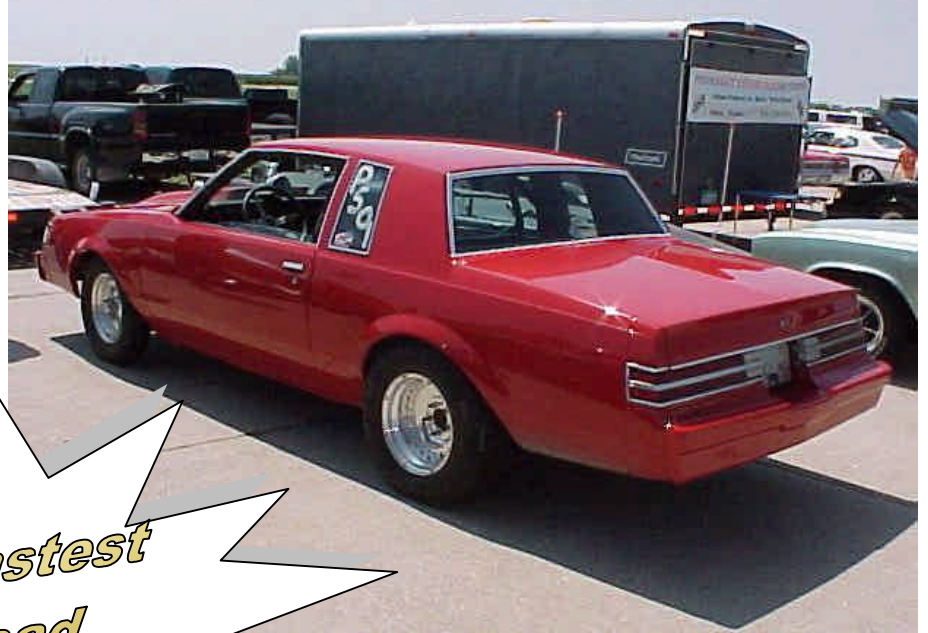


3rd Annual BPG Nationals - August 10-13, 2006



*Shootout at Noble, Oklahoma
Buicks vs. Fords*



*World's Fastest
Nailhead
Powered GS*



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:

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

www.Buickperformancegroup.com

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From The Board of Directors

This is a message to all members from the Board of Directors of the BPG. Hopefully we can answer most inquiries and dispel most rumors. No doubt it has been a year of emotions; most importantly though is the Buick Performance Group is back on track, financially sound with proper and capable leadership in place.

As most of you know by now the Board of Directors resigned back in early 2005 with the exception of Jim Weise, Chairman. During the GSCA Nationals, Mike Tomaszewski approached the Board members that resigned and brokered a deal in which the resigned Board of Directors would regain control of the club and Jim Weise, Chairman would resign, relinquishing all control of the club, and would turn over all financial information regarding the club. Once Jim Weise resigned the Board of Directors took control of the club. The club had just over \$2,300 in the club account and nothing was done yet for the 2005 BPG Nationals, which was two months away. The club, as some have said, was on its death bed.

John Schmidt was asked to take the position of Chairman and acting Treasurer. The Board collectively spent hours on the computer and phone trying to get things in order. John Schmidt was spending countless hours gathering every piece of financial information made available by Jim Weise. John's task was no doubt a monumental one, putting 4 years of financial documents together. Then he and the accountant prepared club financials and filed the appropriate tax forms.

Meanwhile, with absolutely nothing in place, no track contract signed, no tickets printed, nothing in place for the event, the rest of the Board quickly reached out for help to Mike Garrison, Scott Simpson, Duane Heckman as well as a few other members to frantically set up a National Event in just under 2 months. In the end the club was able to put it all together. Although turnout was lighter than last year, we felt it was a success as we beat the odds and kept this club going. A huge thanks should go out to every sponsor of the BPG, as these companies helped make it happen. It was through their support and their vision that helped bring it all together.

The Board had many questions that needed answering along the way, plus we had the pressures from the membership who also deserved answers to their questions. We assured you that we would get answers and have the financials posted for you. All we asked was your patience and some time. We collectively thank you all for that. During that time Brad Conley, Jim Haas, Rick Martinez, Bruce Hunter, Duane Heckman, along with Mike Garrison, Scott Simpson, and Adam Martin all pitched in with John Schmidt taking up the task to keep the BPG from imploding. No doubt most would have thrown in the towel. Several club members did, and we have to say the entire club came within a hair of that. We started getting positive input from members to keep things rolling, plow ahead, we came too far to let it all slip by. The Board then decided "No" was not an option.

Once the BPG Nationals passed and the dust settled, we slowly started piecing things together. Mike Tomaszewski was again instrumental in mediating a financial agreement between the Board and Jim Weise to secure outstanding BPG funds. Mike devoted countless hours of telephone calls and meetings trying to find a viable solution to the financial woes left to the club. In the end this agreement was reached between the Board and Jim Weise. There are two strong points in this agreement. The first is that all parties involved are not to discuss in any way, shape or form the contents of the agreement. The second is that the Buick Performance Group is now financially sound.

The Confidentiality Agreement agreed upon in the settlement reads as follows:

The parties to this agreement hereby agree as follows:

- A. *THE PARTIES TO THIS AGREEMENT SHALL KEEP THE AMOUNTS AND TERMS OF THIS AGREEMENT COMPLETELY CONFIDENTIAL AND WILL NOT DISCLOSE ANY INFORMATION REGARDING THIS AGREEMENT, OR ANY OF THE ALLEGED CLAIMS, DEMANDS, DISPUTES OR OTHER ISSUES UNDERLYING THIS AGREEMENT, TO ANYONE, INCLUDING, BUT NOT LIMITED TO, ANY PERSON, ENTITY, LEGAL TRADES OR PUBLICATIONS, INCLUDING ELECTRONIC MEDIA BULLETIN BOARDS SUCH AS THE INTERNET. HOWEVER, THE PARTIES MAY DISCUSS IF NECESSARY THE CASE, THE TERMS AND THE AMOUNTS OF THE SETTLEMENT AND THIS AGREEMENT WITH THEIR SPOUSES, THE MINORS' PARENTS, TAX ADVISORS AND ATTORNEYS UPON THEIR AGREEMENT TO KEEP THE SAME CONFIDENTIAL AS SET FORTH ABOVE.*

- B. *IF THE PARTIES HAVE TO DISCUSS BY LAW THIS CONFIDENTIAL INFORMATION WITH THEIR TAX ADVISORS, SPOUSE AND/OR ATTORNEY, THEY SHALL BE RESPONSIBLE FOR ANY BREACH OF CONFIDENTIALITY BY THEM.*
- C. *THE PARTIES AGREE THAT THEY MAY PUBLICLY STATE AN ANSWER TO QUESTIONS RECEIVED ABOUT THE STATUS OF THIS DISPUTE IN THE FOLLOWING FASHION:*

The dispute and all disagreements between the parties have been resolved to all party's satisfaction

- D. *IN THE EVENT ANY PARTY VIOLATES THE TERMS OF THIS CONFIDENTIALITY AGREEMENT, ANY OTHER PARTY MAY ENFORCE THE TERMS OF THIS CONFIDENTIALITY AGREEMENT THROUGH APPROPRIATE INJUNCTIVE RELIEF IN COURTS OF THE STATE IN WHICH THIS DISPUTE AROSE. ADDITIONALLY, ANY PARTY THAT IS REQUIRED TO SEEK APPROPRIATE INJUNCTIVE RELIEF SHALL BE ENTITLED TO REASONABLE ATTORNEYS' FEES AND COSTS IN ASSOCIATION WITH SEEKING RELIEF.*

The Buick Performance Group was created as a club owned by its members with elected officials. The Board, being elected officials, has the obligation to inform the membership on what had transpired. We resolved the issues in the best interests of the membership. After re-paying John Schmidt the money he lent the club to keep the BPG solvent, we currently have as of 12/07/05: \$5,194.05 in the club account. The past problems are just that, in the past. We are now looking forward to better growth of the club. This amount will no doubt grow quickly with renewals coming in for the 2006 club year.

On closing, the Board would like to thank the membership for their limitless support and confidence in us. We will continue to do our best to make the BUICK PERFORMANCE GROUP a club to be proud.

SOME THOUGHTS

By John Schmidt

BPG #1003

BPG Chairman

2005 was a very tumultuous year for the BPG. We survived. Not only did we survive, we have shown this is truly a "CLUB" run by the members for the members. Now it is time to look to the future. Our future is now. 2006 is a critical year for the BPG. It is imperative each and every current member renew their membership. It is also imperative each member recruit a new BPG member. Memberships are what fuel the operations of the club. Memberships are what print the "Build Sheet" and run the website. Memberships help fund the BPG Nationals. Memberships allow the BPG to sponsor other Buick events.

The 2006 Buick Nationals at Salem is also a pivotal time for the BPG. We need membership support. We need Buick community support. We would like to see all of the Buick community show up for four days of fun and racing. We also invite our members to bring along a friend. Everyone is invited. The club is going to be very pro-active in promoting this years' event. We need membership help to solicit sponsors and vendors. Ticket prices will be more uniform. Quaker City Raceway has announced lower track rental rates. This is the year for the club to get "over the hump". This is the year for the BPG.

