I don't have all the names of the guys that helped. Anyway, in pretty short order they ripped out the "ventilated" 350. There was a big freakin' hole in the side of the block. A parts run or two and they had the 455 prepped to go in. They also installed new frame pads which, conveniently, were gotten from the TA tent. There were a number of issues to figure out, but with all the Buick faithful there it was no problem getting knowledge!

They finally got the 455 in and started her up! It ran pretty well, but it seemed there might be a knock, but it was hard to tell over the open manifolds. They took the car to get some pipes put on it and were a little bummed when they came back. It seemed when the motor was out the pan got dented and the crank was hitting it, causing the knock sound. So after a while they ended up dropping the pan, after the engine was completely installed, what a royal pain! They got the pan dropped enough to get in there and pound out the dent, then put it back together. The car ran and sounded sweet after that!

I'm telling you, these guys stuck together and made it happen! A lot of people were covered in head to toe with grease over the couple of days it took to get this done. People gave up racing on the track to give their time to help a fellow Buick brother in need. It was an awesome thing! This guy, Wolverine, who started the

BPG Nationals by toasting his 350 on the highway is now traveling home with a 455 under the hood thanks to the help of some good friends and some total strangers who pulled together to help. It was excellent to see the spirit of the Buick guys. Truly fast with class!



Common *for 196*

By Duane Heckman

Today many of us are interested in restoring our cars exactly as they rolled off the assembly lines. Some information like color, body style, build date, etc. can be taken off the cowl tags but they only go so far. To really find out how a car was optioned you need to look at a build sheet. There is something special about taking a car apart and finding the correct build sheet for that particular vehicle, it's like finding a piece of history. The reality is that cars with correct build sheets are few and far between, most have either none, or sheets that were destined for other cars.

The term "Build Sheet" is actually a catch all term for any Factory documentation found in a car. The types, and number, of build sheets you can have depends on the year, as well as the production plant. Cars built at the Flint production plant have entirely different sheets than cars built at other plants. Another thing to take into consideration is that different build sheets were generated for various stages of the assembly process. Some were used by Fisher Body, when building the body shell/interior, while others were used by Buick or GMAD to build the chassis/drivetrain. The information contained within these sheets often reflects this. Face it, the guy putting the interior in did not care what engine was going in the car, but he sure wanted to know what color the seats were, or if the car had a rear speaker or not. Therefore, Fisher Body sheets often do not include engine sizes, as that information was not needed to build the body shell and interior.

This article will go over some commonly found build sheets and list the usual places where they can be located. It will also explain why cars from different production plants have different style build sheets. Hopefully this will dispel some of the misinformation that is out there, and lead us to a better understanding of how our cars were built. (Note; for reason of clarity, I have used my reproductions of Original build sheets as illustrations.)

Fisher Body Build sheets

Broadcast Sheets (Early Style, Taken from my old 1966 GS)

| 1966 BROADCAST SHEET | | | | | | | | | | | | | |
|---|--|-----------|-------------|--------------|--|-------------|--------|-------------|--|------|--|--------|--|
| SEQUENCE | | BROADCAST | | JOB | | STYLE | | BODY NO. | | TRIM | | PAINT | |
| | | MO. | DAY | | | | | | | SEAT | | C. TOP | |
| 9580 | | 1 | 22 | 503 | | 44617 | | 000971 | | 193B | | K K | |
| FIRST GROUP | | | | SECOND GROUP | | | | THIRD GROUP | | | | | |
| W | | | | 2C XG | | | | | | | | | |
| FOURTH GROUP | | | FIFTH GROUP | | | F & SO-COPO | | | | | | | |
| 4 Z | | | | | | | 421915 | | | | | | |
| REPRODUCTION | | | | | | | | | | | | | |
| WARNING: THIS IS A REPRODUCTION, THIS IS NOT AN ORIGINAL BUILD SHEET. | | | | | | | | | | | | | |

