

THE BULL SHEET

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**Race on Sunday, sell on Monday.
Buick had it covered!**



LOCO

MOTION



The Buick Performance Group

Buick Performance Group
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Buick Performance Group Mission Statement

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

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

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

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Lone Star Buick Winter Bash BBQ and Camaraderie

While most of the north is covered now in a thick white coat of snow, this is not the case for the Buick fanatics that live in Texas. Most of the Buicks are enjoyed year round. While many cars in the north are put into hibernation awaiting a good warm spring day and after a few good down pores to wash away the heavily used salt. The northern cars begin their hibernation. A few Texans decided it would be a perfect time take advantage of the great winter weather. So on December 3rd 2005, the Lone Star Buick Winter Bash was held. Many regulars that attend this event were not able to come due to illness and/or work conflicts. However the group that came had a great time. We all showed up at the track around noon and started our traditional Texas BBQ. We all thank Frank Brooks for the use of his BBQ trailer. While we had a great time BBQing, we got to visit many new people who attended this event for the first time. It was great to meet them and also good to see our friends that came back to enjoy the racing.



The individuals above on the left side, Eric and Greg Schmelzer, got extremely lost in Nebraska and ventured their way to Texas. Their excuse was something about snow blindness. They even packed a snowball in their cooler. This was said to be auctioned off but got no bidders



And were off to the Races...



With a race so late in the season it was surprising to see all the cars that attended. As a change of pace we saw a large amount of older GS's/ Skylarks and Rivi's along with the fast GN's /T-types. The track took some time to sort out a few problems which led to a late start but once they overcame their problems the racing began. Everyone was enthusiastic and those not racing cheered on their fellow Buick friends that did race. The time trials went fairly quickly and the race began. It was a great time to see all the Buicks racing, unfortunately we did see some attrition - but that's racing. As the finals approached it was three V8 cars that showed that they were the ones to beat. The beautiful car of Steve Daniels—68 GS400 (3rd place), The deadly consistent car of Jarrod Campbell - 67 GS400 (2nd Place), and finally at the top of the heap is the 455 powered 85 regal of Ed Menville that took 1st place at this Buick event. As you can see, the winters are for racing in Texas. See ya'll in the spring!

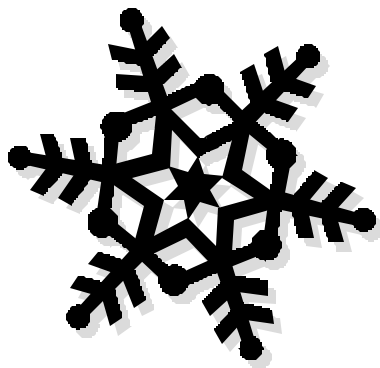
The Finalist

Ed Menville “guy with bunny Ears above his head”
455 powered 85 Regal – 1st place

Also to his right is all around good guy David Atkinson
giving the infamous bunny ears



Jarrod Campbell's 1967 GS 400 – 2nd place



Steve Daniels 1968 GS 400 – 3rd place

A Piece of Buick's Racing History

By Guy Parquette and Rick Martinez

I am forty-one, married to Colleen for five years and live in central Wisconsin. My first car was a 1970 Buick Skylark I purchased when I was 14 years old. It went through many transformations throughout its life and I currently still have it as my GSX clean race/show car. Somehow some of my friends and my bother followed the Buick theme as we grew up and we always had Buick performance cars. I've tried everything from dual quads to nitrous oxide when I street raced my Skylark. Ive always loved drag racing and in the mid 80's to early 90's went pretty much every weekend but then tired of the non heads up bracket racing.

Somewhere in the early 1990s an opportunity came up to go heads up professional snowmobile drag racing. So I left the car scene to put all my efforts toward the sleds. We became very successful right from the first race, became hooked and within a year received a full factory ride. I've had an awesome career racing sleds...helped in developing the drag asphalt track, won many titles...racer of the year. Drag racer of the year many times...became the number one ranked drag race team in the world.

After 9-11 and the fall of the economy the snowmobile industry took some hits and the cuts came, and along with that the contracts to the racers. I raced for Ski-Doo for 12 years. Before my last year racing I could see the end coming and knew I would have enough time (and finances from racing now) to look for a Buick.

Finding the car:

I was originally looking for a GSX and would go on the internet every day...one day just for the heck of it I goggled something like 70 GS stage 2. Up came this ad of a white Stage 2 Buick, word for word It read;

APOLLO WHITE BLACK INTERIOR 455 STAGE 2 MOTOR 1970 GS STAGE 2 BUICK, 1,678 ORIGINAL MILES, THIS CAR IS THE ORIGINAL KENNE-BELL/REYNOLDS BUICK RACE CAR THAT POP KENNEDY RACED DURING THE EARLY SEVENTIES. THIS CAR WAS A TEST CAR FOR BUICK AND THEIR STAGE 2 ENGINE PROGRAM. THIS CAR IS A GREAT NOSTALGIA PIECE. A ONE OF A KIND FOR A COLLECTOR OR A BUICK ENTHUSIAST....

The ad is still there, on the net. Now this ad mind you, was about 2 to 3 years old at that time and I thought it was long gone. But I kept thinking about it. I was like "man I know this car"! So I dug up any info I could on it and realized what car Dave has...or had. I took a chance and called him one night. Did he still have the car? Yes. Was it still for sale? Maybe to the right person... An indescribable feeling came over me. Here I had the finances to purchase this (maybe) and this famous car could still be available. Dave's biggest concern seemed to be, he did not want this car leaving the states. He had offers for it but the serious ones were from collectors from Europe and Canada. I called him a couple times, not to work out a price but just to see if he still wanted to sell it. I understood that. Finally one night I called and he said he was going to talk to his friends in Washington State to find out what they thought. I waited about a week and called him again. He said he would sell. He informed me the car was not perfect. The ad was made in mind that it would be a running and detailed car. It was not at this time. I didn't care and understood the shape a race car of all its life would be in. I raced sleds for 12 years. Ski-Doo would give me 7 new sleds a year and before we raced them would take them apart and put them back together in race form...if we needed room here or there out came a hammer, if we needed a hole anywhere out came a saw. I knew what this car was going to look like and could tell Dave was a little concerned with the shape it was in....I wasn't.