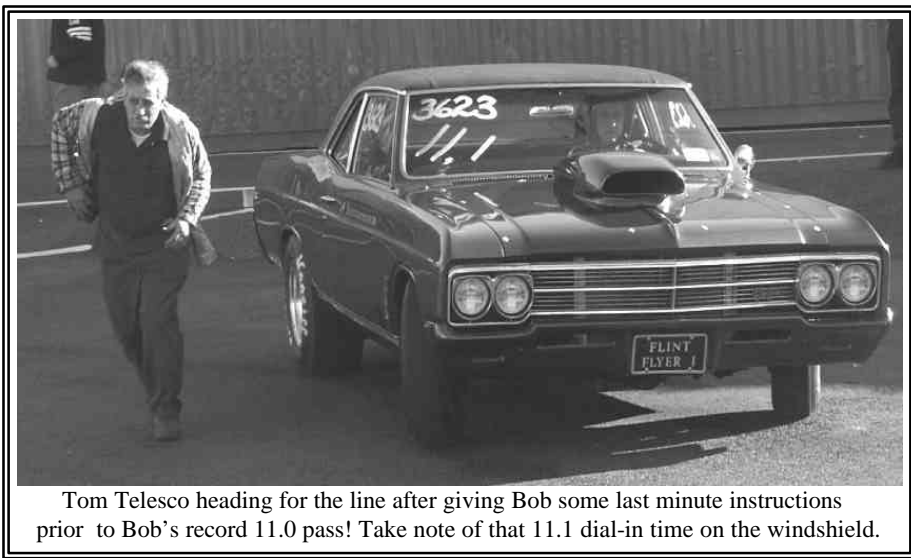
The Buick racing calendar has added a new event – The Buick Horsepower Nationals at Indianapolis. Not all Buick racers are going to be able to make every event in 2006. Most are going to have to choose. Choosing between Bowling Green, Norwalk, Indy, Salem, Cecil County and the multitude of local/regional races is going to be tough. Whatever your choice, circle your calendar for August 10-13, 2006 - THE BPG NATIONALS AT SALEM, OHIO. I encourage you to support as many Buick races as you can. Each event needs your help and support.

Have a great holiday season. Buy a BPG shirt or hat for that special person in your life. Renew your memberships and get a friend to join. Most importantly, thank your fellow members for being part of a great group of people – THE BPG. See you all at Salem.

Featured Member's Ride

Bob Quigg's 1966 GS Nailhead

It is amazing the attention that all the 455 and Turbo V6's get these days. Their stump pulling power with lightning speeds does catch our undivided attention. So when we hear of a nailhead powered Buick racing at the track we usually think, "ho hum, another 13 second Buick". No glamour here, just a strong running mild stocker is what you expect. Well you better sit down on this one because Bob Quigg's 1966 GS is one nailhead that can embarrass most 455 powered Buicks. Bob, having Buick blood running through his veins, thinks of his Buick as a wolf in sheep's



Tom Telesco heading for the line after giving Bob some last minute instructions prior to Bob's record 11.0 pass! Take note of that 11.1 dial-in time on the windshield.

clothes waiting to prey on those Chevy and Ford racers. Just for teasers, how does 11.08 at 122 mph grab you? A bona fide 401 nailhead running on pure Buick power! No doubt by spring 10's will be a reality!

Before we get into the meat of things it is important to take a trip back in time. Back around 1966 when Bob plucked down \$3,095 on a brand new black 1966 Gran Sport 401 with a 4-speed. If you are wondering the answer is, "Yes." This is the same 1966 Gran Sport that you see today. In the early days Bob used his '66 as a daily driver along with trips to the long gone National Speedway that was located in Long Island, NY.

Over the years time has been good to his '66, never involved in any accidents and has underwent two restorations, the second is what you see today. When Bob started to get inspired with what he calls the 401 the forgotten child, he first pulled the entire original drivetrain and packed it away for safe keepings. He started fresh with a...that's right a 401 and backed with a 5-speed trans and a 12 bolt Chevy rear housing 4.10 gears. Bob's goal was to power his nailhead to the best times a 401 can go in a full body Buick. Back around 2002 Bob did just that running an 11.64 at 115.83 mph! Just like everyone else Bob set new goals for his '66 while other nailhead racers, inspired from his accomplishments were slowing gaining ground. Bob was putting the Buick nailhead back on the ¼ mile map!

Bob soon after hooked up with long time friend Tom Telesco out of Connecticut. Tom with years of tooling and engine fabrications quickly took up the challenge and they both worked hard to be the first nailhead full bodied Buick to run 10's. Two old time drag racers were now putting some 60 total years of Buick knowledge to the grind stone!

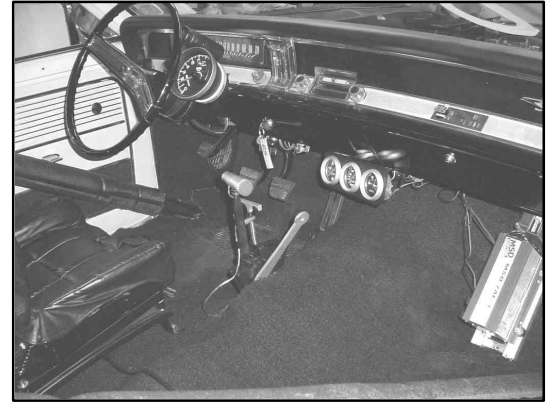
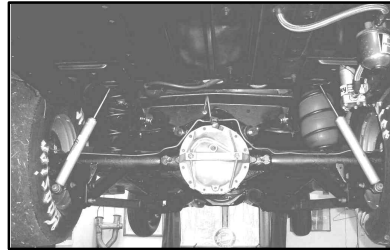
Tom immediately saw the weak points on the 401 and went to work on creating a new rocker arm design that he claimed will pick up HP on the 401. Some people doubted his claims; well the real proof was found on the track. It should be noted on the dyno the 401 picked up 20 horsepower with the new custom rockers. Oh what were the dyno figures? How about 425 hp with the stock rockers and 445 at 6200 rpm's with 492 ft.lbs. at 5200 rpm's with Tom's rocker arms! As with the drivetrain Bob took out the 5-speed and installed a Jerico 4-speed along with a few other minor modifications to the suspension. **OFF TO THE TRACK!!!!**

The event was Buick vs. Ford day at Atco, NJ this past mid November. The settings were perfect! Cool 50 degree weather with track altitude at 150 feet! After a thorough warm up and pre-race checks they went to the line. Best pass so far in the morning hours was an 11.22! Everyone was shocked that was just over a half second quicker than the previous fastest time ever run! But wait we saw Tom Telesco smiling like a cat that just ate the canary. Tom mentioned that run was with the stock rocker arm set up!

So a brief interlude of checks proceeded and a careful swap of Tom's custom rocker arms and precise adjustments, the 401 was again buttoned up and Bob was off to the line. Bob heated them up well, which was important as he is running only 9" slicks! Lights came down and Bob was off on the green, banging gears better than anyone I ever seen in a long time. The lights came on...**11.08 at 122 mph!!!** Everyone was either ecstatic or just plain shocked! I though I saw Tom Telesco dancing in the staging lanes after that run!

A nailhead Buick knocking on the ten second door...and it's a street legal Buick too! Simply amazing! Bob and Tom showed the Buick world that the nailhead can and will run with the best of them. During the course of the day they were unable to top that number, running a slew of high 11.0's and 11 teens. When the day was over the only thing that was broken was the old nailhead record!

Have to say, watching Bob run his '66 at the track is simply amazing! With the precision of a surgeon he launches his car without frying the 9" slicks and off he goes slamming each gear. Just listening to each shift is wild. He definitely does not pamper this car once on the track. You can only see Bob papering his baby when he is driving his street legal '66 to local cruises. What can be next? I asked to Bob. He cracked a slight smile and softly said, "Tens".



The Meat

- **Body:** 1966 Gran Sport hardtop street legal, full frame not cut or notched all stock. Just over 77,000 showing on the odometer (mostly done ¼ mile increments). Body color is teal with black interior, with all factory glass and window tracks. Only body mods are the fiberglass hood, deck lid, front and rear bumpers. Race weight with driver 3,150 pounds.
- **Suspension:** Factory front suspension with drum brakes, Koni drag adjustable shocks front and rear. Rear is an un-narrowed 12 bolt with 4.10 gears, drum brakes Chassis Engineering and Richmond internals. South Side Machine lower control arms and Edlebrock adjustable upper arms. One air bag on right side set at 15 pounds.
- **Wheels/Tires:** Weld Wheels all around with Moroso front runners and Hoosier 15"x9" slicks
- **Transmission:** Jerico 4-speed hydraulic clutch fabricated to fit. 10 ½" Ram clutch with 11" pressure plate.
- **Fuel System:** Holley 150 pump with Fram filter all #10 braided line to Holley regulator, #6 line to dual Edelbrock (out of the box) 750 carbs buttoned down on an Edlebrock ported dual quad intake.
- **Ignition:** Stock distributor with crank trigger powered up by a MSD 7AL3 box.
- **Engine:** Buick 401 nailhead punched .030 over with 12 ½ to 1 Ross pistons, Eagle 6 5/35" rods. Stock 401 crank cut. The block was modified for added oil protection along with a TA Performance oil pump. Moroso electric water pump and a light weight mini alternator. Headers by Ed of Monroe, jet coated, 1 ¾" primaries that feed into 3 ½" collectors.
- **Heads:** 401 Heads totally worked by Steve Magnotti out of Yorktown, NY. 1.55 exhaust valves and 1.90 intake valves. Intake ports flow at 235 at lift and the exhaust flow at 170 at lift. The rocker arm set-up is custom made by Tom Telesco.
- **Camshaft:** Made by Camcrafters. Duration at .050: intake .236, exhaust .246 lobe center 112
- **Performance:** Max Horsepower on dyno, 445 at 6000 rpm, 492 torque at 5200 rpm's. Best quarter mile times are 11.08 at 122. mph. Launching at 4,000 rpm's shifting at 5,800 and through the traps at 5,800 rpm's
- **Goals:** Run in the 10's with some new combo's, including 4.30 gears.



