

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



in...



1973

Where w



33 years later Phil Roitman has collected FIVE 1973 Buicks! And 2 are the rare 4-speed cars!



# The Buick Performance Group

Buick Performance Group  
1150 West 5<sup>th</sup> 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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## Contents

Page 3-5	The Forgotten Gran Sports
Page 6-7	Date Code Manual
Page 8-9	Reynolds Buick Part 2
Page 10-12	BPG Nationals Information
Page 13	Walt Kilgus's 1966 Gran Sport
Page 14	Marty Ritter's 1940 Club Coupe
Page 15	Nick Rabi's 1972 Centurion
Page 16	Buick Related Material Needed
Page 17-18	Original Replacement Buick Oil Filters
Page 19-20	Buick Water Pump Identification
Page 21-22	Rear Disc Brake Conversion
Page 23	Power Door Lock Installation
Page 24-26	Quadra Jet Metering Rods

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

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

**Buick Performance Group**  
**1150 West 5<sup>th</sup> Street**  
**PO Box 614**  
**Marysville, Ohio 43040-0614**

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

[www.Buickperformancegroup.com](http://www.Buickperformancegroup.com)

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# ***The Forgotten Gran Sports***

**By Rick Martinez**



Take yourself back to the beginning of the year 1973 for a moment. For those that were around, it was the beginning of the end for the American Muscledcars. America's economy was cooking in high gear, unemployment was at 4.9%, and a barrel of crude oil was going for a paltry \$3 per barrel with gasoline prices at .25 per gallon at the pump! All was about to change in America. A carefree lifestyle was coming to a close real fast. It was time for us to grow up and face the realities of world economy in which we had little choice. What was happening on the home front in 1973? Our brave fighting men were returning home from the end of the Vietnam War, Elvis was playing in Hawaii, the Godfather took the Academy Award and who can remember Pong? For those who can't, Pong was the very first electronic video game, way before computers, beepers, cell phones and even Al Gore's claim of creating the Internet. The Miami Dolphins won the Super Bowl. The Oakland A's took the World Series, and Secretariat won the Kentucky Derby, some 9 years prior to the first annual GS Nationals meet. Most of all, who can forget Richard Nixon taking the heat for Watergate, which led to his resignation. All of this is interesting history, but what does it have to do with Buicks?

Well, with the start of the Yom Kipper War the United States and other western allies supported Israel. As a result of this support, several oil-producing Arab Nations imposed oil embargos on the supporting countries. In a flash, the barrel of crude oil jumped from \$3 per barrel to prices over \$12 a barrel. Now for those that were not around back then who asked, what was the big deal as today a barrel is above \$70? Well think back to the fact that in 1973 the average household income was just over \$10,000 and most vehicles in America got well under 15 mpg. Just fill it up, you say? Well, in 1973, it would not be that easy. First we'd have to check the last number of our license plate, is it odd or even? If we have the correct number we can go to the gas station. Now we would have to wait in line for at least an hour before getting to the pumps. OK, now we are here. What do you mean we can only put in 10 gallons? My car takes at least 15! That means we would not be able to fill up the tank and would have to start the whole process over the day after tomorrow when it would be our turn again. Oh, and don't forget the prices, which jumped from a quarter to well over a dollar a gallon just about overnight! The American Automobile Association recorded that 20% of the country's gas stations had no gas!

One of the biggest long term effects was the massive change in cars due to the oil embargo. In Detroit the production of giant, gas guzzling cars was halted. Cars with big engines and large heavy bodies were no longer made in order to boost the economy. Detroit was forced to increase fuel efficiency of all its cars thus creating those ugly cheap quality econo boxes. The lack of quality fuel-efficient cars, opened the door for the Japanese import car market and in flooded the Toyotas and other foreign makes. The American Auto industry was forced to meet the Federal standards and reformulate its cars in order to compete.



For Buick, there was a total redesign of the Gran Sport and most of its line. One new addition was the 5 mph crash front bumpers that were mandated by Federal safety guidelines. With the end of the Skylark based GS, the GS banner was carried on by a GS option on the 112 inch wheelbase Buick Century coupe. This was distinguished by discreet decals, blacked-out headlamp surrounds and grille, fat wheels and tires, and the only manual transmission option in the Buick lineup for 1973. Gran Sport engine options started as low as a two barrel 350 cid V8 producing a mere 150 bhp (net), but started to get interesting with the 225 bhp (net) 455 cid V8 option, which was available on any Century coupe. Exclusive to the Gran Sport, however, was the 270 bhp (net) Stage 1 455, which had camshaft, carburetion, and air cleaner changes and came standard with a Posi-Traction limited slip rear end. Few cars for 1973 were faster than a Stage 1 455 Buick GS, which shows how far performance had fallen by this time. Only 728 Stage 1 GS's were sold in 1973, it was Buick's last gasp.

Comparing today's Musclicar demand, the 1973 Gran Sport is on the bottom of the list. Prices are still within the grasp of most people, unlike the high price of what a 1970 Stage 1 commands. In time though, the 1973 GS will get the last laugh. Not many are around as most were junked back in the fuel crisis days and these cars are starting to climb in demand.