We agreed on a date to meet and possibly pick the car up. So off I went to Arizona with my brother and a friend and my empty car hauler. When we got there Dave had the car sitting outside for me to inspect. It was what I thought it would look like, a race car. Rear quarters smashed out with a hammer to make big tires fit, holes everywhere. It was all fine by me. We talked almost all day before I left with the car...Looking back now, I think it was pretty much an interview he was giving me so he would be assured the car was going to a good home. We keep in touch and I email him pictures once in awhile and let him know what's up with the car.



After the purchase of the car in the spring of 2002, it sat in a safe place while I had the time to ingest what I just purchased! And plan what I should do with it. Everyone that owned this car before me had it really for one reason, to drag race, and I could tell Dave was concerned that's all I had in mind. After about a year I had made up my mind to restore it to the extent that I did.

I decided before the restoration to do a full nut and bolt rotisserie style restoration on it. I didn't just take it apart and one thing led to another...I had a plan. And I would think that is why most everything went smoothly and the restoration was done relatively quickly, three years. The plan was to restore it back to the way it was campaigned in 1970, with the correct aftermarket parts of the era (Sun gauges and all) and the correct lettering. I opted to paint the lettering on rather than to just use vinyl. There were many people that thought I was crazy to even think of painting on the lettering, but looking back there really was no other way. I'm happy with my decision.

Patience and perfection, there is no other way!



After setting up his plans, Guy went right to work on the Reynolds Buick. He meticulously dismantled the entire car right down to the bare bone stripped frame! The real work then began by building this Buick back up. This is something that most automotive enthusiasts would never attempt. Guy was determined and as you see he was very successful!





When Guy was restoring his Buick he took tons of patience to every small detail. The above shots show this with the perfect detailing that took place once the bare frame was stripped cleaned and re-painted.

On the left the finished primed body waits for the paint room.

The car:

Car came off the assembly line on 09-18-1969 with very few options. I would have to think this is the lowest optioned Stage One car that Buick built. It came off the line as a Stage 1, TH400, standard base interior, aluminum drum brakes, manual steering, no radio...I think it's easier to list what options did come on it: *A1 (stage 1), B2 (TH400), E5 (evaporative emission system) **Ca. emissions**, J3 (custom seatbelts) L1 (soft-ray tinted glass) X2 (rallye steering wheel).* Invoice total, \$3,347.75.

Thanks to Duane Heckman I found out the car has all its original sheet metal, the front inner structure is all original and all the glass is original including the windshield, which amazes me to this day. To think about what that windshield went through with all the trailering to and from the drag races, and there is not even a nick in it.

Stories and history:

Some of these stories and the history of this car is from information in talking with people that were involved with the car and from magazines from that era, so you could say it is all second-hand information. I had emailed some pictures of this car to Don Reynolds, son of Pete Reynolds, this last fall when I finished it, and Don showed them to Spence Lyon who worked for Reynolds Buick and knew Pop and a lot of the history. Spence (and Don) were very excited to see this car survived and made it back to what it is today. Spence was so excited he and his wife planned a visit this last fall to meet me and see the Reynolds car. It was quite the experience for me! When I opened up my shop for Spence to see the car, what I witnessed is unexplainable. Spence looked the car over with pauses to wipe the tears from his eyes. It must have brought back so many happy memories.

He had a package for me with pictures and letters and newspaper articles of Pop, Reynolds and the cars. He shared some stories with me. Some of those..."Did you know Pop was friends with the founder of the NHRA Wally Parks". Wally said Pop was most likely the very first person to go down Lions Dragway. Pop was one of the best "off the lights" and some of his opponents even with quicker cars hated to match up against him because more than likely they would lose. Spence went on to tell some stories about Buicks in Motown and how the engineers would put 455's in other brand "A" body GM's to do real world testing (read street racing!) on the streets of Detroit. He says the Buick group that did these kinds of things called themselves the rat pack or skunk works. Pete Reynolds loved to go to the drag races and also helped out some, mainly with transporting some of the race vehicles. His wife did not like the racing part though. Pete was driving one of the race cars back from either a race or test session and got caught in a rain storm with the slicks still on ended up losing control and flipping the GS (not mine thank god!) hurting himself and totaling the car. After that, his wife got her way and that pretty much ended Reynolds involvement in racing. Spence remembers the car being another white GS.

The 2005 BPG meet:

My goal was to debut this car at the 2005 BPG meet. The most part, the restoration was awesome. You could say the car was very good to me. I really didn't run into any problems....until weeks before August 11th 2005. The finishing touches took way longer than I could imagine. The first set of bumpers I had rechromed didn't turn out like I wanted, so I had to scramble to get another set. It took over two weeks and a lot of traveling but I came up with a set that looked good. Time to put them on...well it didn't work out that easy. The front had to be tweaked quite a bit and took two nights to get right. Now with one weekend ahead of Salem week I finally had the engine ready to fire and break in. It didn't have spark... I found the problem on that Monday. It fired and seemed to run fine....until it had pressurized the radiator from combustion pressure....not good. Usually means a cracked head...not good at all on my iron stage 2 unported virgin heads. Found it coming from number seven cylinder. Off comes the head and by that time it didn't look like I was going to make my goal. But there was hope because the copper head gasket looked suspicious where the rtv migrated in by the o-ring. That was bad on my part. This all took place Monday night. Mind you, this is on a nicely detailed and restored engine and engine bay. I took Tuesday off (not planned). I was all set up with a local machine shop to check the head out. The head had no cracks! We took a zero cut to check for straightness and everything looked good! Back on went the head. I spent the rest of the day breaking the engine in, timing it, jetted to where it seemed right and everything that goes along with it. Tuesday, I stayed in the shop all night into Wednesday doing all the small things that really took a long time! Mid-Wednesday morning came up fast! I still had to clean the thing, pack the trailer and load it. We parked the trailer on the road so I could at least drive the car a little. I drove the car out of the shop and did a break check...knocked the steering wheel from my hands and took a hard right. It went back in the shop to adjust the brakes and I finally got it loaded. Cleaned up and took a shower and by that time everybody (wife, brother, his

girlfriend) were patiently waiting for me. We hit the road by three o'clock Wednesday. I literally drove the car out of the shop and in the trailer for this show. I felt like I was on one of those Speed Vision shows where they're always up against a dead line!

It was all worth it though. It was exciting meeting everyone. Everybody was so nice and helpful. I was beat to say the least, so I had a nice relaxing time. Next year I'm going to live it up a bit and see if I can "hang" with the partiers. And I am very much looking forward to attending the 2006 BPG Event.