FORD VS BUICK SHOOTOUT

THUNDERVALLEY DRAGWAY - NOBLE, OKLAHOMA

By Phil Green

October 29th 2005

Fords and Buicks from across the U.S. converged on a small track outside Noble, Oklahoma. The track and its staff welcomed some of the fastest Buicks and Fords throughout the U.S. The combined total from each camp was 205 vehicles. This number did however dwindle downward due to mechanical problems and also an accident occurred which took out one of the cars from the Ford Camp.

Before the racing began you could see the camaraderie of the Buick Camp. You could see people assisting others on tuning their cars, people standing by the BBQ waiting to get a hotdog or a hamburger and lastly people meeting each other for the first time face to face that they met by chatting on the internet,



Top Ten Buick Qualifiers

John Schmidt 7.90 @ 178.67 : Art Freeman 7.99 @ 165.25 : Bob Peterson 8.35 @ 164.65 : Jerry Chambers 8.45 @ 161.37 : Wayne Emmott 9.07 @ 151.69 : Greg Kring 9.25 @ 147.13 : George Sweesy 9.46 @ 140.27 : Paul Calahan 9.47 @ 141.68 : Paul Helliker 9.70 @ 139.94 : John Pekar 9.80 @ 138.80

Now on to the Race!

The race begins with saving the top ten qualifiers for the grand finally. After counting the remaining qualified vehicles, we had 93 matched pairs to compete in heads up racing. Safety was at its utmost with crews checking for cages in cars required to use them. This was also done in the previous test and tune. This would hurt us a little based on some cars having the capability of running faster but because they were limited because the lack of a roll bar. During qualifying they would run there low 11 pass and kill the competition. of which ran a 13 second pass. I for one was glad to see the strict enforcement of the safety equipment cars can be replaced lives cannot.



As with most Buick events there is always a few cars being repaired on the site but, Mike Garrison obviously did not have a problem make short work of replacing the gas tank of his wife's Buick...

FORD VS BUICK SHOOTOUT CONTINUED

THUNDERVALLEY DRAGWAY - NOBLE, OKLAHOMA



As the race started there many amusing runs for example the picture to the left shows a mustang with a message on his rear window. This Ford statement to the GN guys showed his confidence and ambition. With all this rivalry, you know this was going to be a great race. So the GN lines up and the race is underway. The GN tree's the mustang and all is looking good till 3/4 track. The GN blows a head gasket but all is not lost the GN still takes the win over the ford. Some people call it Karma I call it good racing.....

Some people did very well at the track. These three gentlemen pictured on the right especially. They all did not win the race, but you could call these selected few guys:

Mr. Consistency

Each of them won \$50 for being the most consistent in their round of competition.



Throughout the years of this event there have been many exciting races held and each year gets better and better. This race was one of those races and the excitement in the air was so thick that you could cut it with a knife. With this race being a tie breaking race all the great cars and trucks at this event were anxious to compete. It would be a tough battle for both teams. The Buicks started slow losing a few races and then gaining a few back. This kind of seesaw action occurred

throughout most of the event. The race event finally came down to the top 10 qualifiers. These racers would be the deciding factor of this race event. As qualifiers raced, one by one we finally came to the conclusion that this was not a race we would win.

Even though the race was not won this year again against the Fords, there is no possible way to say that the Buick community does not know how to have a great time by sharing the camaraderie all us Buick people are known for.

To the Ford guys reading this: You may have won this one but, next year you may need to memorize this!

TILL NEXT YEAR!



GRILL REPAIR & RESTORATION

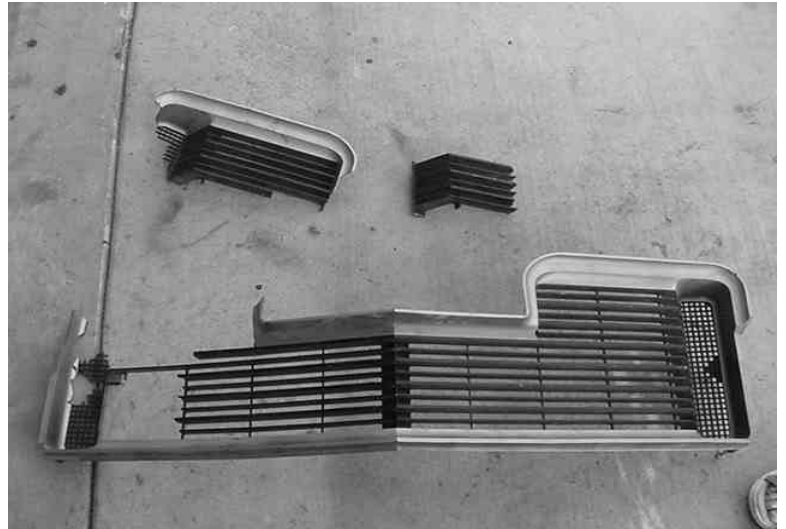
BY: PHIL GREEN

Topics of Interest:

- *Recommended Supplies*
- *A lot of time and patent*
- *Safety*

SUPPLIES NEEDED FOR GRILL RESTORATION.

- **Rotary tool**—Like Dremel or Black & Decker
- **Package or Razor blades**
- **Versa Chem.**— Plastic weld system
- **Superglue**
- **Evercoat Polyester filler**
- **Sandpaper**— 220, 320, and 600 grit sand paper
- **Paint** - Argent Silver and Dark Argent
- **Paint Stirs**
- **Water bucket**



Attached Picture is a damaged 72 GS grill

The Project—1972 Buick GS/Skylark Grill

Repairing a grill can be time consuming and tedious work. If you take your time and focus on the details you can produce a refinished grill for little cost. For example in the picture above, the grill was supposed to have been an NOS grill that was damaged shortly after it was installed into a car. Most of the structural pieces were included when I took possession of the grill. Having these pieces for go the problem of having to replicate another piece from another parts grill. Not all pieces were provided by the original owner so some replication did take place while restoring this grill.

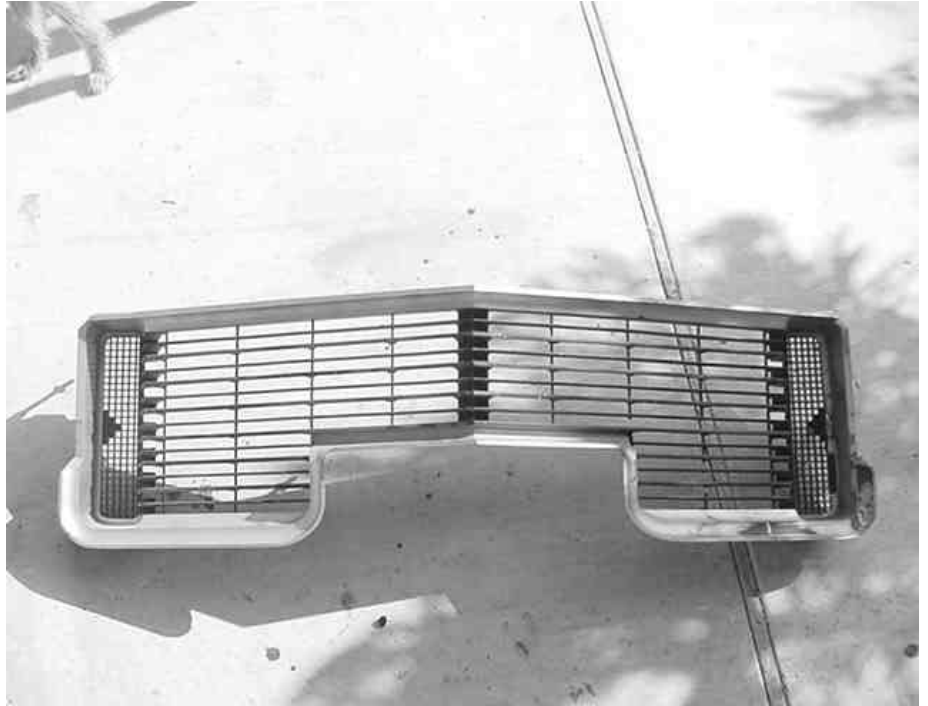
ASSEMBLY OF THE GRILL

The picture to the left has been fitted together using super glue. The reason I use super glue is because it will slightly melt the plastic. When the plastic melts together and the glue dries this will forms a strong bond to hold the pieces together until we revisit this area later. As you can see in the picture there are still pieces missing on the lower right side. This is where we will use a parts grill to replicate the missing pieces.