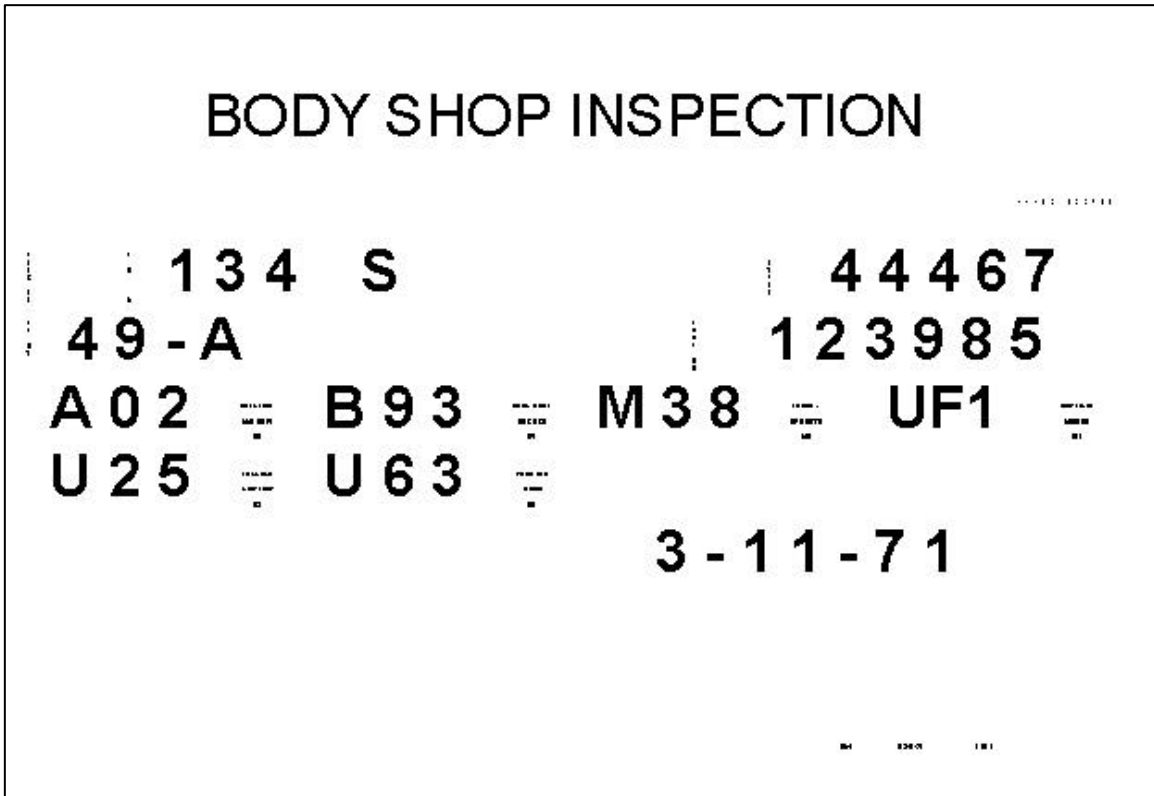
These sheets measure 8 ½" x 4" and are often found in 1965 thru 1967 cars. They were used by Fisher Body and basically list the same information that is on the cowl tag. The blocks marked "Group" are the Fisher Body Option codes. Most of these codes are known, but there are still some "Buick only" codes that remain aloof. These sheets are most often found tucked inside Passenger front bucket seat tops, or attached to the bottom of front bench seats, and rear seats.

Seat Tag (Taken from a 1970 Skylark parts car)

| | |
|------|---------|
| 221 | |
| 4437 | - 188 |
| A01 | B22 D55 |
| D35 | B |
| | |
| | |

These sheets measure 5" x 3 ½" and can be found in 1970 thru 1972, and possibly other year cars as well. The information was hand written, and was used by Fisher Body to make sure the correct interior buildup went with the correct car. The number at the top of the sheet corresponded with the number written in crayon on the driver side cowl section of the car. The body style, interior trim code, as well as some of the option codes (UPC codes) can be found here. These sheets are most often found attached to the springs on passenger front bucket seat bottoms, or at the same place on front bench seats.