The Future Plans Changes or Upgrades:

The Motor Spider Wheels are going to get a complete restoration. Thanks to Wild Bill I found a set along with the NOS centers! The offsets will be changed to be correct. These wheels were on the car in many old photos. For some reason these wheels were on most of the factory backed Buick drag cars of that era. Mr. Benisek himself said at last years BPG meet that he believes there was some kind of promotion with the company to run those wheels and also you could get the correct offset for these cars.



The headers mounted on my extra set of iron Stage 2's are jugged up there for the start of restoring them. They are a really nice set of Kustoms I finally found...probably the hardest item to find for this car. The flanges will be fixed then sent out to be coated in the correct color. The car came with a badly rusted and dinged up set of the Stage 2 Kennedy-Bell built headers.

The rear end is the original differential from the car. (it has a 12 bolt in it right now) The picture doesn't make it look as nice as it really is. It's amazingly rust free and will go through a major detailing.



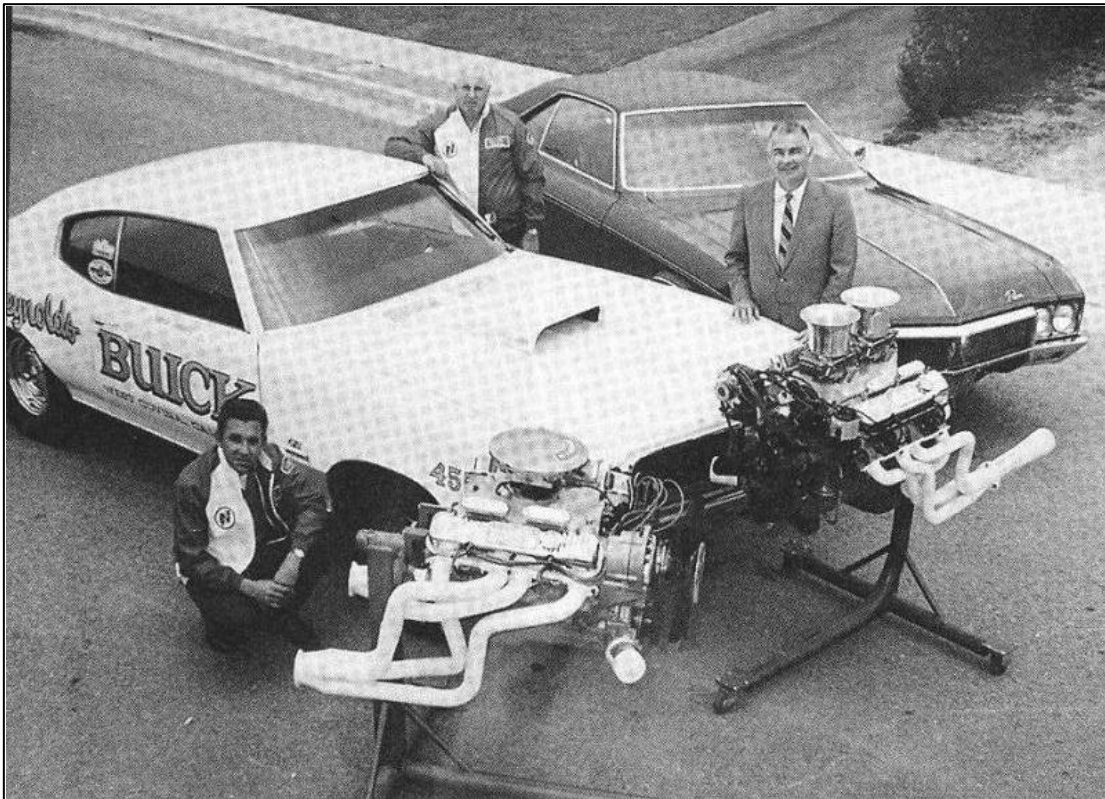
The ring and pinion carrier is also the original one from the car....check out the hammered Stage 2 4:78-1 gear set that ole Pop abused one too many times!



The pistons are original Buick part numbered Stage 2's also in nice shape. I still don't know if I will use them in the car or maybe in a display along with my extra heads and headers.

Tidbits:

- Jim Bell used this Buick made stage 2 hood scoop to make the mold for the reproduction fiberglass units he sold.
- Jim Bell's story on how this car became a test car for the Stage 2 program: According to Jim, Buick almost ousted the Stage 2 head program. He and Pop were tuning their Stage 2 set up along with the then new heads. (heads were not released until 1972) This was being done late 1969 or early 1970, way before the heads were made available to the public. He found a 1/2 second improvement over the stage1. He called Buick to get a hold of more heads and they told him they were not going any further with the program because in there tests they didn't see an improvement. After Jim told them what they showed for an improvement they handed most of the testing over to them.
- Pop Kennedy was good friends with the late Buster Couch, the famous NHRA starter, and also Steve Gibbs with NHRA.



This shot was taken back around 1970 showing the same, now restored, Reynolds Buick. Shown in the shot is Jim Bell (lower left), Pop Kennedy (upper left, and Pete Reynolds (far right)

If you would like to meet Guy Parquette in person and to see his frame off restored Reynolds Buick GS, Guy will be attending the 2006 BPG Nationals this August along with having his "one of a kind" Buick racecar on display.



A Brief History of the Motion GSX

By Duane Heckman and Mark Reeves

I get calls all the time from people thinking they have found everything from Stage 1's to Factory Show Cars and Supercars. Most of the time after looking through the paperwork and researching the history of the cars, it is often proven they are not what they appear to be.

Mark Reeves was aware of these facts when he learned there was a 1970 "Motion" GSX in his area. He also knew it was hard to document a Motion car because Motion installed readily available aftermarket performance parts, as part of their upgrades. Plus, the cars that went through Motion's shop were modified based on their retail customer's needs; therefore no two cars would be alike.

At this point he contacted me, as he knew my good friend Jim Hawthorne, had gone through a similar thing with documenting his 1969 GS Motion car. I clearly remember the day Mark called, told me what he found and asked if it was possibly real. The first thought running through my head was "Yeah right, here comes another owner built car that someone thinks is real." Then, I recalled a conversation I had with Jim Hawthorne, and asked Mark if it was a 1970 Saturn Yellow GSX.

When Jim first got his 1969 Blue GS 400, something like 20 years ago, he had a conversation with Mr. Rosen about his car and asked if he ever did any Buicks. Mr. Rosen told him he remembered doing something like two cars. He said one was blue and was either a 1969 or 1970 and the other was a 1970 car and was either yellow or brown, he didn't remember which.