GRILL REPAIR & RESTORATION CONTINUED

Now that the grill is in its basic shape after gluing the pieces together now it is time to form new pieces that will fill in the remaining gaps. This was done with parts from a parts grill I had bought for the purpose of restoring grills. The picture to the right shows the grill with the pieces installed in the lower right hand corner. My recommendation for fitting pieces in place is to cut the patch piece very big in comparison to the missing area. Then use your rotary tool and file to trim it to fit. I like to use the barrel type sander attachments on my Dremel tool for this purpose. Once this piece is fitted into place you can use the super glue to attach it to the grill. If there are any Gaps you can use the versa chem. –Plastic weld system (available at Auto zone or other parts houses). This product is a 2 part epoxy. I like to use a razor blade to apply plastic filler for the tight areas.



Once the epoxy dries, I like to knock down the excess with 100 grit sandpaper. The goal is to try and level the epoxy as best you can. On flat surfaces I usually use a wooden paint stir stick (free at Home Depot or Lowe's) wrapped in 220 grit sandpaper to help block the epoxy down and remove scratches. After the epoxy is leveled, you can apply Evercoat Polyester filler. This is a light body filler and flows nicely into creases and scratches. If there is excess filler I like to knock it down with 220 grit sand paper then start feathering it with 320 grit sand paper. Once areas have been sanded smooth you will be ready to go onto the next stage

WET SANDING & PREPARATION FOR PAINT



I must warn you that wet sanding is very critical process of restoring the grill. Without wet sanding the paint would look grainy, scratchy, and rough looking. I like to use a large bucket with warm water and a little dish washing detergent. This will help break down any oils or dirt that may be on the surface. I usually make two thorough passes when wet sanding the grill. Start with 400 grit wet/dry sandpaper and finishing with 600 grit. This should not be a fast process it should take some time to do every line, dip and corner on the front and back of the grill. Once you have completed this process Wash the grill with water only and let dry. All you need to do now is wipe the grill with wax and grease remover and dry off immediately let dry again finally wipe the grill off with a tack cloth.

Now you're ready for paint.

Painting Your Grill

By Phil Green

Painting our grills may vary because of the type of grill you are restoring. Be sure to make sure of the colors and how the application of the colors should look. Remember that the factory did not measure and tape every corner perfectly so painting a grill may not always have sharp / crisp lines often times the grills would not transition from one color to another evenly. These areas could be in tight corners or places the grill transitioned colors in a tight space it was not in a large area. Another key point is when painting these grill's that we do get carried away when painting.

While applying the paint we do not want it to thick. Light coats are the key to showing the details of the contours and transitions on our grills. The point here is that paint shows the details of all the hard work that was put into repair and reshaping our grills. Templates were made for the cupped areas on the far left and far right to prevent over spray in this area. As you can see there is a transition of color from light argent to dark argent in this area. This is one of the areas where it was not perfect but should look nice. So first the whole grill (front and Back) is painted dark argent. We now mask off the dark argent areas (Example borders and edges) and insert or temples in the cupped areas. This leaves the light argent area exposed for paint. This is the area where you do not want to be over zealous with the paint. It could cause a raised paint line along the tape is placed. You now only need to remove the tape to complete your grill restoration. I hope this article has been informative and will assist you in the future on repairing your grill.



SHOCKING; TO SPIRAL OR NOT TO SPIRAL

By Duane Heckman

For years I, like almost everyone else in the field, “assumed” that all 69-72 Buick A-bodies came from the factory with spiral shocks, regardless of their application. In the past, there had been talk that some of these cars originally did come equipped with non-spiral shocks, but as this info took neither date codes nor part numbers into consideration, these “rumors” were summarily dismissed. The assumption had always been that the shocks were changed, and the guys were looking at newer style replacement shocks. Recently however, new information has come to light and the factory usage of these non-spiral shocks has now been documented.

You may ask why this is important, well there are actually three reasons;

1. Many of us consider ourselves as amateur automobile “Historians” and simply want to know what is correct for our cars.
2. If it’s proven that some of these cars did indeed come originally with non-spiral shocks then this new information may impact how the already completed cars are judged on the show field.
3. It will let future restorers know that, depending on the application, or possibly the build date of the vehicle, the usage of spiral shocks may be incorrect.

I figured the best place to start was by looking at information taken from the vehicles themselves. I mean, how more accurate can you get, then by taking your data from the parts/information that was actually used to build the cars. I used two different sources for this, namely original build sheets and information taken from original shocks. With the build sheets, I noted the build date, model number, shock application codes, and suspension type. To verify that the shocks removed from vehicles were original, I matched the date codes of the shocks against the body build date for that particular vehicle, and also noted the shock part numbers and model number. Only information that included all of the above was incorporated into the database, everything else was considered incomplete and was excluded.

I also used other sources of factory information as reference material, including Wholesale Car Order Forms, and Factory Assembly Manuals. The Wholesale Car Order Forms are the actual forms used by the dealerships to order the cars when new. They list the available options for each model and group them under specific sale codes. The Factory Assembly Manuals were developed, in their own words, “--- to furnish the assembly plants with the necessary engineering information and illustration to assemble and ship a complete Buick vehicle to comply with Engineering specifications and quality standards.”

My raw data was collected from some 50 vehicles that were built at various assembly plants throughout the 1969-1972 model years. This gave me the broadest range possible, thus making my data more representative of the cars being built across the country, rather than at any specific production plant. I arranged the data according to build date, and divided it up into 4 different categories namely,

1969-1972 Skylark/Special Regular Duty Shocks

1969-1972 Skylark/Special Heavy Duty Shocks (F 40 Suspension Option)

1969-1972 GS 350, GS 400/455 Regular Duty Shocks (F 40 Suspension Standard)

1969-1972 GS 350, GS 400/455 Heavy Duty Shocks (F 41 Suspension Option, with rear sway bar)

Included in my data, was one entry for a 1969 California GS. I checked my 1969 Wholesale Car Order Forms and discovered they had their own separate order form, which was completely different from the 1969 GS 350/400 Wholesale Car Order Form. They also shared the same model number (43327) with the Special Deluxe 2-door thin-pillar coupes, and were basically a Special Deluxe that came stock with GS trim, a 350 High Performance motor, and the F 40 heavy-duty suspension package. Therefore, for the above reasons I included it in with the Skylark/Special data.

Once all the raw data was collected, my next step was to cross-reference the shock part numbers and application codes. I did have a few examples of cars with both types of data, but wanted to double-check my findings with another source. For this I turned to the 69-72 factory assembly manuals, as these manuals list all the part numbers and application codes for both regular and heavy-duty shocks. The first thing I noticed was that any particular shock part number/application code group remained the same regardless of the production year. In other words, a front shock with an application code of "SM" carried the same part number of "3192812" for every year it was listed. This was very important, because now if I knew the application code I could deduce the part number, and vice versa. At this point I began filling in the charts with all the information that could be deduced.

Here are the 4 charts I put together.

69-72 SKYLARK/SPECIAL REGULAR DUTY SHOCKS											
VEHICLE INFORMATION		INFORMATION SOURCE			DATA COLLECTED						
PRODUCTION YEAR	BUILD DATE	INFORMATION SOURCE NAME	TAKEN OFF ORIG. SHOCKS	TAKEN FROM BUILDSHEET	SHOCK TYPE	F. SHOCK PART NUMBER	F. SHOCK APPLIC. CODE	F. SHOCK DATE CODE	R. SHOCK PART NUMBER	R. SHOCK APPLIC. CODE	R. SHOCK DATE CODE
69 SKYLARK (44437)	11/30/68	DH		X	SPIRAL	3192812	SM		3192813	SH	
70 SKYLARK (43537)	08 D (69)	R. DAVENPORT	X		SPIRAL	3192812	SM		3192813	SN	198 69
70 SKYLARK (43537)	09/29/69	DH		X	SPIRAL	3192812	SM		3192813	SH	
70 SKYLARK (44437)	10/22/69	DH		X	SPIRAL	3192812	SM		3192813	SH	
70 SKYLARK (43537)	04/09/70	DH		X	SPIRAL	3192812	SM		3192813	SH	
70 SKYLARK (43537)	05/29/70	DH		X	SPIRAL	3192812	SM		3192813	SH	
71 SKYLARK (43369)	08 D (70)	DH	X		SPIRAL	3192812	SM	177 70	3192813	SN	216 70
71 SKYLARK (43327)	09/23/70	DH		X	SPIRAL	3192812	SM		3192813	SH	
71 SKYLARK (44469)	03 C (71)	RICH GARLAND	X		SPIRAL	3192812	SM		3192813	SN	058 71
72 SKYLARK (43337)	10/08/71	DH		X	SPIRAL	3192812	SM		3192813	SH	
72 SKYLARK (43337)	12/01/71	C. MALPASS		X	SPIRAL	3192812	SM		3192813	SH	
72 SKYLARK (43337)	12/09/71	DH		X	SPIRAL	3192812	SM		3192813	SH	
72 SKYLARK (44437)	01/27/72	PAT HARMON		X	SPIRAL	3192812	SM		3192813	SH	
72 SKYLARK (43369)	02 B (72)	G. NENADOVICH	X		SPIRAL	3192812	SM	340 71	3192813	SN	340 71
72 SKYLARK (4D37)	02/29/72	DH		X	SPIRAL	3192812	SM		3192813	SH	
72 SKYLARK (4D69)	03 C (72)	R. DAVENPORT	X		SPIRAL	3192812	SM		3192813	SN	026 72
72 SKYLARK (4H37)	04/06/72	DH		X	SPIRAL	3192812	SM		3192813	SH	

