

Back on Track!



Second Annual BPG Buick Nationals August 11th - 14th Salem, Ohio Details Inside



Rod
Hendrickson
runs 7.89
at 179 mph
at the
GS Nationals!



Brad Goes Pink!

The Buick Performance Group

Buick Performance Group
1150 West 5th Street
PO Box 614
Marysville, Ohio 43040-0614

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.

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

Buick Performance Group
1150 West 5th Street
PO Box 614
Marysville, Ohio 43040-0614

All written inquiries and payments to the B.P.G Club be made out to: Buick Performance Group

www.Buickperformancegroup.com

“The Build Sheet” is a bi-monthly production of The Buick Performance Group Inc. This Newsletter is mailed in the last week of the odd number month that precedes the publication date...i.e. June-July issue mailed in the last week of May. Please notify the club office of changes in your mailing address, at least 2 weeks before the mailing date, to insure prompt, correct postal delivery.

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CHANGES A NEW DIRECTION

As many of you know, recently there have been several major changes within the BPG. The entire board of directors, with the exception of Jim Weise, resigned over financial disputes, but have since agreed to take back the leadership of the club, with both Jim Weise and Mike Bucy stepping down. The lack of full financial disclosure of club activities by Jim Weise was the pivotal issue in this change of command. This change was orchestrated in part by Mike Tomazewski of TA Performance. The club is also in the process of reacquiring all ownership rights to the website and full administrative responsibilities.

The board of directors is pleased to announce the addition of three new directors to the board, Adam Martin, Mike Garrison, and Scott Simpson have all agreed to join, and their presence and skills are greatly appreciated.

Over the next few months you will see more changes within the club. A revised website is being developed along with an improved website server. The board of directors will be further expanded and responsibilities will be distributed throughout the club as more members get involved. You will also see full financial accountability with financial statements being presented in forthcoming issues of *"The Build sheet"*. Club members will know at all times the status of the club treasury. The next issue of *"The Build sheet"* will outline the Club's current financial position and list any wrongdoings of the club's finances prior to the recent change of command. This will be a complete, factual and up to date accounting.

The most pressing issue to the membership at this time is the 2nd annual BPG Buick Nationals. The annual event in Salem, Ohio is rapidly approaching and your help is needed. Contact the BPG to volunteer, contact your friends, get your cars ready and head for Salem! It's time to rally around the BPG and show the Buick community what Buick fun is all about. Registration forms are included in this issue and there is updated information available at our website: www.buickperformancegroup.com.

The entire board of directors wants to thank all of you for your continued support. We hope to see each and every one of you at Salem.

Thank you,
THE BPG BOARD OF DIRECTORS

Win A BPG T-Shirt

This shot was taken during the GS Nationals. Those of you that missed this years GS Nationals missed a great one!

Lots of racing, and tons of fun!
Be there for 2006!

****Now****

Can you guess who these two guys are? Plus, send in your caption describing this action shot.

Guess correctly and have the best caption and we will mail you your free BPG shirt



Shots From the 2004 BPG Nationals



2nd Annual BPG Nationals - Salem, Ohio - August 11-14, 2005

Thursday: Gates open 9 am for vendors only. General gates open at 11 am. Test and tune from noon to 5 pm

Friday: Gate open 9 am. Vending set-up continues from 9-noon. Test and tune from noon to 5 pm. Track prep from 5-5:30 pm. GSM qualifying at 5:30 pm. Modified Production runoffs at 5:30 pm. Test and tune until 9 pm.

Saturday: Gates open 8 am. All Buick display car show from 9-12 pm with concours show awards at 2pm. Immediately follows Restoration Clinic Seminar and Seat Cover Installation demonstration. Racing starts 5 pm with GSM finals, Super 8 and Quick 16 two runs of qualifying. Test and tune racing until GSM and qualifying classes completed.

Sunday: Gates open 7:30 am. Church service held at 8 am. Drivers meeting at base of tower, followed by lane call. 1 or 2 qualifying rounds at 9 am. Eliminations approximately 12:30 pm until completion.

For further information please inquire at www.buickperformancegroup.com

(All above posted times are subject to change)

Event Director – Jim Haas

**All Buick Display Car Show with 5 Director's Choice Awards
Concours Classes only will be judged under the 400 point system.**

Race Program

Super 8: Bracket Class – Must be Buick body and Buick powered.
Winner: \$1,500 Runner-Up: \$750 Semi: \$250

Quick 16: Bracket Class – Must be Buick body and Buick powered.
Winner: \$1,500 Runner-Up: \$750

Super Pro: Bracket Class – Can be any combination of Buick powered and/or Buick body. Example: Non-Buick body vehicle must be Buick powered. A non-Buick powered vehicle must have a Buick body.
Bump 11.99. Winner: \$1,000 Runner-Up: \$500 Semi: \$125

Pro: Bracket Class – Can be any combination of Buick powered and/or Buick body. Example: Non-Buick body vehicle must be Buick powered. A non-Buick powered vehicle must have a Buick body. No delay boxes. 12.00 and slower. Winner: \$800 Runner-Up: \$400 Semi: \$100