This was the conversation I remembered, and told Mark. Now up to this point Mark had never seen the car, so I went over a few things that were on Jim's Motion car and gave him some other things to look for. I also told him the steps that were needed to document the car, so he knew what he was getting into.

About 2 months later he finally got to see the car. It was in a state of partial disassembly, but the majority of the items I told him to look for were either still on the car or in the boxes of parts taken off the vehicle, so he proceeded to make arrangements to buy the car.



Above are two pictures that were taken the day the car was picked up. The location of the Motion emblems on the front fenders are clearly visible, as well as the aftermarket rims.

Once he got it home the real fun began. Mark started photographing the entire car, including all aftermarket components, and took special care to note the location and size of every non-factory hole drilled into the vehicle. He also enlisted the help of some local “Motion” experts, that discussed the types of modifications “Motion” was doing, and the parts they often used. At this point he started locating where the non-factory parts were placed, by looking at the mounting “scars” left behind on the car. This included parts like the Phase III ignition, fuel pumps, ladder bars, etc.

Finally, once all the “scars” were accounted for, and Mark knew the modifications this particular car received, it was time for the next step. He gathered all his information, including photographs, and sent them off to Joel Rosen, the President of Motion Performance, to see about getting the car documented. After going through all Mark’s information Mr. Rosen sent back the following letter.

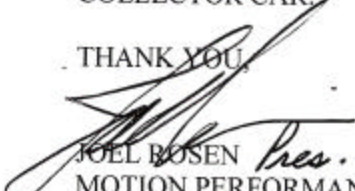
11 APRIL 2005

MR. MARK REEVES
498 WAGON TRAIL
WOODSTOCK GA 30188

DEAR MR. REEVES:

MARK, AFTER CHECKING YOUR PICTURES AND INFORMATION CAREFULLY, IT IS (AS WE ORIGINALLY DISCUSSED) MY OPINION THAT YOUR BUICK GSX VIN #446370H217575 WAS NOT A NEW BALDWIN MOTION NEW CAR DELIVERY (SINCE WE DID NOT SELL NEW MOTION BUICKS), BUT THAT IT WAS A JOB DONE (BUILT) IN OUR SERVICE DEPARTMENT FOR A RETAIL CUSTOMER. IT WOULD HAVE BEEN WORKED ON BY THE SAME MECHANICS WHO BUILT OUR NEW CARS AND AS SUCH SHOULD HAVE INCREASED THE VALUE OVER A STOCK GSX. I HOPE YOU SEE YOUR WAY CLEAR TO RESTORE IT PROPERLY AND I'M SURE IT WILL BE A GREAT COLLECTOR CAR.

THANK YOU.


JOEL ROSEN Pres.
MOTION PERFORMANCE INC.

This letter was all the proof Mark needed to document his car. Now with a clear direction on how to proceed, it was time to start on the restoration. At this point he started buying not only the parts necessary to restore a regular production GSX, but also had the added task of replacing some of the damaged or missing “specialty” pieces.

Mark decided to do a complete body-off the frame restoration, and make it look exactly like it did the day it rolled out of the Motion shop. As the restoration got closer to completion the special nature of this car became more and more apparent. The car turned out beautifully, and from what I understand sounds very “healthy”.

One of the questions I was hoping to get answered was when Motion Performance modified the car. We could tell it was done early in life, due to the parts that were used to build it, but I really wanted to get a more accurate time frame. The answer came from an unexpected source. Some of the guys were talking about the Motion GSX on the BPG website, when a member named Bill Mahoney from North Babylon NY posted that he saw Mark’s GSX getting prepped at Motion. Of course this perked up a few ears, and a couple of days later I was talking to Bill about the car.

Bill has owned two Motion cars, a 1970 Chevelle SS 454 Coupe and a 1972 Phase III Baldwin Motion Camaro. In late April early May of 1970 Bill took his Chevelle to Motion for upgrades. On one of his visits sitting next to his car was a 1970 Saturn Yellow GSX that was also getting upgraded. When he saw it the engine was out of the car and two mechanics were drilling the hood for a pair of hood pins. The stock rear axle was also removed and a 12-bolt Chevy posi rear with a set of ladder bars was sitting behind it ready to go in. Bill even remembered the names of the two mechanics that worked on the car, Paul Braccini and Phil Frolic, also known as “The Prophet”, because they were the same two guys that were working on his car.

Bill and I talked about many things including the fact that Mark’s car has a 1970 factory replacement block, rather than the original motor. He said that made perfect sense because Motion often bought crate motors and pre-built them to customer specs before the cars came to the shop. That way the motors could be exchanged quickly and not tie up too much shop time.

So there you have it, the history of the car as far as we know today. I am sure as time goes by more pieces of the puzzle will be filled in. It would be nice to know who the original owner was, and I imagine he can tell some interesting “stories” but that will have to wait for another day.

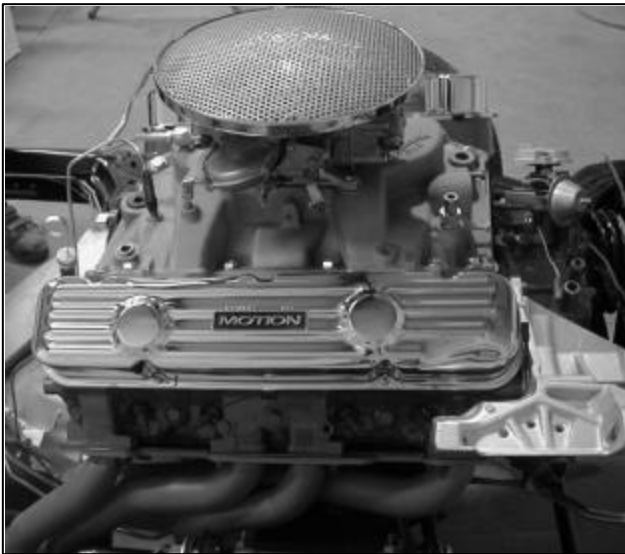
Listed below are the special features that can be found on the car, as well as pictures of the restored vehicle. Enjoy.