69-72 SKYLARK/SPECIAL HEAVY DUTY SHOCKS (F 40 SUSPENSION)											
VEHICLE INFORMATION		INFORMATION SOURCE			DATA COLLECTED						
PRODUCTION YEAR	BUILD DATE	INFORMATION SOURCE NAME	TAKEN OFF ORIG. SHOCKS	TAKEN FROM BUILDSHEET	SHOCK TYPE	F. SHOCK PART NUMBER	F. SHOCK APPLIC. CODE	F. SHOCK DATE CODE	R. SHOCK PART NUMBER	R. SHOCK APPLIC. CODE	R. SHOCK DATE CODE
69 CA. GS (43327) (F40)	10/01/68	DH		X	SPIRAL	3192927	YW		3192928	YX	
72 SKYLARK CUSTOM (4H37) (F40)	04/11/72	MIKE MULLEN		X	SPIRAL	3192927	YW		3192928	YX	
72 SKYLARK CUSTOM (4H37) (F40)	04/14/72	PAT HARMON		X	SPIRAL	3192927	YW		3192928	YX	

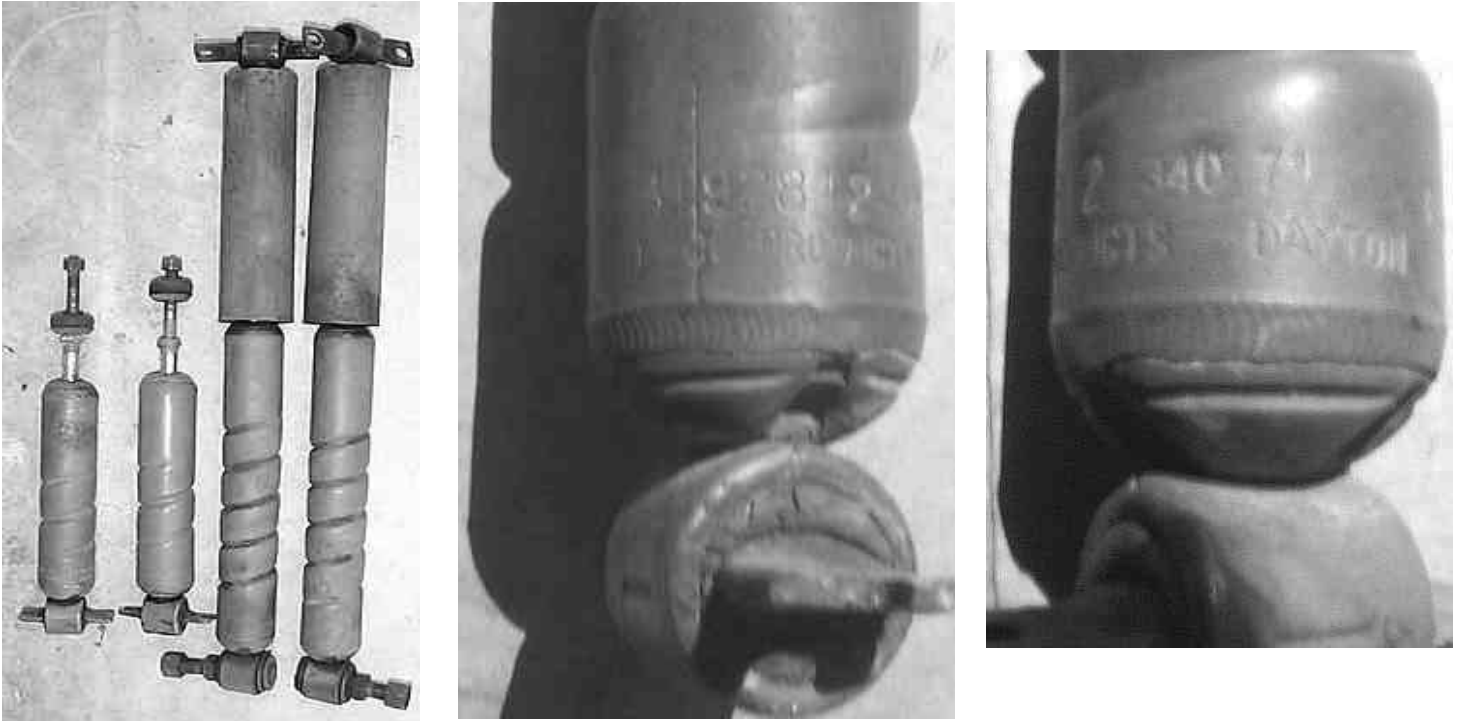
69-72 GS 350, GS 400/455 REGULAR DUTY SHOCKS (F 40 SUSPENSION STANDARD)												
VEHICLE INFORMATION		INFORMATION SOURCE			DATA COLLECTED							
PRODUCTION YEAR MODEL NAME MODEL NUMBER	BUILD DATE	INFORMATION SOURCE NAME	TAKEN OFF ORIG. SHOCKS	TAKEN FROM BUILDSHEET	SHOCK TYPE	F. SHOCK PART NUMBER	F. SHOCK APPLIC. CODE	F. SHOCK DATE CODE	R. SHOCK PART NUMBER	R. SHOCK APPLIC. CODE	R. SHOCK DATE CODE	
69 GS (44637)	11/09/68	DH		X	SPIRAL	3192927	YW		3192928	YX		
69 GS (44637)	01/16/69	DH		X	SPIRAL	3192927	YW		3192928	YX		
70 GS (44637)	08/20/69	DH		X	SPIRAL	3192927	YW		3192928	YX		
70 GS (44637)	09/09/69	DH		X	SPIRAL	3192927	YW		3192928	YX		
70 GS (44667)	09/19/69	DH		X	SPIRAL	3192927	YW		3192928	YX		
70 GS (44667)	11/03/69	DH		X	SPIRAL	3192927	YW		3192928	YX		
70 GS (44637)	11/17/69	DH		X	SPIRAL	3192927	YW		3192928	YX		
70 GS (44637)	01/15/70	DH		X	SPIRAL	3192927	YW		3192928	YX		
70 GS (43437)	03/12/70	DH		X	SPIRAL	3192927	YW		3192928	YX		
70 GS (43437)	04/01/70	DH		X	SPIRAL	3192927	YW		3192928	YX		
71 GS (43437)	08/25/70	DH		X	SPIRAL	3192927	YW		3192928	YX		
71 GSX (43437) (less F 41 Option)	04/09/71	DH		X	SPIRAL	3192927	YW		3192928	YX		
71 GS (43437)	04/09/71	S. EVERIST		X	SPIRAL	3192927	YW		3192928	YX		
71 GS (43437)	05/11/71	LARRY EINMO		X	SPIRAL	3192927	YW		3192928	YX		
71 GS (43437)	06/15/71	MARK SMITH		X	SPIRAL	3192927	YW		3192928	YX		
71 GSX (43437) (less F 41 Option)	06/25/71 06 B	RICH GARLAND	X	X	SPIRAL	3192927	YW		3192928	YX	141 71	
72 GS (43467)(4G67)	10/01/71	G. GESSLER		X	SPIRAL	3192927	YW		3192928	YX		
72 GS (43437)	01/28/72	DH		X	SPIRAL	3192927	YW		3192928	YX		
72 GS (43437)	01 D (72)	JOHN DIAZ		X	SPIRAL	3192927	YW		3192928	YX		
72 GS (43437)	03 D (72)	RICH GARLAND		X	SPIRAL	3192927	YW		3192928	YX		

69-72 GS 350, GS 400/455 HEAVY DUTY SHOCKS (F 41 SUSPENSION, WITH REAR SWAYBAR)												
VEHICLE INFORMATION		INFORMATION SOURCE			DATA COLLECTED							
PRODUCTION YEAR MODEL NAME/NO. SUSPENSION OPTION	BUILD DATE	INFORMATION SOURCE NAME	TAKEN OFF ORIG. SHOCKS	TAKEN FROM BUILDSHEET	SHOCK TYPE	F. SHOCK PART NUMBER	F. SHOCK APPLIC. CODE	F. SHOCK DATE CODE	R. SHOCK PART NUMBER	R. SHOCK APPLIC. CODE	R. SHOCK DATE CODE	
69 GS (43437) (F41)	03/12/69	DH		X	SPIRAL	3192818	SU		3192819	SV		
69 GS (44637) (F41)	03 C (69)	DAVE KLINE	X		SPIRAL	3192818	SU		3192819	SV	3A69	
70 GS (44637) (F41)	10/22/69	DH		X	SPIRAL	3192818	SU		3192819	SV		
70 GS (44637) (F41)	01/29/70	DH		X	SPIRAL	3192818	SU		3192819	SV		
70 GS (44637) (F41)	03 A (70) 3/70	DENNIS LYONS	X		PLIACELL	3192294	FG	350 69	3192295	FJ	344 69	
70 GS (43437) (F41)	06 D (70)	RICH GARLAND	X		PLIACELL	3192294	FG		3192295	FJ	016 70	
71 GS (43437) (F41)	02/26/71	DH	X	X	PLIACELL	3192294	FG	224 70	3192295	FJ	225 70	
71 GSX (43437) (F41)	03/16/71	SCOTT MILLER		X	PLIACELL	3192294	FG		3192295	FJ		
72 GS (43437) (F41)	09/14/71	DH		X	PLIACELL	3192294	FG		3192295	FJ		
72 GS (43437) (F41)	04/05/72	DH		X	PLIACELL	3192294	FG		3192295	FJ		

By looking at the above charts I noticed a few things,

1. The Regular Duty (R.D.) Skylark/Special shocks were spirals, and retained the same part number/application code throughout the 69-72 model years.
2. The Heavy Duty (H.D.) Skylark/Special shocks were spirals, and retained the same part number/application code throughout the 69-72 model years.
3. The Regular Duty (R.D.) GS shocks were spirals, retained the same part number/application code throughout the 69-72 model years, and were also the same shocks that were used for the (H.D.) Skylark applications.
4. The Heavy Duty (H.D.) GS shocks went through a change during the 69-72 model years. The shocks started out as spirals in 69 and continued until a mid-year change during the 70-model year. At that time the spirals were replaced by the new "Pliacell" non-spiral shocks, and these were used until the end of the 72-model year.