G.S.E: All Buick heads-up class. Winner: \$750 Runner-Up \$375

Turbo Street Modified: All Buick heads-up class. Winner: \$750 Runner-Up: \$375

Turbo Street Outlaw: All Buick heads-up class. Winner: \$750 Runner-Up: \$375

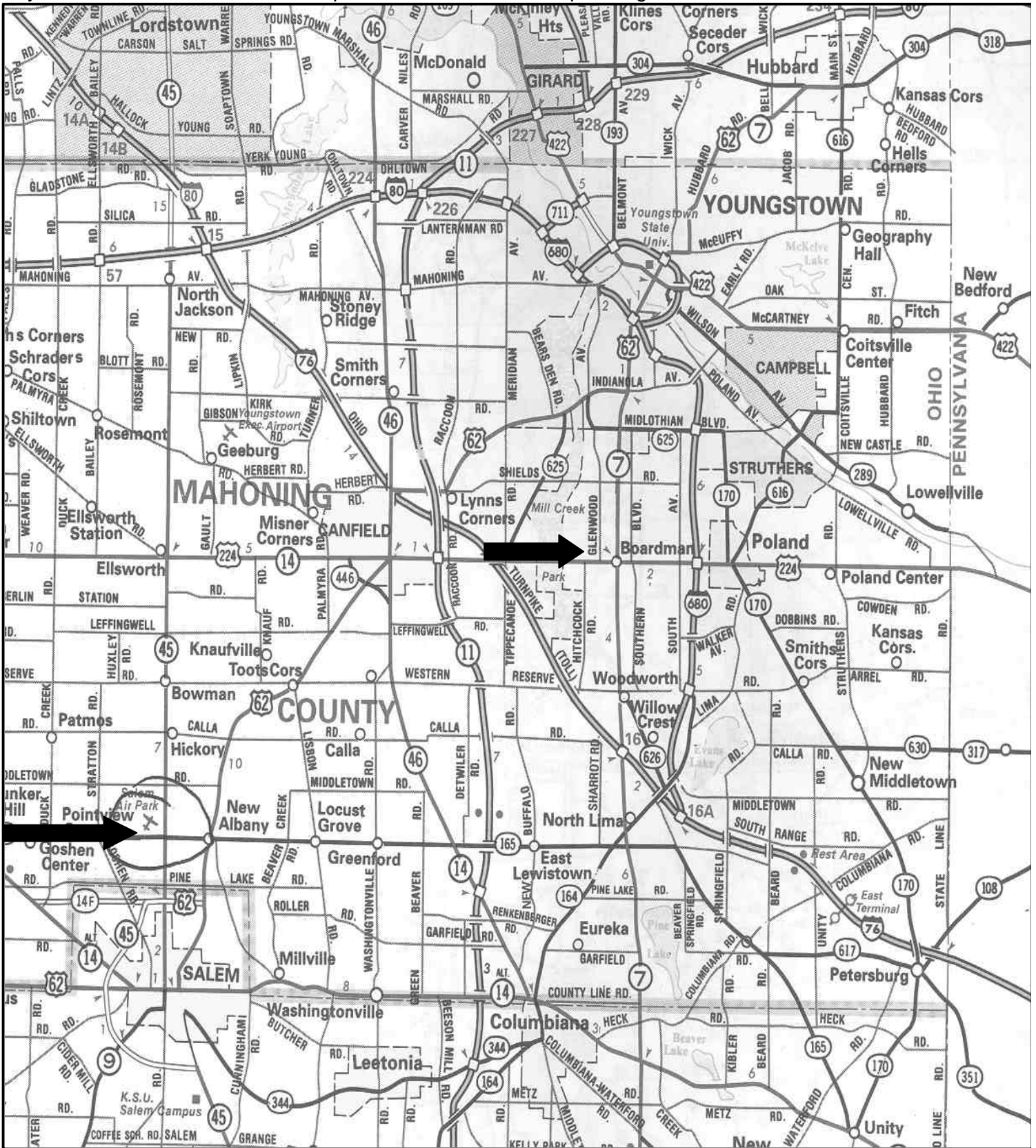
Second Chance Race – Buy Back Class: All first round losers can buy back into this bracket style gamblers race.

Fastest Qualifier: \$250

For Further information please contact Race Director, Jim Haas and or the BPG
Contact Information on page two

Dragway, Salem, Ohio

The hotels are located mainly in the Boardman area, (see marked arrow below). The track is about 15 miles away from the hotel cluster, a 25 minute drive (see below arrow). We will have an updated map, checking for any roadside construction and with quickest routes to take in upcoming issue.



Buick Performance Group, Annual 2005 Buick Nationals

Name: _____ BPG #: _____
 (You do not have to be a BPG member to participate)

Address: _____

Last 4 digits of your Social Security: _____ (this will be your registration number)
 (Can also be your NHRA number)

Spectator Tickets \$15.00 (Per day, per person) x _____ # of tickets.....= _____

Driver & Car Race (Thursday) \$25.00= _____

Driver & Car Race (Friday) \$30.00= _____

Concours Judged & Display Car Show (Saturday) \$20.00= _____

Driver & Car Race (Saturday) \$30.00= _____

Driver & Car Race (Saturday & Sunday Weekend Pass) \$70.00.....= _____

Super 8 (Saturday & Sunday Weekend Pass) \$100.00= _____

Quick 16 (Saturday & Sunday Weekend Pass) \$80.00= _____

TOTAL = _____

Make Check or Money Order payable in US funds to:
Buick Performance Group

Send Registration form with payment to:
B.P.G. Buick Nationals, 1150 W Fifth St., PO Box 614, Marysville, OH 43040-0614.

1. The BPG Buick Nationals is an open Buick race and show event open to all Club members as well as to all Buick enthusiasts. We would prefer non-members join the BPG, but this is not a requirement on participating.
2. You may register more than one car at the event but must fill out an additional registration form with payment for each additional car entered.
3. All pre-registration must be **received before July 15th**. After this date registration must be at the gate.
4. Driver & Car Race tickets include driver entrance ticket and Car Race sticker for each day entered.
5. Driver & Car Show tickets include Driver entrance ticket.
6. Request for pre-paid ticket refund must be made in writing and **postmarked by July 15th**.
7. Children under 12 are admitted free when accompanied by an adult.
8. All pre-registered packets can be picked up at the gate registration tent at the track.
9. If you wish to receive a payment receipt of this form please include a self-addressed stamped envelope, or please list your e-mail address for electronic confirmation.
10. Change in tickets after we receive this form or additional tickets can be done at the gate registration tent.
11. Second Chance DUCK Class is a \$20 buy back open to all first round losers in all classes.