Special Features of the Motion GSX

Motion Emblems on both valve covers, front fenders, and dash pad
1970 Buick factory replacement block, with factory 1970 Stage 1 heads
Edelbrock B4B Intake
Holley 3-Barrel Carburetor, with manual choke
High Performance Chrome Mesh “Fly Eye” Air Cleaner
Phase III High Output Ignition System
High Output Coil
High performance Distributor Cap and Wires
Mickey Thompson Modern Tube Super Scavenger Headers, with factory dual exhaust and Thrush Mufflers
Shift Kit, installed in original Turbo 400 transmission
12-Bolt Chevy 4:11 rear with Aluminum finned rear cover
Lakewood webbed Ladder Bar
Hurst Shocks
Keystone Mag wheels with Motion spinners and MT Indy Profile SS bias ply tires
Twin in-line electric fuel pumps, mounted in the trunk
Switch setup, mounted under dash, to turn on/off taillights, Phase III ignition, Twin electric fuel pumps, and alarm system
Barrel style locking hood pins
Alarm System



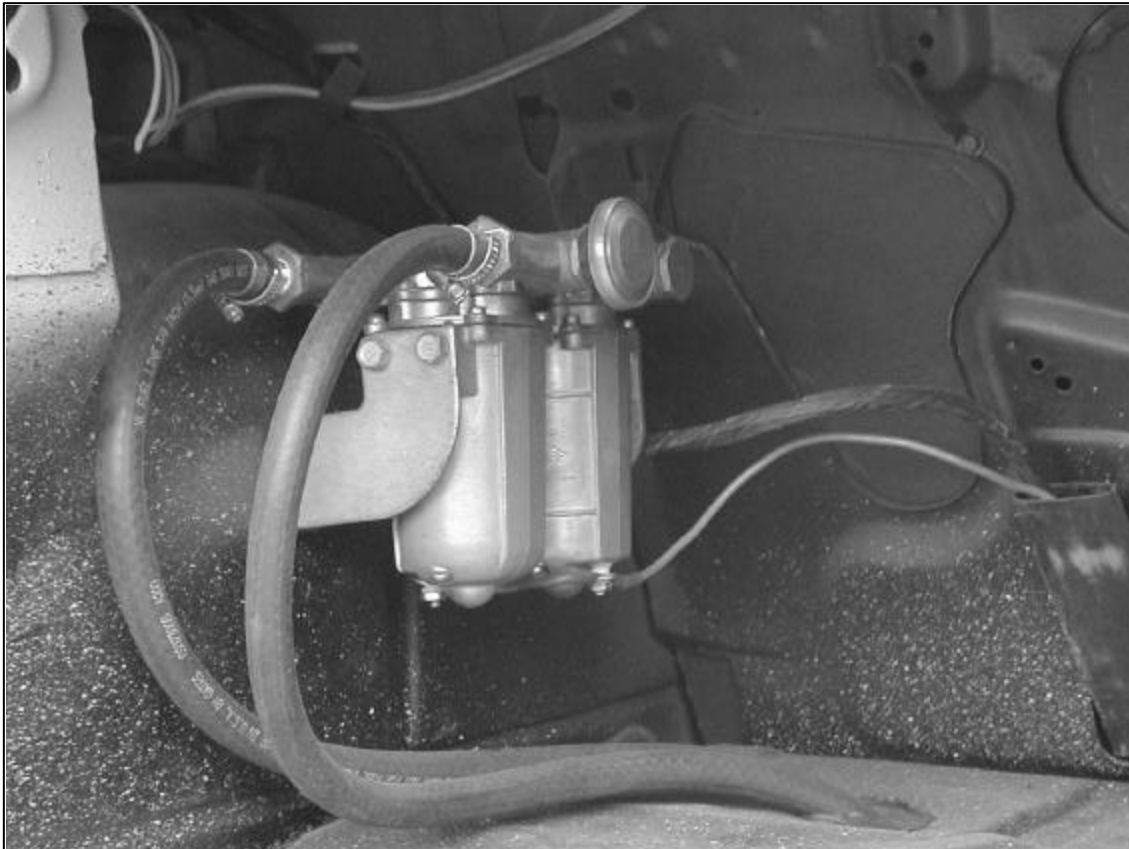
Here is a ¾ view of the restored car. (Notice the hood pins have not been re-installed yet)



These pictures show some close-ups of the engine. You can see the Motion emblems on the valve covers, Mickey Thompson Headers, Edelbrock B4B intake, Holly 3-bbl carb, and the “Fly Eye” air cleaner. The picture on the right also shows the location of the Phase III ignition system. Normally this would have been mounted on the firewall, but the AC system made the firewall too “busy”, so the techs mounted it on the right inner fender.