Body Shop Inspection Sheet (Taken from a 1971 Skylark Convertible, Courtesy of Tim Garland and Steve Haftl)



These sheets measure 15" x 11" and different versions can be found on 67 thru 71, and possibly other year cars as well. At this time, I have only found this style sheet for Flint built vehicles. Fisher Body used them for vehicles that required Special Painting instructions, body repairs, had special body parts installed (like rear spoilers), or bodies selected for Quality Control. According to the Fisher Body employees that I have talked to, originally they were taped to the front windshield opening as the car bodies went down the assembly lines. Once these "special attention" shells were finished a "Buick" inspector looked over the body and when he was satisfied, punched the card with his Initials in the Final Body Buyout space on the back. This signified that everything was OK and Buick now owned the body.

These sheets list the body style, body number, last 6 digits of the vin number, interior trim code, exterior colors, and the UPC option codes needed to produce the shell. These sheets are most often found stuffed inside the driver side front windshield pillar post, but are sometimes found under the carpet.

Buick and GMAD Build sheets

The following types of Build sheets were used by General Motors to finish building the vehicles. To understand why these sheets differ you first need to understand who was in charge of the Assembly plants. At the Flint production plant **only** Buicks were produced and the Buick Motor Division was in charge of vehicle production. Build sheets from this plant were not too elaborate, because the parts variation needed to build the cars was not too intense.

At all other Buick producing plants, other GM division cars were built along with Buicks. These multi-division production plants were under the General Motors Assembly Division banner, commonly referred to as GMAD. The effect of having Chevrolets, Pontiacs, Oldsmobiles, and Buicks all being produced on the same assembly line was that the number of parts variations increased dramatically. This created the need for a build

sheet that could differentiate between all these parts. GMAD build sheets are therefore very intricate, and basically list every part needed to assemble a car.

Production Order Body Final (Flint Production Plant only) (Taken from a 1970 Skylark 4-door)

| 1970 PRODUCTION ORDER BODY - FINAL | | | | | | | | | | | | | | | | | | |
|------------------------------------|------------|----------|--------------------|---------------|------------------|--------------------|--------|------------------|-------------|--------------|------------------------|------|-------|-------------|-----------|-------|------|------------|
| LINE NUMBER | DATE | | BODY SERIAL NUMBER | MODEL | | METER & G.C. | G.M. # | INSTRUMENT PANEL | | | | | | | | | | |
| | MO. | DAY | | SERIES | STYLE | | | TRIM | CLSTR | WIRE HARNESS | TOP COVER | | | | | | | |
| 0934 | 10 | 01 | 053571 | 35 | 69 | H2 | | B4 | AF | SB | AB | | | | | | | |
| CRN | BRAKE PED. | | SHIFT LINK | SPC SVR | 1 | ELECTRICAL OPTIONS | | | | COLOR | STRG. | 2 | LAMPS | | | FAN | 3 | AUTO LEVEL |
| | Rate | Clck | | | | WIPER | CRUISE | WINDW. SECT | CLOCK | | | | CONV. | TRUNK | COUR-TEST | | | |
| E | P | | | | | D | | | A | D | P | | 3 | A | A | | B | |
| 4 | SWITCHES | | 5 | OPTIONS | | | | | | RADIO | | FUEL | Type | CONSOLE | | | | |
| | TRUNK TOP | DEF. | | LP FRAME ROCK | ELECT DOOR TRUNK | VAC | HORN | WHL. CVR. | HETS. | PIT | TAPP REAR SPR | | | STRG COLUMN | TYPE | COLOR | TRCK | |
| | | | | | | 2 | 3 | | | | AA | | SE | 3 | | | | |
| STRG WHEEL | SPDO COBLE | RADIATOR | 6 | Rat | SR CLR | TIRES | | | KEY NUMBERS | | VEHICLE IDENTIFICATION | | | | | | | |
| | | | | | | S | C | H | IGNITION | TRUNK | | | | | | | | |
| 4B | B | SB | | 4 | A4 | A | W | | 6682 | 1754 | OH136877 | | | | | | | |

Production Order Body Final (POBF) as well as Production Order Chassis Paint (POCP) build sheets measure 9" x 7 1/2" and will **only** be found on Flint built vehicles. These sheets use special manufacturing codes and can be found on 1968 thru 1972, and newer cars. They list the various parts needed to build the car, including engine size and type. However, they are not very elaborate in scope, as only Buicks were produced here. These sheets are most often found taped directly on top of the gas tank, however they have sometimes been found under the carpets.