If you have any questions concerning any aspects of the BPG Buick Nationals or this registration form, please call the BPG Nationals Administration: (937) 642-2026

The Closet

By Tim Garland

My brother, Rich, started his Buick career in 1979 at age 15 when he bought a '62 Skylark 4-door for the grand total of 25 dollars. (All it needed was a left-bank head gasket.) Over the next 25 years, or so, he has acquired many more Buicks, almost all of them of the Skylark variety. Also, during that time he became a friend of



another Buick devotee, Duane Heckman, who shares a knowledge and passion for A-Body Buicks. They both have inventories of Skylark parts and help each other out from time to time. The rest, as they say, is history.

In 1996 Duane located a 550-dollar, 1972 GS350 in California through a friend who lived there. The car was "all there" so to speak, but needed a lot of mechanical and detail work. Duane had previously purchased a ton of large parts, including a 12-bolt olds posi rear, a pair of 67 Barracuda front fenders, as well as other sheet metal parts, and was looking for an affordable way to ship everything home. When the car came up for sale he found his answer. The cost to ship the car home was the same whether it was empty or full, so he decided to buy it, throw out the front seat and fill up the empty interior with car parts. Once that was accomplished shipping the "closet" east was all that remained.

Since we live in Pennsylvania, Duane's plan for the GS was to strip it, retain some pieces, and sell the rest of the newly acquired rust-free parts that are nonexistent in this part of the country. The only flaw in his plan was that he told Rich about the car. When Rich saw the pictures of the Flame Orange GS350, he just had to have it. So, after a phone call, where he begged Duane not to cut up a rust free car, he agreed to sell Rich the car for what he paid for it, plus the 800 dollars in shipping cost. The car was already in route, so a short time later, the car sat in Rich's driveway. Duane got the closet full of parts shipped home for free and Rich got his treasure.

The "treasure" had 25-plus years of dents and dings, remnants of a vinyl roof, a blown head gasket, no front seat, plus the anticipation of finding a few unseen problems that invariably show up.

However, it was rust free. A rust-free old car in Pennsylvania? This is something one just doesn't see in the whole northeastern part of the country.

Rich, a technician at a local Buick dealer, used the dealer facility to pull the engine and install a temporary, running unit to facilitate moving the car around during the initial stages of the restoration. At first he was unsure of what kind of restoration he wanted to do: put a 455 in it; make a nice "driver" out of it; restore to concours quality? What to do?

Since he already owned a '71 GSX in need of restoration (he also bought it from Duane); and, since he intended to restore it to concours quality, he decided to concours-restore the GS, which would provide much-needed experience for the later restoration of the GSX.

So, the restoration of the rust-free treasure began. The original engine was sent to a first class shop for machine work and the bumpers were delivered for re-chroming. Critical interior parts were supplied by Duane. Rich removed the body from the frame and the cleaning and rebuilding began. Practically all of the original lines, clips and bolts were refinished to the correct color and shine and were reused. As a matter of fact, not a single bolt was broken during the disassembly process. (Try doing that with an east coast car.)

Being a painter at a classic car restoration shop by trade, I asked one of the body men if he would do the required body preparation work before painting. Tom Dixon took on the job and straightened the car beautifully. Over the Thanksgiving weekend of 2001 I laid on the Flame Orange paint. After painting, we brought the car back to Rich's garage where we sanded and buffed each panel and piece. Then we reassembled: trunk, doors, fenders, hood, bumpers, etc. Then a set of G60-15 Goodyear Polyglass GT tires and a new white vinyl top were added. Just like that we had a 30-year old, brand new car. It was gorgeous.

The car was entered in the Concours Class at the 2002 GS Nationals in Bowling Green, Kentucky. It was a year of heavy rain; so, the cars were judged under roof one-by-one.

It was a unique experience to witness and hear the reactions as we unloaded the car. “Ooh”, “Ahh”, “Hey, it’s a 350 car”, “Check out the air pump”. to quote a few. The car wasn’t out very long, but it did get a “Gold” with 396 out of a possible 400 points. (Not bad for our first concours restoration.) It was a fun project, we learned a lot; and, I think proved that all GS models are worthy of a Concours restoration – even a Closet.

The Saga Of The Pink Air Cleaner Foams

By Duane Heckman

A long time ago, in a land far far away....

Oh, sorry guys, wrong story. Anyway, when it came time for Brad Conley to restore his 1970 GSX Factory Show Car he contracted Dave Kleiner of GS Enterprises to do the job. Dave liked the quality of my work and was buying all his upholstery kits from my company, Classic Car Interiors, so I was given the job of doing Brad’s interior. I also located many other parts for the restoration including the turned metal appliqué material used throughout the interior and various other smaller items.



One of the things Dave was looking for was the air cleaner foams for the Ram Air setup. The GSX Show Car has much wider Ram Air Scoops than its production counterparts, so the air cleaner foams were extended accordingly. One day Dave and I were talking about this and I told him I thought I could make them. I was in the upholstery business and had a machine that could cut material up to 4” thick. I used this machine to cut out multiple seat cover sets at the same time. We would draw out the seat pieces on the top

sheet of vinyl, put as many sheets as needed under that, and then cut them all out at once.

Anyway, Dave thought it was great, so he sent me one of the steel GSX base plates for the air cleaner foams, to use as a pattern, and four 69-70 GTO ram air foam seal centers. (The centers get discarded after shipping.) Brad wanted 2 sets of seals back, and as I could only get one GSX seal out of each piece, there was no room for error. So I decided I better “practice” on some other foam before messing something up. We had just finished re-upholstering an old antique couch and kept the foam cushions for packing material. The cushions, that just happened to be “bright pink”, were the same density and height as the GTO foams so I practiced on them. Well I cut one out and it worked great, so I cut out the 4 pieces Brad needed and shipped everything back to Dave.