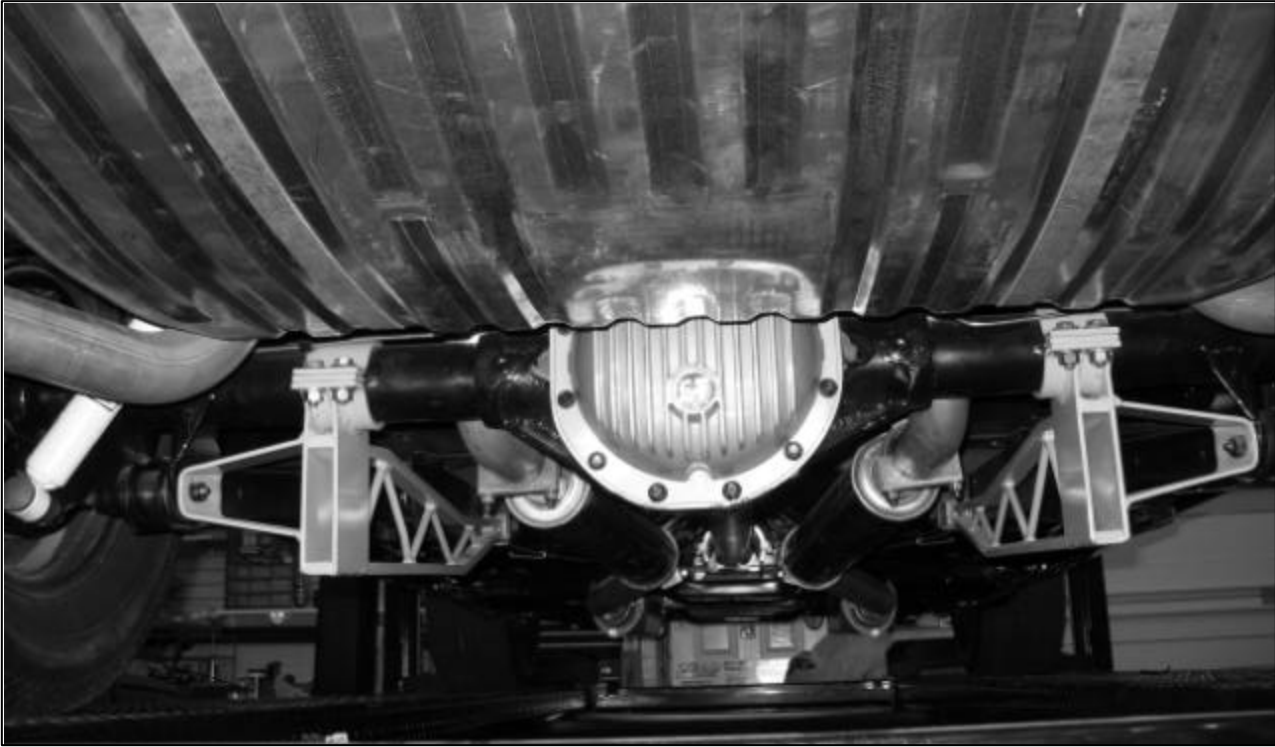


Here are some other shots from under the hood, including close-ups of the Phase III ignition box on the right inner fender, and the Motion Performance decal on the left inner fender.



This picture shows the twin in-line fuel pumps that were mounted inside the trunk, on the left rear inner wheelhouse. The hole for the hoses was not finished at all and was literally punched into the trunk floor with a chisel.

This shot shows the 12-bolt Chevy posi rear, aluminum rear cover, webbed Lakewood ladder bars, Hurst Shocks, Thrush Mufflers, and the flanges on the end of the headers.



These are 2 interior shots. The picture on the left shows a panel with 4 switches mounted under the dash. These switches were wired to the taillights, Phase III ignition, fuel pumps, and alarm system. So if a driver wanted, he could hit the switches, turning the taillights off and the ignition and fuel pumps on, and "take off" into the night. The picture on the right shows the Motion Emblem directly above the GSX Dash Emblem.



Close-up of the Keystone Mag wheels with the "Motion" Spinners, and Mickey Thompson tires

Buick Performance Group Web Site - Member Spotlight

Dave Gramlow's 1968 GS 350



I bought my 1968 GS350 in Sept 2001. Took the Greyhound bus from Fargo, ND to near Seattle, WA just after 9/11, since my flight was cancelled. I then drove it the 1,400 odd miles back home. There isn't much original stuff on the car anymore. It has a 1971 350 block, with 1972 intake and heads, and was rebuilt in 1996, in mild street fashion. It has a 2.56 posi rear, so it's great on the highway, but still gets off the line very well also. I had it upgraded to a TH350 in 1995/96, which was also rebuilt then, no idea what stall speed. I did figure out the block came out of a 1971 LeSabre w/4bbl.(TD code). Interior is black bench seat. It's non-air, power drums, power steering, tilt, Barry Grant sport wheel, and has chrome wheels with Mitch Romanowski reproduction wheel centers, "highly recommended". Right now it has 14" 235-60 street tires. I'm in the middle of assorted small projects with it, hopefully having it ready for driving by summer.

PRODUCTION PLANT LOGISTICS

By Duane Heckman

Have you ever wondered why cars built at different assembly plants have different parts? Or why some cars in your area were built at Flint Michigan, while most were built at other production facilities? Well it all has to do with logistics.

GM is in the business of selling cars, and tries to keep them priced as inexpensively as possible. One way to keep costs down, without sacrificing quality, is to minimize shipping costs. They did this in two ways:

1. For incoming parts, they used local manufacturers, if possible, to supply the production plants.
2. For delivery of finished cars, they divided up the country into several regions, based on proximity to production facilities, and available transportation systems, and assigned each region to a specific production plant.

Now, let's look at the cars and see if they can prove the above statements. Regarding the first item, namely, "--- they used local manufacturers, if possible, to supply the production plants", the most obvious example of this would be with glass.

GM used three different manufacturers to make the glass for our cars, and sand blasted the company logo at the bottom of each piece. Below is the list of glass manufacturers with some of their known plant locations.

Glass Manufacturers

LOF (Libby Owens Ford)
PPG (Pittsburgh Plate Glass)
DCL (Duplate Canada Limited)

Production Plant Locations

(Ohio, California)
(Pennsylvania, Ohio)
(Canada)

Here is a breakdown of glass type and the GM production plants that used them. Included are the year/model of cars where the information was taken. (Note; all glass was checked for date code correctness to verify the glass' authenticity).

LOF Glass

GM Production Plant

Flint, Michigan
Lansing, Michigan
Leeds, Missouri
Fremont, California

Vehicle year/model

Various 1970-1972 GS/GSX cars
1972 442 Fastback
1970 Skylark Coupe & Convertible
1972 GS 350 Coupe

PPG Glass

GM Production Plant

Wilmington, Delaware
Framingham, Massachusetts
Linden, New Jersey
Baltimore, Maryland

Vehicle year/model

1968 Skylark Convertible
1970-71 Skylark Coupe & 72 GS 350 Coupe
1970 442 Convertible
1972 Chevelle Coupe & Convertible

DCL Glass

GM Production Plant

Oshawa, Canada
Oshawa, Canada

Vehicle year/model

1969 GS 400 Coupe
1970 Chevelle Coupe

If you look at the above lists, although incomplete, it's easy to see that Eastern US assembly plants used PPG glass, while LOF glass was used throughout the rest of the country, and DCL glass was used in Canada. This makes perfect sense because that is where the glass was produced, and therefore seems to prove our theory.

Now, for the second item, namely that "---finished car delivery was based on proximity to production facilities, and available transportation systems".

My friends and I live outside of Philadelphia, PA. and have been into the car hobby since the mid 70's. In our quest to find cars and put them back together, we have bought many parts cars. While taking these "beauties" apart we noticed that most of them were built locally. The early Buick A-bodies (65-69) were primarily from Baltimore, MD or Wilmington, DE, while the later cars (70-72) were primarily from Framingham, MA; however, there were a few notable exceptions. These exceptions were all built at the Flint, MI plant and included the 70-72 GSXs, 69 & 70 Stage 1's and all the 70-72 convertibles that were in our stables.

This gave me a good indication of what was happening in my area, but what about the rest of the country, and more importantly, how could I prove this was the case. For this I looked through my copies of original invoices, window stickers, build sheets, and info taken from factory microfilm. Below is the list from my research, including the production facility, vehicle year/type, and geographical location of the car dealer that originally ordered the vehicle.