Shown below are some pictures of original Delco shocks that were taken off 1969-1972 Buick A-bodies.



These pictures show a set of original Delco Products spiral shocks that George Nenadovich removed from a low mileage 72 Skylark 4-door with the standard suspension package. The details on the right are from one of the front shocks and clearly show the part number, "3192812", and the date code of "340 71".



The preceding picture shows 2 different styles of original shocks. Dennis Lyons removed the pair on the left from a 1970 GS 455 Hardtop equipped with the heavy-duty F 41 suspension package, while the set on the right was taken from a low mileage 1971 Skylark 4-door with the regular suspension package. Both are factory Delco shocks and look virtually the same, except the set on the left are non-spirals. (If you look closely you can even see the remnants of the shock application code sticker on the non-spiral front shock.)



Here is a close-up of the H.D. rear shock shown in the previous picture. Both the part number, "3192295", and the date code of "344 69", are clearly visible. You can also see the word "PLIACELL" stamped into the shock, which will only be found on this variety of shock.

Pliacell Shocks

So now for the big question, "What are Pliacell shocks, and what makes them so special?" Well I did some digging and found a few references for them. I discovered they were also used on 1972 Corvettes, and possibly even before then. I also found 2 articles about the 1973 Pontiac Grand Am that talked about them. Below are excerpts from the articles.

Excerpt from Grand Am article (Motor Trend October 1972)

"Wheel control has also been greatly improved through the use of Pliacell, a GM trade name, shock absorbers, which, by using a plastic bag to separate the oil and air in the cylinder, retain their firmness over rough roads where "ordinary" shocks aerate and become mushy and lose their ability to dampen spring movements."

Excerpt from "To Pontiac, it's a "European GT," but do owners agree?" (Popular Mechanics 1973)

"Shock absorbers, called Pliacell, have internal plastic membranes that separate the hydraulic fluid from the gas. At high speeds on rough roads, most shocks tend to aerate (gas and fluid mix, causing bubbles). This kills a shock's effectiveness. But Pliacell shocks can't aerate."

Conclusions

It appears that all 69-72 Buick A-bodies came from the factory with Delco spiral shocks; except for the mid-late 1970 thru 1972 GS/GSX's with the F 41 suspension package. These cars were equipped with the new improved Delco Pliacell shocks. From looking at the data taken from actual production cars, the change over occurred, referencing body build dates, sometime between the 5th week of January 1970 (01D) and the 3rd week of March 1970 (03A).

It is also now obvious that the Buick Engineers wanted a firm but smooth ride with their 70-72 A-body heavy-duty suspension equipped cars, even during hard acceleration over rough roads. These new Pliacell shocks gave them the ability to deliver just that, and were probably cutting edge technology at that time.

Acknowledgements

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Scott Miller
Mike Mullen**

1963-1976 Buick Big Block Engines

The following summary identifies Buick's big block engines by engine code, model year, usage, and their respective power ratings.

Year	Cubic Inch	Carb	Compression Ratio	Engine Code	hp@rpm	Torque @ rpm	Engine/Model Usage
<u>401 Cubic Inch (445 Label) 4.1875 Bore x 3.64 Stroke</u>							
1963	401	4Bbl	10.25	JT	325@4400	445@2800	STD: Wildcat, Invicta, Estate Wagon, Electra, Riviera OPT: LeSabre
1964	401	4Bbl	10.25	KT	325@4400	445@2800	STD: Wildcat, LeSabre Wagon, Electra
1965	400(401)	4Bbl	10.25	LR	325@4400	445@2800	STD: Gran Sport Skylark
1965	401	4Bbl	10.25	LT	325@4400	445@2800	STD: Wildcat, Electra, Riviera
1966	400(401)	4Bbl	10.25	MR	325@4400	445@2800	STD: Gran Sport Skylark
1966	400(401)	4Bbl	11.0	MS	332@4400	450@2800	OPT: Gran Sport Skylark
1966	400(401)	4Bbl	10.25	MU	340@4600	445@3200	OPT: Gran Sport Skylark
1966	401	4Bbl	10.25	MT	325@4400	445@2800	STD: Wildcat, Electra, Riviera
<u>425 Cubic Inch (465 Label) 4.3125 Bore x 3.64 Stroke</u>							
1963	425	4Bbl	10.25	JW	340@4400	465@2800	OPT: Riviera
1964	425	4Bbl	10.25	KW	340@4400	465@2800	STD: Riviera
1965	425	4Bbl	10.25	LW	340@4400	465@2800	OPT: Wildcat, Electra
1966	425	4Bbl	10.25	MW	340@4400	465@2800	OPT: Wildcat, Electra, Riviera STD: Riviera OPT: Wildcat, Electra
<u>425 Cubic Inch Dual 4 Bol. Carb. (Super Wildcat Label) 4.3125 Bore x 3.64 Stroke</u>							
Specific Content: Dual Carter Carburetors, same camshaft as early 1963-65 425-4Bbl engines, special distributor timed 12° and dual snorkel chrome air cleaner.							
1964	425	2-4Bbl	10.25	KX	360@4400	465@2800	OPT: Wildcat, Electra, Riviera
1965	425	2-4Bbl	10.25	LX	360@4400	465@2800	OPT: Wildcat GS, Electra, Riviera GS
1966	425	2-4Bbl	10.25	MZ	360@4400	465@2800	OPT: Factory available after Mar. 1, 1966 Wildcat GS, Riviera GS
<u>400 Cubic Inch 4.040 Bore x 3.90 Stroke</u>							
1967	400	4Bbl	10.25	NR	340@5000	440@3200	STD: GS 400 Skylark
1968	400	4Bbl	10.25	PR	340@5000	440@3200	STD: GS 400 Skylark
1969	400	4Bbl	10.25	RR	340@5000	440@3200	STD: GS 400 Skylark

Year	Cubic Inch	Carb	Compression Ratio	Engine Code	hp@rpm	Torque @ rpm	Exh	Engine/Model Usage
1974	455	2Bbl	8.5	ZI	175@3400	355@2000	Single	OPT: LeSabre
		4Bbl	8.5	ZI	190@3600	370@2000	Dual	OPT: Century, Century Gran Sport, Regal, LeSabre
				ZF	210@3600	335@2200	Single	STD: Estate Wagon, Electra
				ZF	230@3800	355@2200	Dual	STD: Riviera
(Power rating method again changed to a new SAE test in 1974 resulting in lower advertised numbers)								
1975	455	4Bbl	7.9	AF	205@3800	345@2000	Single	STD: Estate Wagon, Electra, Riviera
(Compression ratio reduced and catalytic converters introduced in 1975)								
1976	455	4Bbl	7.9	SA	205@3800	345@2000	Single	STD: Estate Wagon, Electra, Riviera
OPT: LeSabre								
<u>455 Cubic Inch (Stage 1) 4.3125 Bore x 3.90 Stroke</u>								
Special Content: Heads with 1/8" o.s. swirl polished valves, special camshaft with single machined identification groove, H-D valve springs, higher oil pressure spring, 5/8" dia. oil suction pipe, specific carburetor and distributor, deep sump fuel pump and chrome rocker covers.								
1970	455	4Bbl	10.5	SS	360@4600	510@2800	Dual	OPT: Gran Sport Skylark - GS 455
1971	455	4Bbl	8.5	TS	345@5000	460@3000	Dual	OPT: Gran Sport Skylark - GS 455
(Compression ratio reduced in 1971 for lower octane unleaded fuel resulting in power loss)								
1972	455	4Bbl	8.5	WS	270@4400	390@3000	Dual	OPT: GS Skylark
(Power rating method changed from gross to net values - measured with air cleaner and mufflers installed in 1972 resulting in lower advertised numbers)								
1973	455	4Bbl	8.5	XS	270@4400	390@3000	Dual	OPT: Century Gran Sport
1974	455	4Bbl	8.5	ZS	255@4400	370@2800	Dual	OPT: Century Gran Sport
(Power rating method again changed to a new SAE test in 1974 resulting in lower advertised numbers)								