I got a call from Dave a few days later and the first thing he asked was, “Do you have any more of that pink foam?” I responded with, “What pink foam.” Here, when I shipped the gray GSX foams to Dave I had unknowingly used my pink practice piece as packing material. I let Dave know I had lots of foam, and asked what he had in mind. Now this was happening only a few weeks before the restored GSX was to have its debut at the GSCA Nationals, so time was running short. He wanted to tease Brad, and said if I would cut another one and bring it to the Nats, he would bring his to complete the pair, so that’s what we did.

A few weeks later at the GSCA Nats, the stage is set. The car is under Dave Kleiner’s tent and has been on display for maybe 20 minutes. There are probably 100 plus people either looking at or taking pictures of the car. Brad is all kinds of nervous and is walking around like an expectant father. Dave is all ready with the hood up, and the pink foams are under the front table. At this point Dave sends Brad back to get something out of the trunk. I hush the crowd, and remove the gray foams while Dave puts on the pink ones.

Everyone is quiet, and is just waiting for Brad's response. Brad comes around the side of the car, sees the pink foams and says "Who put those ----- things on my car!" The whole place erupts, Brad starts coming towards me because he knew who did it, I am rolling on the ground laughing, and oh God was it funny. It's a good thing Brad is such a good sport, because I was laughing so hard I couldn't have run to save my life.

Well for years we have been laughing about the "pinkies episode", as we now affectionately call it, and a few months ago I was talking to Dave about it. I always thought that Brad had the pink foams, but Dave kept them, and as all three of us, and the car, were going to be at the GSCA Nats, we figured to do the dirty deed one more time. Every time Dave and I got together to put the foams on the car we couldn't find Brad. This went on for the better part of 2 days before we finally gave up. On Saturday, Brad had the car out where the Concours cars were judged and I presented him with his "gift". We took a few pictures with the pinkies on the car, including the one where we are hamming it up for the camera. Then Brad got to finally take them home, where I figure they will never see the light of day again.

When I told Brad that I wanted to write this story his only response was that he should have connected with his punch. The moral of the story is this, if you can't tease your friends, who can you tease?

The \$1.62 million Buick **By Eric Peters**

Howard Hughes Buick

That's what an unnamed bidder paid at a recent Barret-Jackson automobile auction to acquire a low mileage 1953 Roadmaster hardtop sedan once owned by eccentric billionaire and aviation pioneer Howard Hughes.

The pastel blue and sea green car was modified with a 24-volt electrical system powerful enough to start Hughes' personal aircraft, enabling him to drive directly onto the tarmac, jumpstart the plane and flee the Papparazzi -- without ever having to dash from a parking lot through a terminal. The Roadmaster's air conditioner was converted to run on electricity, so that Hughes could keep cool even with the engine off. The interior also features a cabin air filtration system designed by Hughes himself that incorporates a dust trap and bacterial filter -- features that are only just now becoming available on modern cars. Hughes used the car for transportation as well as a mobile office when he stayed in California at the Beverly Hills Hotel -- where he maintained one of his many residences. It was an especially beloved possession and Hughes had it secreted away in storage, where it remained for decades after his death on April 5, 1976.

According to Craig Jackson of the Barrett-Jackson Auction Company, the \$1.62 million paid for the Hughes Buick is "a phenomenal price for this one-of-a-kind piece of Americana." It's also apparently the most money ever paid for a Buick. Another famous -- and collectible -- antique Buick is the cream-colored 1949 Roadmaster convertible used in the hit movie, "Rain Man" with Tom Cruise and Dustin Hoffman. The car is currently being restored to show worthy condition.



Common Buick Build Sheets for 1965 thru 1972 A-bodies

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 original 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 either have 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 throughout 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 reasons of clarity, reproductions of Original build sheets have been used for almost all of the illustrations.)

Fisher Body Build sheets

The following types of Build sheets were used by Fisher Body to build the body shell and trim out the interior. One important thing to note is the complete lack of a Vehicle Identification Number (Vin #) being associated with any of the Flint sheets; they reference only the sequence and/or body number.

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

1966 BROADCAST SHEET											
SEQUENCE	BROADCAST		JOB	STYLE	BODY NO.	TRIM	SEAT	PAINT			
	MO.	DAY						C. TOP	LWR	UPR	ACT
9580	12	25	503	44617	000971	193B		K	K		
FIRST GROUP				SECOND GROUP				THIRD GROUP			
W				2C	XG						
FOURTH GROUP		FIFTH GROUP			F 8. SO-COPO						
4	Z					421915					
REPRODUCTION											
WARNING: THIS IS A REPRODUCTION, THIS IS NOT AN ORIGINAL BUILD SHEET.											

These sheets measure 4" x 8 1/2" and are often found in 1965 thru 1967 cars. They basically list the same information that is on the cowl tag. The blocks marked "Group" are 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 the seat backs of passenger front bucket seats, or attached to the springs of front bench and rear seats.

Seat Tag (Flint Production Plant only) (Taken from a 1970 Skylark parts car)

227		
4437	-	788
A01	B22	D55
D35	B	

These sheets measure 3 1/2" x 5" and can be found in 1967 thru 1972, and possibly other year cars as well. The information was hand written on the card, 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.