GMAD Build sheet (For all Production Plants except Flint) (Taken from a Fremont 1972 GS 455, Courtesy of John Diaz)

| | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|--------------------------------|-------------------------------|------------------------|---------------------------|--------------------------|------------------------------|------------------------------|--|--------------------------------|---------------------------|----------------------------|---------------------------|------------------------------|----------------------|------|-------|------|------|
| 1 JOB SEQUENCE NUMBER 6072060 4 2 | 2 BOM KEY | 3 CHRY KEY | 4 ENGINE NO. | 5 TRANSMISSION NO. | 6 AXLE NO. | 7 GEAR NO. | 7A MAKE PRODUCED | 8 BODY NUMBER Z00440 8 | 9 VEHICLE IDENT NUMBER 4G37U2Z 111961 | | | | | | | | | | |
| F943 | | | | | | | | | | | | | | | | | | | |
| 10 SCHED. MFG DATE 09 01--28 | 11 MAKE LA--N | 12 FRAME BAPW | 13 FRT CTRL. PINS OPEN | 14 REAR PX AT | 15 FRT SHOCK EH RR | 16 REAR SHOCK PP PP | 17 FRT. SHOCK YW | 18 REAR SHOCK YX YX | 19 STEERING NC MC | 20 SUSP. BZ | 21 STABILIZER 924 | 22 FRONT SHIFTS #--Y--G | 23 DRUMST AK | 24 E4 IP REAR NE | 072760 | 0050 | | | |
| 25 SPEC. DIA. | 26 ENG. SH | 27 TRANS. BS | 28 SPEED SEAL 38DBL N---- | 29 FUEL PUMP NONE | 30 WATER PUMP NONE | 31 WIPER P. RELAY AZ | 32 P/S PUMP & RELAY DR 76 | 33 CRANK. L. P. FAN 77 78 | 34 FAN ASM 095--8C | V BELT DRIVE 35 L 36 R 37 2 | 38 FLOOR MATS SX | 39 CTRP RG PW | 40 FRONT BUSHES NONE | 41 WIPER MOTOR BN | 42 ----- | 789 | | | |
| 43 TRIM UFDL---UY--- | 44 HORN 3--- | 45 WINDOW CRANKER CE | 46 REAR WIPER YB YD | 47 INT. R89S | 48 POLICE LIGHTS RC JF | 49 TILT. ON PRESS. SL | 50 CTR. LOCK 819--- | 51 HORN RELAY 992 | 52 HORN 060 | 53 AIR CLEANER AN C-- | 54 930SG | 55 OPEN | 56 WHEEL TRIM -----400 | 57 RFA FAN MOTOR 973 | 58 W/O LVR JN--LL | 75 | | | |
| 59 PLUS 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 | 61 STRG. W/L WM | 62 HORN KV | 63 W/HORN BLK | 64 HELP. TRIM BDBLK | 65 WIPER ABK44 | 66 WIPER RELAY OPEN | 67 SEAT BELT DBK1-- | 68 FAN OFF. SW. BQ | 69 FAN RELAY UBK | 70 WIPER MOTOR RBK2 | 71 FAN RELAY CJFO | 72 FAN RELAY AD--- | 73 FRONT CARPET MBK--P | 74 CXYO | 75 ----U-- | 8BK | E--BK | OPEN | 1--2 |
| 76 MODEL 43437 | 77 TRIM 138 | 78 TOP ----- | 79 LV. OF. FT. V SEE BELOW | 80 TAPE | 81 MTR. CTL. WKFK | 82 STEER. COL. BW --- | 83 WIPER SC | 84 HORN RELAY AQ--AV | 85 HORN RELAY ----- | 86 TRAC. ----- | 87 3/4 PANS 1--BLK | 88 BUSH. ON PRESS. 7012 | 89 REAR WIPER 1539 | 90 OPEN | | | | | |
| 91 EXHAUST LABEL BE--- | 92 TYPE PRESS LABEL BC | 93 SPEC. INFO. BUSHLET B--8 | 94 MLDG MLDG | 95 KPAD CA--CB | 96 EXP -- | 97 RMOTE 1----- | 98 KNOBS ----- | 99 HOOD 1----- | 100 OPEN | 101 OPEN | 102 BODY MOUNT TTRSSQQ | 103 417 | 104 081 | 105 NONE | 106 OPEN | | | | |