Year	Cubic Inch	Carb	Compression Ratio	Engine Code	hp@rpm	Torque @ rpm	Exh	Engine/Model Usage
1974	455	2Bbl	8.5	ZI	175@3400	355@2000	Single	OPT: LeSabre
		4Bbl	8.5	ZI	190@3600	370@2000	Dual	OPT: Century, Century Gran Sport, Regal, LeSabre
				ZF	210@3600	335@2200	Single	STD: Estate Wagon, Electra
				ZF	230@3800	355@2200	Dual	STD: Riviera
				(Power rating method again changed to a new SAE test in 1974 resulting in lower advertised numbers)				
1975	455	4Bbl	7.9	AF	205@3800	345@2000	Single	STD: Estate Wagon, Electra, Riviera
				(Compression ratio reduced and catalytic converters introduced in 1975)				
1976	455	4Bbl	7.9	SA	205@3800	345@2000	Single	STD: Estate Wagon, Electra, Riviera
				OPT: LeSabre				
<u>455 Cubic Inch (Stage 1) 4.3125 Bore x 3.90 Stroke</u>								
Special Content: Heads with 1/8" o.s. swirl polished valves, special camshaft with single machined identification groove, H-D valve springs, higher oil pressure spring, 5/8" dia. oil suction pipe, specific carburetor and distributor, deep sump fuel pump and chrome rocker covers.								
1970	455	4Bbl	10.5	SS	360@4600	510@2800	Dual	OPT: Gran Sport Skylark - GS 455
1971	455	4Bbl	8.5	TS	345@5000	460@3000	Dual	OPT: Gran Sport Skylark - GS 455
				(Compression ratio reduced in 1971 for lower octane unleaded fuel resulting in power loss)				
1972	455	4Bbl	8.5	WS	270@4400	390@3000	Dual	OPT: GS Skylark
				(Power rating method changed from gross to net values - measured with air cleaner and mufflers installed in 1972 resulting in lower advertised numbers)				
1973	455	4Bbl	8.5	XS	270@4400	390@3000	Dual	OPT: Century Gran Sport
1974	455	4Bbl	8.5	ZS	255@4400	370@2800	Dual	OPT: Century Gran Sport
				(Power rating method again changed to a new SAE test in 1974 resulting in lower advertised numbers)				

Year	Cubic Inch	Carb	Compression Ratio	Engine Code	hp@rpm	Torque @ rpm	Exh	Engine/Model Usage
------	------------	------	-------------------	-------------	--------	--------------	-----	--------------------

455 Cubic Inch (Performance Option) 4.3125 Bore x 3.90 Stroke

Specific Content: Heads with 1/8" o.s. valves, special camshaft with three machined identification grooves, H-D valve springs and deep sump fuel pump.

1971	455	4Bbl	8.5	TA	330@4600	455@2800	Dual	STD: Riviera GS OPT: Centurion
1972	455	4Bbl	8.5	WA	260@4400	380@2800	Dual	STD: Riviera GS OPT: Centurion

(Power rating method changed from gross to net values - measured with air cleaner and mufflers installed in 1972 resulting in lower advertised numbers)

455 Cubic Inch (Stage 1) 4.3125 Bore x 3.90 Stroke

This is the same engine as the (Performance Option) above used in 1971-72 Riviera GS and Centurion models but relabeled Stage 1 for 1973-74. Different engine than Stage 1 option used in Skylark/Century.

1973	455	4Bbl	8.5	XA	260@4400	380@2800	Dual	OPT: Riviera, Centurion
1974	455	4Bbl	8.5	ZA	245@4400	360@2400	Dual	OPT: Century Gran Sport, LeSabre, Estate Wagon, Electra, Riviera

- Engine codes are stamped on blocks. See Buick shop manuals for locations.
- Some Model years had additional specific engine codes for California and export sales usually also shown in shop manuals.

Thanks to the Buick Gallery, Clare & Dodie Barcome, Al Bohren and Bob Gardner for their assistance.

Denny Manner
Retired Buick-GM Engine Engineer
10/10/2005

Does Perfect Mean Not Being Perfect?

By Rick Martinez

Alright you want to restore your Buick and you start researching what will be needed and what your Buick should look like when completed. The word "perfect" comes to mind. But what constitutes being perfect? Take the 1970 GSX for example. The stripes should be perfectly straight just like the factory made it, right? Well as we are and have quickly found out being perfect out of the factory was sometimes not being perfect. As the GSX stripe has a slight cut upward on the quarter panel, coming out this way straight from GM.

Recently I got the bug on restoring my 1973 Centurion 455 convertible. Now mind you it's a driver yet I want it to fair very well in shows too. While in process of redoing my interior I happened to glance at the 455 fender emblems. At first I thought I needed glasses. The 455 on the driver's side is centered under the Centurion name plate, yet on the passenger side it is to the far right side of the Centurion name plate. Now I knew my Centurion is an original big block car. Next move was to grill my friend who did the body to see if he remounted the emblems wrong. He told me he used the same mounting holes and the fenders had no previous repairs to them. Hmmm, what goes here, I thought.

Off I went to Adam Martin's Centurion web site: www.buickcenturion.com. and checked other 1973 Centurions. I'll be darn each and everyone had the same way the fender emblems were mounted. Who would figure? If I was to do a concours type restoration I would have figured both 455 emblems would have to be centered under the Centurion name plate. In this case too, being perfect is to be not perfect. Why is it like that? Who knows? Maybe the guy drilling the holes was cross eyed or was drunk that day. It's anyone's guess.

The bottom line here is when you are restoring your Buick spend some time researching the finer points because back in the 1970's quality was not always the #1 priority in the automotive industry. You may find that you "over" restored your Buick to what you think is to be correct when in actuality not being correct is just how it should.



After checking 21 of the 1973 Centurion 455's both convertibles and hardtops on the Centurion web site, all of them had the same mounting positions. Above driver's side with 455 centered under the Centurion name plate and on the photo on the right is the passenger side with the 455 emblem mounted to the right side of the Centurion name plate.

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What to Use and How Much

The following are types of anti-theft devices that can be used to protect your vehicle

Steering Wheel Lock:

A long metal bar with a lock that fits on the steering wheel and is designed to prevent the steering wheel from being turned. Also acts as a visual deterrent for thieves looking in car windows and may prevent air bag theft.

Cost range: \$25 to \$100

Benefits: Inexpensive way to keep would-be thieves away; especially good device to use when "layering" protection.

Car Alarms:

Typically equipped with motion sensors, impact sensors and a loud siren or series of tones in the 120-decibel range.

Cost range: \$150 to \$1,000

Benefits: The best alarms arm themselves automatically when you leave the vehicle and include an automatic kill switch. The best models also flash the headlights and honk the horn in addition to sounding a siren.

Kill Switches:

A hidden switch that needs to be flipped on for the car to start, otherwise preventing the flow of electricity or fuel to the engine. (Also growing in popularity: starter disabler.)

Cost range: \$10 to \$125

Benefits: Inexpensive and easy to install.

Electronic Tracking Devices:

An electronic transmitter hidden in the vehicle emits a signal that is picked up by the police or a

monitoring station.

Cost range: \$400 to \$1,500

Benefits: Very effective in helping authorities recover vehicles before they can be stripped or chopped up.

Electronic Keys:

Pre-installed electronic anti-theft systems that allow the vehicle to operate only with a correctly coded key.

Cost range: Standard equipment on some cars.

Benefits: Systems are easy to use and reliable.

Tire Locks:

Similar to the circular steel "boots" used by many larger city police departments; make the car nearly impossible to move.

Cost range: \$80 to \$200

Benefits: Greatly hamper thieves looking for a "quick getaway;" also provides a strong visual deterrent and a formidable challenge for would-be car thieves.

Window Etching:

Vehicle Identification Number (VIN) etched onto the windows -- as well as other parts of the car -- to discourage thieves and aid in recovering the vehicle if it is stolen.

Cost range: \$20 to \$200

Benefits: Makes your vehicle less attractive to thieves since chop shop rings thrive on vehicles that have easily removable VINs or none etched on at all.

Theft Deterrent Decals:

Typical decals identify the vehicle as protected by either an alarm system or a national theft prevention company.

Cost range: \$2 to \$5

Benefits: Inexpensive way to bluff a car thief.



Opening SOON!!!! High Torque Racing

Mike Garrison

In conjunction with my repro parts I have decided to expand into the paint and body work side of the job I know well. I have been working in this trade since 1982 and have had my own successful shop before. Back 12 years ago I sold it off as the city wanted to build a parking garage!! I decided to become help instead of moving to a new location. This I have decided was a mistake.

I have intentions of having my new building up and running before spring. I will be offering my assistance painting and doing body work on cars trucks & motorcycles. I will take on the cars you can't seem to get done in the current shop your car rests in under the blankets. If you have a need to pull a car and bring it here we WILL have a schedule of events. As on every car we do. On the cars we do there will be picture documentation at least on a weekly basis. I will try to be timely and as cost effective as I can be to do a job you would be proud to drive, show and tell your friends about. I have done award winning paint jobs before. I am not afraid to do more. I have more cars to my credit (mostly around here) that were done as nice paint jobs and end up being show cars. I even won recently best paint and best interior on a 55 Chevy I did in my garage!! (Now I only did all the painting in the interior someone else put the leather in). Ok enough of all that lets talk about what I will be able to handle. I will be able to do frame off's if that's what you want. I plan to have all the supporting equipment to be able to cover all this operation. I will be able to handle any insurance claims you have on your car also as I have worked with all the major companies.

I have at my disposal a very accomplished machinist that builds my engines, and he and I have discussed him building any engine hp range you would like in your car. We also have an engine dyno that has had several of the Buick engines on it already, so that is also available. I have a transmission shop also who will be working with me to build what you want/ need.

All that's left is the interior. I have an interior shop that has been in business for over 30 years and they have agreed to push what ever I have thru in a timely manner.