Soft Trim Broadcast Sheet (Taken from a 1971 Fremont GS 350, Courtesy of David Keene)

SOFT TRIM BROADCAST 1971			
SEQ. NO.	MODEL	TRIM	
153	⁷⁶ 43437	⁶⁷ 158	
⁶³ ABK	⁶⁵	⁶⁶	⁶⁷
⁶⁸	⁶⁹ 0	⁷⁰ P	⁷¹ CXYO
⁷²	^{73F} ABK	^{73R} DBK	⁵⁶ 400
⁹³ B2B	⁹⁶	⁹⁸ SB4F	DPEN
A OPTIONS			
		31	65
C OPTIONS			
		87	
D OPTIONS			
		10	
SERIAL NO.		TRANSMISSION	
4758		20	
U OPTIONS			
OTHER			

These sheets measure 5" x 7" and can be found in 1969 thru 1971, and possibly other year cars as well. The information on these cards was also hand written, and was used by Fisher Body to make sure the correct shell/interior buildup went with the correct car. At the top is listed the sequence number, body style, and trim code. Below this are a series of numbered boxes with codes written inside them. These codes are plant specific and reference the same numbered boxes in the larger GMAD build sheets that I will talk about later in this article. Listed below this are the option codes (UPC codes) that were needed to finish the interior build-up.

These areas were “letter coded”, and can be easily identified. Using the above sheet as an example, we see the number “31” in the A options space, this would decode as UPC Option code A31 and would let the assembly line workers know that the vehicle was equipped with power windows. The sheet also lists the last 4 digits of the Vin number, and the UPC code for the transmission. These sheets are commonly found attached to the springs of rear seats. (Currently I have only seen this type of sheet associated with cars built at the Fremont California production plant.)

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

BODY SHOP INSPECTION

1 3 4	S	4 4 4 6 7
4 9 - A	1 2 3 9 8 5	
A 0 2	B 9 3	M 3 8
U 2 5	U 6 3	U F 1
3 - 1 1 - 7 1		

These sheets measure 11” x 15” and different versions can be found on 67 thru 71, and possibly other year cars as well. 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 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 once satisfied, punched the card with his/her 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 interior trim code, body style, exterior colors, body number, the UPC option codes needed to produce the shell, and the date. Most often they can be found stuffed inside the driver side front windshield pillar post, but are sometimes found under the front carpet. (Currently I have only seen this type of sheet associated with cars built at the Flint Michigan production plant.)

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, cars from other GM divisions were built along with Buicks. These multi-division production plants were under the General Motors Assembly Division banner, commonly referred to as GMAD. The result of having Chevrolets, Pontiacs, Oldsmobiles, and Buicks being produced on the same assembly lines, was that parts variation 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		FEEDER & MC	DOOR	INSTRUMENT PANEL					
	MO.	DAY		SERIES	STYLE			TRIM	CLSTR	WIRE WORKING	TOP COVER		
0934	10	01	053571	35	69	H2		B4	AF	SB	AB		

DR	BRAKE PED		SHFT LINK	SPC SWR	1	ELECTRICAL OPTIONS			COLOR	STRG	2	LAMPS			FAN	3	AUTO LEVEL
	DRIVE	CLUTCH				WIPER	CRUISE	WIND CLOSURE				CONV.	TRUNK	COUR. TRAY			
E	P					D		A	D	P	3	A	A	B			

4	SWITCHES		5	OPTIONS						RADIO		STRG COLUMN	FUEL	EXHA PIP.	CONSOLE		
	TRUNK TOP	DEF.		LF FR-REAR RACK	RFCT DOOR TRUNK	VAC	WORK	WHL. CR.	HEATS.	PIT	TAPE REAR SPEER				TYPE	COLOR	TACK
						2	3				AA	SE	3				

STRG WHEEL	SPRO CABLE	RADIATOR	6	AIR	AIR CLR	TIRES			KEY NUMBERS		VEHICLE IDENTIFICATION
						S	C	H	WAGON	TRUCK	
4B	B	SB	4	A4	A	W			6682	1754	OH136877

Production Order Chassis Paint (Flint Production Plant only) (Taken from a 1972 Skylark 2-door)

1972 PRODUCTION ORDER-CHASSIS-PAINT (LATE)

LTZ

LINE NUMBER	BROADCAST DATE		BODY SERIAL NUMBER	MODEL			SHEETMETAL			HYD. A/C	FORM OPT.	WHEEL	
	MO.	DAY		SER.	STYLE	ENG.	COLOR	FR. MLDG.	DRNR. LIGHT			DRN.	SIZE
0512	02	29	187258	D	37	H	AA			H	A	Z	

RADIATOR HOSE UPPER	RADIATOR HOSE LOWER	CABLE CAR	LWR CONF. ARM	-OPTIONS-				FR. HUB	A/C COMP.	GAGE A	PROP. SHAFT	EXH.	STEER. BAR	FUEL RYN	FUEL TANK	TIRES				
				CRUISE	SHIFT	AUTO LEVEL	PWR. BPNK.									SIZE	PLY	COL.	MFG.	
X	X		Y	B		M	A	X			K	CS	3	A	4	L9DD				

AXLE	REAR UP ARM	ENGINE	SPEEDO			TRANS.	SPRINGS			STRG.	SHOCKS		P.H. CLIC	FRAME CODE
			GEAR	SEAL	ADPT.		FRONT RT.	FRONT LF.	REAR		FRONT	REAR		
LK	K	PD	E	4		KA	SD	SA	PB	BZ	SM	SN	G	CR

PULLEYS		POWER SW/REG.	DELCO IRON	BELTS			WIRE HARNESS ENGINE	VEHICLE IDENTIFICATION
CRANK	FAN			PTG.	A/C	DELCO		
G	3	M	Z	SP	RC	RE	SU	2H1-----

Production Order Body Final (POBF) as well as Production Order Chassis Paint (POCP) build sheets measure 7 1/2" x 9" and will only be found on Flint built vehicles. They are "sister" sheets, with some of the same codes being shared by both. Buick used the "POBF" sheets to finish installing the interior dash and firewall components, as well as the front sheetmetal and associated under hood parts. The "POCP" sheets were used by Buick to list all the specifications needed to produce a complete chassis, including the type engine, transmission, steering box, suspension, etc. These sheets also listed the engine pulley/belt information that was needed to finish trimming out the motor. Both sheets use special plant specific manifest codes for parts reference and were used for 1966 thru 1972, and newer cars. Between the two of them they list all the parts variations needed to finish building a car. These sheets are most often found taped directly on top of the gas tank, however they can sometimes be found under the front carpet and dash area. While I know both style sheets were used during the production process, at this time only "POBF" sheets have been found for 1968 thru 1970 cars, while both "POBF" and "POCP" sheets have been found for 1971 and 1972 cars.