107

AV3 3 POINT BELTS
A01 TINTED GLASS
A51 FRT BKT SEAT

B93 DOOR EDGE GUARD
* B96 WHL OPNG MLDG
* C24 RECESS WIPERS
C60 AIR CONDITION
C87 RR QTR C/LAMP
* D10 REAR ARM REST
D35 SPORT MIRROR
D55 CONSOLE LONG
GU4 308 AXL NON/S
JL2 PWR DISC BRKS

K19 AIR INJECTOR
L74 455 4BL V8 ENG
M40 3SP AUTO TRNS
* N10 DUAL EXHAUST
N25 EXHAUST EXTEN
N30 DLX STRG WHL
N33 TILT STRG WHL
N40 PWR STEERING
N98 WHL 15X7 CHR M
P14 G60X15 W/W LT
T53 FRT FNDR MLDG
UF1 MIR-MAP LAMP
UG5 RALLYE CLOCK
* U09 DUAL HORNS

U25 TRUNK LIGHT
U27 GLOVE BOX LITE
U28 ASH TRAY LITE
U29 COURTESY LITE
U30 INSTR GAUGES
U58 STEREO RADIO
U80 REAR SPEAKER
VE5 F&R BUMP SRTP

WB5 AM/FM STEREO
WB7 INSTR CLUSTER
WD2 WIDE OVAL TIRE
W20 CONVEN GROUP
W21 DELUXE TRIM
Y03 REAR SEAT CVR
Y10 CSTM BUILD-UP
Y17 R/SHELF DELUX
Y40 H/D COOLING
Y48 MLDG GROUP
Y51 MOLDING GRP

926-AF210 SOLID MILLE
MIGLIA RED
R: " " " "

SHIP ONE QUART PAINT IN CAR
GVWR 5270 GAWR FRT 2630 REAR 2640

CHANGED TO
109 CHILDRESS BUICK
PHOENIX, A. Z. 85007

SHIPPED TO
110 CHILDRESS BUICK CO

111 ORDER NUMBER
KN9496

112 113 114
FBI ZONE DEALER

115 116 117

118 S/T
S

119 DATE SHIPPED

120 DOWNS
PHOENIX PS

121 CAR & LIAISON
NUMBER

122 DESTINATION
BUSINESS

123

108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200

GL ASSHLETT EVASION
GENERAL BODIES CORPORATION

LABEL LOCATION AND SIGNATURE

STATEMENT OF ACCEPTANCE BY CARRIER
THE UNDERSIGNED CARRIER RECEIVES AND ACCEPTS FOR TRANSPORTATION THE NEW AUTOMOBILE DESCRIBED HEREIN IN EXCELLENT CONDITION TO BE DELIVERED IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF THE CONTRACT WITH GENERAL BODIES CORPORATION OR ASSEMBLY DIVISION

2

GMAD build sheets measure 11" x 8 1/2" and will be found on vehicles built in any plant **except** Flint. These sheets use special manufacturing codes, which often are plant specific, and are often found on 1967 thru 1972 and newer cars. These sheets basically list every part needed to build the car, and include the number and name of the dealer that ordered it. These sheets are often found taped directly on top of the gas tank, or attached to the springs of rear seats. Framingham Mass. sheets are often cut into 1/3rds.

If you have any questions regarding build sheets, or the build sheet decoding service I offer, feel free to contact me at (www.classiccarinteriors.com) Duane Heckman