New Products

Ok here they are. I have installed the samples on a console and the fit was just as nice as the original. These also are going to only be black. If you want them another color you will need to paint it. I am offering these on this limited number order. I will most likely only do this one order and it depends on the response I get. I have one vendor who has signed on for an order of these, so to Cars Inc I salute you for your support.

Now for the rest of you these are going to be \$69 plus \$4.50 S&H for those who order prior to September 30th. After that they will go up to the \$89 price. Just for the record making dies/molds and the order etc is now a \$6500 deal (UP FRONT!!!) I NEED to receive your orders as soon as possible!!! Please do not wait. Now is the time to move!

THANK YOU for your support. I already have the next part in mind ready to ship out to the manufacturer!



Email me at mike@mrbuick.com or PAYPAL me at the same. Or call me in the evening at 785-246-2661

McIntyre Enterprise LTD

Is proud to announce the release
Reproduction 1969 Buick
Skylark/GS Grills

For More Info Please Call Today

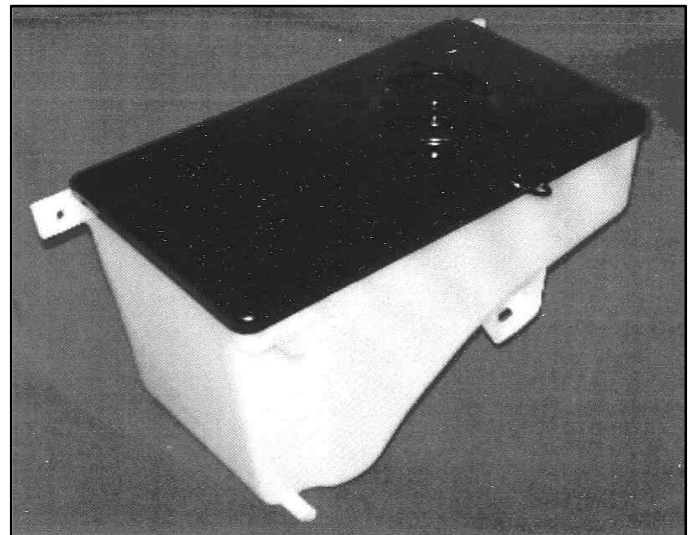
Also Available

New Reproduced Throttle Cables

The reproduced throttle cables are now available at \$39 each plus \$6 for S&H. PA residents please add 6% sales tax. Call today to order yours!



Reproduction overflow coolant tanks



Made from high grade plastic and manufactured using blown injection molding to meet the high demands of today's racers and the most picky showcar owners. They are made to replace old, discolored A-body tanks.

Tanks can be purchased directly from the manufacturer at a reasonable price. Tanks are available in two styles: white with black lid and clear with clear lid. Both styles are priced at \$149 plus \$16 s/h in the continental United States. PA residents add 6% sales tax.

For pricing, ordering, and all other information please call or email

**McIntyre Enterprises LTD
420 Leawood Drive
New Castle, PA 16105
(724)654-1412
mcintyreenterprisesltd@adelphia.net**

Dues are Due

As the 2005 year comes to a close so does everyone's one year membership. The club year will end with the December/January issue being sent out. Please don't delay on getting your dues out. As John Schmidt had mentioned, it has been a tough road for the BPG and with the club back on track we have made some changes for the better. We now expanded the Board of Directors and have more members that have stepped up to help run the Club along with our website. We need everyone's support as we enter the new year with great plans for the 2006 BPG Nationals!

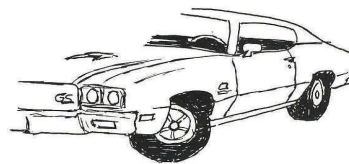
So please don't delay, mail in those dues today! Take the time out to make a copy and fill out of the form below and mail it with your payment payable to the "Buick Performance Group" to:

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



You say you were "Definitely Interested!"....

...But unless dues are paid, \$35.00 You will have only 2 more issues.



NAME: _____ E-Mail: _____

ADDRESS: _____

TELEPHONE: _____ CELL/WORK#: _____

NEW MEMBER: YES NO BPG MEMBER NUMBER: _____

Check off below only if you are already a multi-year or life time member, and just fill out and mail in this renewal form.
 Multi-year/Life time member: _____

CIRCLE ONE: 1 Year - \$35.00 2 Year - \$65.00 3 Year - \$90.00 Life Time - \$500.00

Please make checks or money orders out to: Buick Performance Group

Mail To

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

Comments and Buicks vehicle own:

Financial Report 2002 - 2004

Any and all inquiries must be made in writing along with member's full name, address, telephone number, BRG Membership number and mailed to:
The Buick Performance Group, 1150 West 5th Street, P.O. Box 614, Marysville, Ohio 43040-0614.
Only active members of the Buick Performance Group and their inquiries in writing will be acknowledged.

Buick Performance Group Financial Statements 2002

Jan - Dec 02

Income Statement

Ordinary Income/Expense	
Income	
Bullsheet Ads	90.00
Membership Dues	8,845.95
Merchandise Sales	1,327.10
Event Sponsors	200.00
Total Income	10,463.05
Cost of Goods Sold	2,601.85
Club Merchandise	500.00
Sponsorships	3,101.65
Total COGS	7,161.40
Gross Profit	93.30
Expense	
Bank Service Charges	230.48
Equipment Rental	288.82
Webistes Expenses	2,771.50
Keeney Race 2002 (7/8-7/10)	40.00
Misc - KS	4,937.60
Printing & Reproduction	239.74
Office Supplies	65.89
Postage & Shipping - Other	1,710.21
PayPal	10,327.34
Total Expense	-3,019.94
Net Ordinary Income	8.75
Interest Income	
Net Income	-3,807.19

Balance Sheet

Dec 31, 02

ASSETS	
Current Assets	
Checking/Savings	2,973.31
Advance Financial Bank - Ohio	-535.21
PayPal	484.89
TCF Bank - MN	3,719.10
Receivables	6,542.19
Total Current Assets	6,542.19
TOTAL ASSETS	6,542.19
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	1,223.39
Accounts Payable - Member	1,150.99
Equity	
Member Investments	7,175.00
Unrestricted Retained Earnings	-3,007.19
Net Income	4,167.81
Total Equity	6,542.19
TOTAL LIABILITIES & EQUITY	6,542.19

Buick Performance Group Financial Statements 2003

Jan - Dec 03

Income Statement

Ordinary Income/Expense	
Income	
Booth Space Rental	20.00
Food Booth	139.00
Gate Receipts	1,059.00
Donations	605.21
Membership Dues	20,092.95
Merchandise Sales	1,094.10
Reproduction Part Sales	80.00
Total Income	23,059.26
Cost of Goods Sold	555.60
Regional Event Expenses	1,600.00
Sponsorships	1,995.00
Total COGS	21,104.26
Gross Profit	58.31
Expense	
Bank Service Charges	335.77
Equipment Rental	710.74
Webistes Expenses	124.45
Promotions	8,117.68
Printing & Reproduction	1,731.03
Office Supplies	170.63
Postage & Shipping	2,725.05
PayPal	13,973.84
Total Expense	7,130.62
Net Ordinary Income	7,130.62
Interest Income	
Net Income	7,130.62

Balance Sheet

Dec 31, 03

ASSETS	
Current Assets	
Checking/Savings	6,466.66
Advance Financial Bank - Ohio	-50.59
PayPal	286.81
TCF Bank - MN	7,047.41
Receivables	13,782.29
Total Current Assets	13,782.29
TOTAL ASSETS	13,782.29
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	1,313.27
Accounts Payable - Member	1,150.99
Equity	
Member Investments	7,175.00
Unrestricted Retained Earnings	-3,007.19
Net Income	7,130.62
Total Equity	11,298.43
TOTAL LIABILITIES & EQUITY	13,782.68

Buick Performance Group, Inc. Financial Statements 2004

Jan - Dec 04

Income Statement

Ordinary Income/Expense	
Income	
Bullsheet Ads	300.00
Donations	115.00
Membership Dues	21,283.62
Merchandise Sales	341.65
Sales Parts	398.00
National Event Income	48,207.98
Total Income	70,646.45
Cost of Goods Sold	46,392.69
National Event Expenses	1,000.00
Sponsorships	210.00
Club Merchandise	47,802.99
Total COGS	23,043.46
Gross Profit	31.70
Expense	
Bank Service Charges	125.00
State/Federal Filing Fees	394.60
Webistes Expenses	8,047.05
Printing & Reproduction	1,508.42
Office Supplies	455.62
PayPal	4,525.31
Postage & Shipping	15,087.70
Total Expense	7,955.76
Net Ordinary Income	7,955.76
Interest Income	
Net Income	7,955.76

Balance Sheet

Dec 31, 04

ASSETS	
Current Assets	
Checking/Savings	10,417.32
Advance Financial Bank - Ohio	-306.00
PayPal	1,041.49
TCF Bank - MN	12,777.19
Receivables	23,930.00
Total Current Assets	23,930.00
TOTAL ASSETS	23,930.00
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Accounts Payable	3,524.22
Accounts Payable - Member	1,150.99
Equity	
Member Investments	7,175.00
Unrestricted Retained Earnings	4,124.03
Net Income	7,955.76
Total Equity	19,254.79
TOTAL LIABILITIES & EQUITY	23,930.00

Thunder Valley Dragway