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 IGN KEY	3 COMP. KEY	4 ENGINE NO.	5 TRANSMISSION NO.	6 AXLE NO.	7 CARB NL	7A DATE PRODUCED	8 BODY NUMBER Z00440 8	9 VEHICLE IDENT NUMBER 4G37U2Z 111961							
F943																
10 SCHED NO. DATE 09 01--28	11 AXLE LA--N	12 FRAME BAPW	13 FRT. CTRL. ARMS OPEN	14 REAR PX AT	15 FRT. SPRING EH RR	16 REAR SPRING PP PP	17 FRT. SHOCK YW	18 REAR SHOCK YX YX	19 STRG. KNUCKLE NC MC	20 STRG. GEAR BZ	21 STAB. BAR 924	22 PROP. SHAFT #--Y--G	23 EXHAUST AK	24 TP IP SEC ND 072760	0050	
25 SPEC. ORD.	26 ENG. SH	27 TRANS. BS	28 SPEEDO GEAR 38DBL N----	29 FUEL PUMP NONE	30 START MOTOR NONE	31 ALTR. & PULLEY AZ	32 P/S PUMP & PULLEY DR 76	33 CRANK & FAN PULLEY 77 78	34 FAN ASM. 095--8C	V BELT GROOVE 35 1 36 2 37 3 SX RG PW	38 ENGINE HARNESS SX	39 CARB NONE	40 THROTTLE CABLES BN	41 VAC FITTINGS -----	42 789	
43 TIRES UFDL---UY---	44 HYDRO PIERCE 3----	45 RADIATOR CE	46 RADIATOR HOSES YB YD	47 BATT. R89S	48 BATTERY CABLES RC JF	49 FRT. END HARNESS SL	50 FUEL GAUGE 819----	51 HTR. HSE. INLET 992	52 HTR. HSE. OUTLET 060	53 AIR CLEANER AN C--	54 930SG	55 OPEN	56 WHEEL TRIM -----400	57 RAD. FAN SHROUD LVR. 973	58 JN--LL	
59 WFLS.	60 STRG. CBL. & CBLDR	61 STRG. WHL.	62 H/LINER	63 V/HOSE	64 SHELF TRIM	65 SEER PADS	66 SHOULDER HARNESS	67 SEAT BELTS	68 PAD FRT. BACK	69 PAD FRT. CUSHION	70 SEAT ADJUSTER	71 PAD REAR BACK	72 PAD REAR CUSHION	73 CARPET FRONT	74 CARPET REAR	75 1--2
WM KV BLK	BDBLK	ABK44	OPEN	DBK1--	BQ	UBK	RBK2	CJFO	AD----	MBK--P	CXYO	---U--	8BK	E--BK	OPEN	1--2
76 MODEL 43437	77 TRIM 138	78 TOP	79 COLOR LW UP ST V SEE BELOW	80 TAPE	81 MSTR. CYL. WKFK	82 SPEEDO CABLE BW ---	83 IP HARNESS SC	84 INST. CLUSTER AQ--AV	85 BODY POWER HARNESS	86 TACH	87 LP. PADS	88 BODY FRT. HARNESS	89 BODY LAMP HARNESS	90 OPEN		
91 EMISSION LABELS BE----	92 TIRE PRESS. LABEL BC	93 CONS. INFO BOOKLET B--8	94 MLDG	95 KPAD	96 EXP	97 RMOTE	98 KNOBS	99 HOOD	100 OPEN	101 OPEN	102 BODY MOUNT	103 TTRSSQQ	104 TRANS COOLER LINES INLET 417	105 081	106 NONE 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
P14 G60X15 W/W LT
T53 FRT FNRD 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

CHARGED TO 109 CHILDRESS BUICK PHOENIX, A. Z. 85007	111 ORDER NUMBER KN9496	112 ZONE 24	113 DEALER 426	114 CLASS 8	118 S/F S	CAR LINE STP	119 DATE SHIPPED	120 ROUTING PHOENIX PS	121 CAR & LOAD NUMBER	122 DESTINATION CHARGES	123	108 OPTIONS	STATEMENT OF ACCEPTANCE BY CARRIER THE UNDERSIGNED CARRIER RECEIVES AND ACCEPTS FOR TRANSPORTATION THE NEW AUTOMOBILE DESCRIBED HERE-ON IN GOOD ORDER, TO BE DELIVERED IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF ITS CONTRACT WITH GENERAL MOTORS CORPORATION (GM ASSEMBLY DIVISION)
SHIPPED TO 110 CHILDRESS BUICK CO	112 TAG	113 ZONE	114 DEALER	115	116	117							SIGNED FOR DATE _____ BY _____

GMAD build sheets measure 8 1/2" x 11" and can be found on vehicles built in any plant **except** Flint. These sheets use special manufacturing codes, which often are plant specific, and can be found on 1966 thru 1972 and newer cars. They 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 to the gas tank, under the rear shelf, or attached to rear seat springs. Framingham Massachusetts sheets are often found cut into thirds, with only the left and possibly middle pieces ever being found. It also appears these "Framingham thirds" were used by Fisher Body to make sure the correct interior build-up went with the correct car.