(Note; The information contained within the factory "Daily Car Reports" has proven that all 69-70 Stage 1's as well as all 70-72 GSXs, and all 71-72 Skylark/GS Convertibles were built **ONLY** at the Flint, Michigan production plant. This means that regardless of where the order originated the cars came from Flint, therefore information from these "special" production cars has been excluded from this list.)

Baltimore, Maryland

1966 GS Coupe, Freehold, NJ.

Wilmington, Delaware

1968 Skylark Coupe, Kennet Square, PA.

1968 GS 350 Coupe, Palmyra, PA.

1968 Skylark 4-door, Buffalo, NY.

1968 GS 400 Conv, Kingston, PA.

1968 Skylark Coupe, Media, PA.

1968 Skylark Coupe, Doylestown, PA.

1969 GS 400 Coupe, Ardmore, PA.

1969 Skylark Coupe, Kutztown, PA.

1969 Skylark Conv, Wantagh, NY.

1969 GS 350 Coupe, Pittsburg, PA.

Oshawa, Canada

1968 Skylark Coupe, Levis, PQ, Canada

1969 GS 400 Coupe, Mount Holly, NJ.

Framingham, Massachusetts

1970 GS 455 Coupe, Philadelphia, PA.

1970 Skylark Coupe, Upper Darby, PA.

1970 GS 455 Coupe, Penns Grove, PA.

1970 GS 350 Coupe, Washington, NJ.

1970 Skylark Coupe, Hempstead, NY.

1971 Skylark Coupe, Hamburg, PA.

1970 GS 455 Coupe, Philadelphia, PA.

1972 Stage 1 Coupe, Goldsboro, NC.

1972 Skylark Coupe, Swarthmore, PA.

1972 Skylark Coupe, Maryville, TN.

1972 Skylark Coupe, Cherry Hill, NJ.

1972 Skylark Coupe, Mifflinburg, PA.

Flint, Michigan

1965 GS Coupe, Orlando, FL.

1967 Special Deluxe, Nashville, TN.

1968 GS 350 Coupe, Dayton, OH.

1970 GS 455 Conv, Rockville, MD.

1972 GS 455 Coupe, Chicago, IL.

1972 Stage 1 Coupe, Del Rio, TX.

Fremont, California

1966 GS Coupe, Huntington Beach, CA.

1969 GS California, Portland, OR.

1969 Skylark Coupe, Bountiful, UT.

1970 GS 455 Coupe, Van Nuys, CA.

1970 GS 455 Coupe, Santa Monica, CA.

1971 GS 455 Coupe, Three Hills, CA.

1971 GS 455 Coupe, Long Beach, CA.

1971 Stage 1 Coupe, Topeka, KS.

1971 GS 455 Coupe, Arlington, WA.

1971 GS 350 Coupe, Downey, CA.

1971 Stage 1 Coupe, Puyallup, WA.

1972 GS 455 Coupe, Overland Park, KS.

1972 GS 455 Coupe, Honolulu, Hawaii

Leeds, Missouri

1970 GS 455 Coupe, Wauwatosa, WI.

1970 Skylark Coupe, Coleman, TX.

1970 Skylark Coupe, Lake Geneva, WI.

1970 GS 455 Conv, Dallas, TX.

1970 GS 455 Coupe, Topeka, KS.

1970 GS 350 Coupe, New Orleans, LA.

1970 GS 350 Coupe, Watertown, WI.

1970 Skylark Coupe, Oklahoma City, OK.

1970 Skylark Coupe, Milwaukee, WI.

A quick look, through the above information taken from regular production vehicles, is all that's needed to see that production facilities did indeed supply cars to geographically "close" dealerships. It's even more interesting to note that the 71-72 Stage 1 Coupes also followed this same pattern as they were available from all the Buick A-body producing plants of the time.

There are only 2 vehicles that do not seem to follow this trend. The first is the Oshawa built 1969 GS 400 coupe, delivered to Mount Holly, NJ. The closest production plant would have been Wilmington, Delaware, but why this particular car was built in Canada is anyone's guess. Possibly production was at capacity at the Wilmington plant so they transferred the order to the next closest plant. The second is the Flint built 1970 GS 455 convertible, delivered to Rockville, MD. The reason this car was built at Flint is easy to explain, Framingham did not build convertibles, so the order was sent to the closest convertible producing plant, which was Flint.

Conclusions

It appears both theories, that of GM using local manufacturers to supply production plants, and of supplying finished cars to geographically "local" dealerships, have been proven correct. I am sure other factors, beyond saving on shipping costs, were also taken into consideration, such as ease of delivery schedules, and having the ability of getting identical parts from several suppliers. I simply chose shipping costs as my example, because it is one of those hidden things that people often never think about when purchasing a car.

Regardless of the reasons, for us the car collectors/restorers, the interesting part is it explains the ratios of production plant cars seen in different parts of the country, and explains why certain models of Flint Michigan built vehicles were "imported" into areas that normally would not have them.

Don't miss out on these two great DVDs! A great bargain while supplies last. Order yours today!

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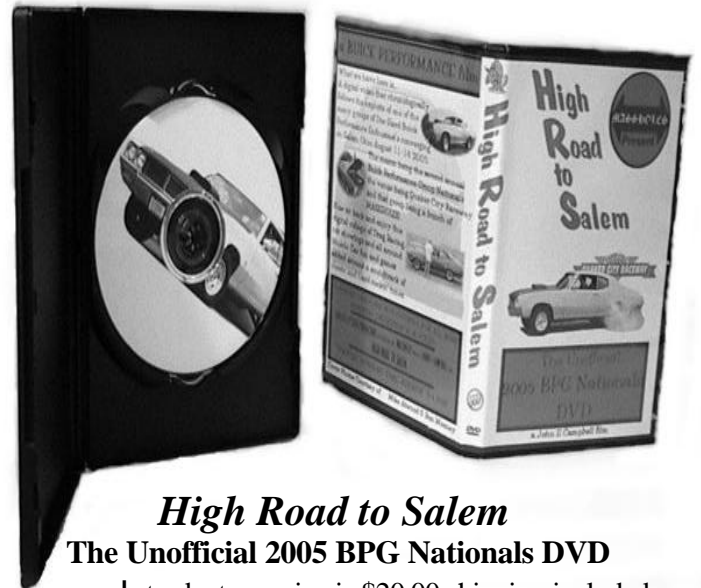
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3rd Annual BPG Nationals - Salem, Ohio - August 10-13, 2006

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.