Other Factory Information

While not considered true build sheets, the following items were also created at the production plants as the cars were being built. Some of the information listed on these cards cannot be found elsewhere, and is very important to restorers, therefore it is being included for completeness.

Protect-O-Plates (Taken from my old 1970 GS Stage 1 4-speed)

03 - 130 H. D. DUBUQUE			
39 BAYBERRY RD. 9			
TRENTON 6-30-70			
185	28	28	446370H325833
SS	449	00	6
KAPOC20	12	6 8	

Protect-O-Plates, or as they are sometimes called Guard-A-Plates, are small metal plates that had “mirrored” text stamped into them. These plates were then glued onto a card for easier handling, and had the original owner’s name and address affixed at the top in raised plastic tape. They were developed so the dealerships could “run” the card, through a credit card machine and imprint all the important vehicle information on work order sheets. This included information like Owner’s name, VIN #, engine size, and the production codes for the engine and transmission. All 1965 thru 1971 cars had them, and they were placed within the warranty packets when the vehicles were first sold. These cards are often missing, but many original owners have the habit of keeping all their receipts, and the “POP” imprint can often be found on them.

IBM (80 Column) Punch Card (Taken from a Flint 1972 GS 350)

4G37K	2H	184877	09582	RK7521	0316	C01365	HAD0HA															
VEHICLE IDENTIFICATION NUMBER	MODEL	MODEL NUMBER	DATE PRODUCED	COLOR	TRIM	PLANT	DESTINATION CODE															
E E N 9 6 C F C 1 6 2 A 1																						
BUICK MOTOR DIVISION - GENERAL MOTORS CORPORATION FLINT, MICHIGAN - 48550																						
GLOVE BOX COPY (TO BE SHIPPED WITH CAR)																						
GM																						
37																						
ORDER NO.	VEHICLE IDENTIFICATION	COLOR	OPTIONS AND ACCESSORIES																WAITING CODE	CHARGE TO	IGNITION KEY NO.	TRUNK KEY NO.
1 2 3 4 5 6	7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62	63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80	A B C D E F G H I J K L M N O P Q R S T U V W X Y Z	1 2 3 4 5 6 7 8 9	10 11 12 13 14 15 16 17 18 19 20	21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62	63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80															

These cards measure 3 1/4” x 7 1/2” and can be found in 1969 thru 1972, and possibly other year cars as well. Several different types were produced, including Glove Box Copies, Buick Location Cards, In Transit Cards, etc. Information on these cards is not only typed on the face, but is also encoded in the rectangular blocks that are punched into it. These punches are “location smart”, with each column denoting either a letter or a number. Many of these cards were placed in the Glove Box when delivered to the dealerships, and were often included in the factory warranty packets. The neat thing about these cards is you can still decode the information from completely oil soaked/text free cards. (Note; the above picture is a photocopy of an original card with a piece of black paper placed behind it to highlight the punch locations.)

In summary, build sheets were developed to supply assembly line workers with the information needed to complete their jobs. As the cars progressed down the lines, different information was required and the build sheets changed accordingly. It is interesting to note that the various production plants used different style build sheets to produce the same type vehicles. The fact that Flint build sheets are drastically different from GMAD sheets, proves that all production plants were not set up the same. Even the various GMAD plants, while using the same style build sheets, often used different codes to specify the same items. This shows that even GMAD plants varied, and might also be an indication of how different parts suppliers were used for different plants.

Another important thing to consider is the location where build sheets are found. It gives vital clues regarding who used it and at which stage it was used in the production process. Think about it this way, if a sheet is found attached to the rear seat springs, then you know it was used by Fisher Body employees while putting the interior together, because the bodies were delivered to Buick/GMAD with the interiors installed, minus the front carpet and dash assemblies. The reverse is also true. Production Order Body Final (POBF) sheets are found only under the front carpet and dash area or taped directly to the top of gas tanks. This means they were used after the bodies were delivered from Fisher; therefore Buick/GM employees used these sheets during the final assembly process.

Lastly, with a little bit of detective work, you can also get a good idea of how the parts were delivered to the assembly plants. By looking closely at the build sheets, you can see which parts were delivered as sub-assemblies and which were delivered as separate pieces. An example of this would be with engines. The build sheets specify engine codes only. They have no specific numbers for valve covers, fuel pumps, or carburetors, therefore those parts were all part of the engine sub-assembly.

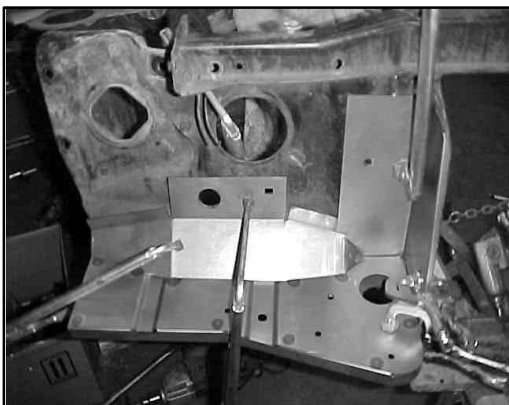
If you have any questions regarding original build sheets, or the build sheet decoding service I offer, feel free to contact me at (www.classiccarinteriors.com)

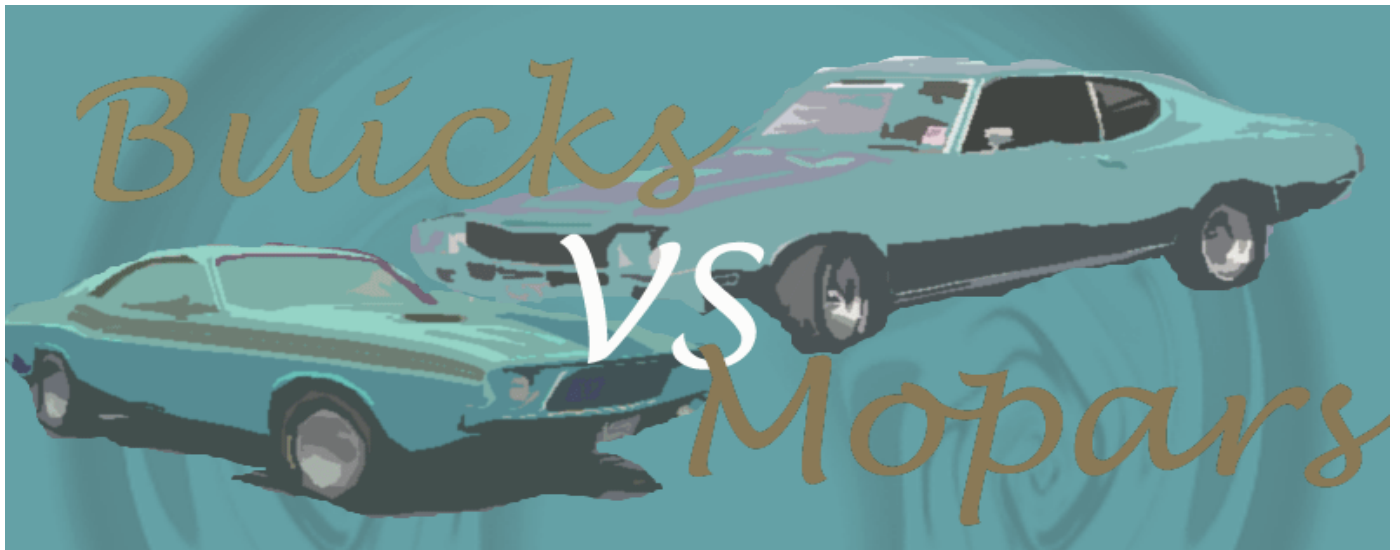
1968-69 Core Support Kits

By Michael Garrison

This is one shot that represents the last and final core support kit proto-type. I have decided this will work perfectly. I need one more adjustment and it is so small it will not matter until the run time. I have on my desk an order sheet for both sides. All I need is to see how many I can sell right now. The order will take approximately 4-6 weeks to fill and ship out once I place the order! Patience will be needed to be the word here as the production process takes some time.

If anyone wants to order a kit Left Side (drivers) or Right Side (passenger), it is time to buck up, because I have to upfront the entire full payment to have these pieces produced. The cost is \$136 each and for the first run on them I will take care of the freight. Saving you \$15 or \$20 for the pair! I do PAYPAL using mike@mrbuick.com or e-mail me at the same for my address for snail mail.





GREAT PLAINS CHALLENGE

KEARNEY RACEWAY PARK. - August 5th and 6th.

Friday 8/5/05

BBQ in the pits (Donations will be taken to cover the price of the food and drink)

Gates open at approx. 6 pm for parking

Dave Falley has offered to handle the cooking for this to relieve some of the pressure.

A big thanks to him for his generous good sportsmanship, and willingness to help.



Saturday 8/6/05

"Buicks vs. Mopars".



Gates open at 8 am. Time trials begin at 9 am. Eliminations at 1 pm SHARP. Cash gamblers race later in the afternoon. Camping at the track available. NO hookups. Sportsman 12.50 and slower. Pro 12.49 and faster. NO bikes or dragsters. No throttle stops(launch and dive) Any doorcar. Entry fee \$50 car and driver. Spectator \$10. 12 and under free with adult. Host motel Ramada Inn 1-800-652-1909 Tell them you are with the Great Plains Challenge. Rates - poolside \$89.95, non-poolside \$69.95. Make reservations at least 2 weeks prior. 4 pm check in(earlier if you want to try). Includes a deluxe continental breakfast both days, Belgium(sp) waffles or biscuits and gravy. Saturday evening, there will be a country buffett available for \$8.95. Same place we all had dinner last year. Good food at a great price. For those that weren't there last year, this is a large Hotel with alot of things to do for everyone. Games, putt putt golf, indoor pool, food and drink and plenty of room. This is gonna be a GREAT motel for us, wives, girlfriends and families.

1 6 T H A N N U A L

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3 Buick Drag Classes SUNDAY



"All Buick Quick 16"
Big \$ Payout - \$250 to FASTEST TURBO
\$250 TO FASTEST V8

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The Auto Center
at Readers Digest



Unlimited
Motorsports & Paint

SEPT. 3-4

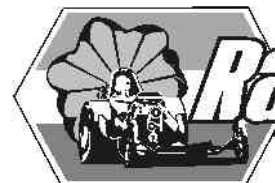
Gates Open 9am Sat. & 8am Sun.

US Muscle Drags Saturday
Buicks take on Detroit's Best

Manufacturers Midway & Swap Meet



Giant Car Show Saturday Sept. 3
16 BUICK CLASSES
3 AWARDS FOR BEST OLDS
3 AWARDS FOR BEST PONTIACS



OLD BRIDGE TOWNSHIP

Raceway Park

ENGLISHTOWN, NJ

For More Information Call 732.446.7800
or call 845-528-GSGN (Ask for John)

Note to all racers: Saturday is a Street Muffled Event. There is a 90 db limit at tech inspection. Absolutely no bullet or non-baffled mufflers will be allowed to run. Your muffler must have at least 3 baffles in order to participate. There are no exceptions to this rule. Thank you for your cooperation in advance.



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Super Pro, Pro, GSE, TSM, TSO

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