Quick 16: Bracket Class – Must be Buick body and Buick powered.

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.

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.

G.S.E: All Buick heads-up class.

Turbo Street Modified: All Buick heads-up class.

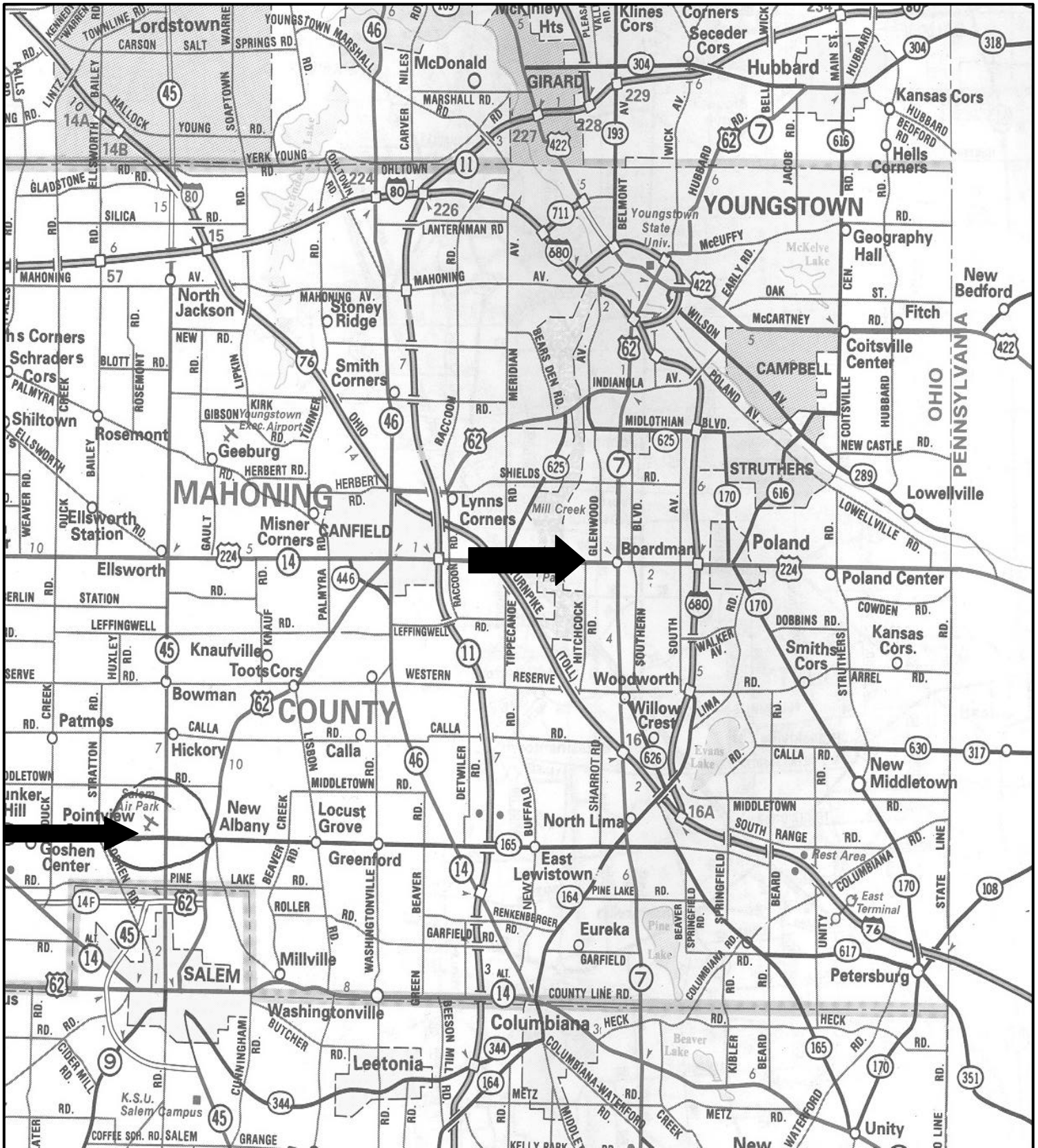
Turbo Street Outlaw: All Buick heads-up class.

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

Fastest Qualifier:

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

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.



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

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

Address: _____

Telephone # _____ E-Mail Address: _____

Last 4 digits of your social security: _____ (This will be your registration number)
 (can also be your NHRA or IHRA number or BPG number)

Spectator Tickets \$15 (per day, per person) x _____ # of tickets..... = _____

Thursday; Driver & Car Race (all race classes) \$30 = _____

Friday; Driver & Car Race (all race classes) \$30 = _____

Saturday; Driver & Car Race. Car show included free (all race classes) \$35 = _____

Saturday; Concours Judged & Displayed Car Show Only, driver included. \$20 = _____

Sunday; Driver & Car Race (all race classes) \$35 = _____

Quick 16 Race Class Sticker; \$25 = _____

Super 8 Race Class Sticker; \$30 = _____

Total _____

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

Send Registration form with payment to:
B.P.G. Nationals, 1150 W. Fifth Street, P.O. Box 614, Marysville, Ohio 43040-0614

1. The BPG 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 23rd**. After this date registration must be made at the gate.
4. Request for a pre-paid ticket refund must be made in writing and postmarked by July 22nd
5. If you wish to receive a payment receipt of this form please include a self-addressed stamped envelope or list your e-mail address for electronic confirmation.
6. Children under 12 are admitted free and must be accompanied by an adult.
7. Pre-registrations packets can be picked up at the gate registration tent at the track.
8. Changes in tickets after we receive this form or additional tickets, can be done at the gate registration tent.
9. No buy-backs. All first round losers can enter the Second Chance-Duck bracket class for an additional \$20 fee.

**If you have any questions concerning or aspects of the BPG Nationals or this registration form.
 Please call the BPG Administration: 937-642-2026 or go on-line to www.buickperformancegroup.com**

This Could Be Your Last Issue

As the 2005 year comes to a close so does everyone's one year membership. The club year will end with this December/January. 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**



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:

See them all at the 2006 BPG Nationals!

Mark Reeves
with his

1970 GSX Motion
Performance Buick



Guy
Parquette
with
his

1970 Stage 1



Scott Miller is shown here with his fully restored and extremely rare, original 4 bolt main Buick 455 block.

Scott will be on hand with this rare piece of Buick history at the 2006 BPG Nationals this August 10-13 at Salem, Ohio