Phil Roitman from Westchester County, New York, has been a long time car enthusiast. He had for years owned and raced in the closed course road racing programs, racing at tracks such as Watkins Glen, NY. A few years back after settling in Westchester County, New York, he met up with a few other local Buick guys and immediately took a liking to the Gran Sport, his favorite being the 1973 model year. In just a short span Phil has managed to collect not just one, but five 1973 Gran Sports, including two rare four speed cars! Two are yellow, one being a 1 of 47 with a SCO color code with a rare electric sunroof. This Stage 1 is Phil's favorite as he recently took a gold award at the BCA Meet in Batavia, NY. The other yellow '73 is also a Stage 1 automatic. Phil also has two Harvest Gold '73s. One recently acquired '73 was featured in the September of 2005 Hemmings magazine. This rare Gran Sport Stage 1 has about every option that was available including it is a four speed! The other Harvest Gold is also a Stage 1 with an automatic transmission. Phil's 5<sup>th</sup> GS is a black 4 speed non-stage 1 which has a heavily modified 455. This one is his toy for the track. So when the urge comes to him to hit the dragstrip, Phil breaks out his black 1973 GS.



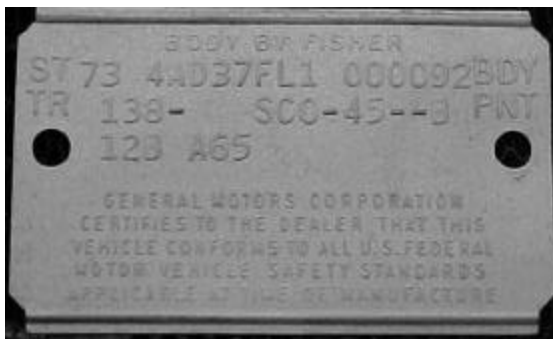
*Shown in these shots is Phil's numbers matching Harvest Gold 1973 Stage 1 Gran Sport, 4-speed. This GS is super clean and has a slew of options, including the Stage 1 package, 3.73 rear gears, vinyl top, power disc brakes, Max Trac wheelspin control, A/C, power windows and door locks, power seats, power steering, power trunk release, 8-track, AM/FM stereo, and variable-ratio power assisted steering. You can say for certain that this is one rare Gran Sport!*



I asked Phil what would be the ups and downs of owning the 1973 Gran Sports. He said that their rarity is one advantage as you almost never see these cars, but the flip side is that there are virtually no restoration parts available for this year. He added that he just keeps his eyes open for any '73 that he can use as a parts car. I asked Phil if he is done collecting these rare GS's. He just smiled, and asked, "Just how many days in the week are there." Maybe Phil is looking to have a different Gran Sport for each day. I would say he is about there already!



*Phil proudly stands with his pick of the litter of 1973 Gran Sports. This yellow Gran Sport is 1 of 47. It is a fully documented Sloan GS and features a rare electric sunroof along with a SCO custom paint code. Recently Phil took a Gold Award at the BCA National Meet in Batavia, NY.*



*Above left tells the tale of the special order paint and below left "Sun Coupe" is decaled on the rear quarter windows. Top shot is the perfectly detailed numbers matching Stage 1 engine*

# **Date Code Manual**

**By Duane Heckman**

I have just finished a new reference book about date coding systems for mid 60's thru early 70's GM cars. Below is an excerpt from the book that explains what it covers.



## **MISSION STATEMENT**

As the interest in vehicles with original or correct components continues to climb, the ability to verify these pieces becomes more and more critical. Most parts, including major drive train components, not only have part numbers stamped or cast into them, but are also date coded. Therefore, an understanding of both part numbers and date codes is needed to verify the "correctness" of these parts for any given vehicle.

The goal of this Manual is to familiarize the buyer with the various date coding systems used throughout these vehicles. The hope is that this knowledge, combined with a familiarity of part numbers, will give the buyer the ability to accurately determine which parts are correct or incorrect for vehicles built during these years.

Four major items will be included within this manual;

1. There will be a discussion regarding the Fisher Body ID Plate, which is the "key" to understanding the correctness of all date coded parts on a vehicle.
2. There will be photographic examples of each type of date coding system, whether it is cast, incise stamped, ink/paint stamped, or is printed on a tag, and an explanation of how to decode them. (The only exceptions to this will be with the Glass Codes. Due to the difficulty of photographing them, drawings will be used instead of photos.)
3. Calendars for the years 1964 thru 1972 will be included, listing the day of the month, day of the year, and week of the year, plus a guide explaining their use.
4. And finally, at the end of this manual, will be a comprehensive list of parts that will reference the types of date codes commonly found on them, and when necessary, the approximate locations where these codes can be found.

This book will decode Buick, Chevrolet, Oldsmobile and Pontiac date coded parts including; body panels, front end sheet metal, radiator core supports, all makes of glass (LOF, PPG, & DCL), DMI sport mirrors, radiators, all major cast engine components, vacuum trees, oil sending units (at least for the gauge equipped cars), water pumps, valve covers, oil pans, both varieties of clutch fans, Rochester, Holly, & Carter carburetors, starters, distributors, alternators, air cleaners, AC compressors, AC hoses, voltage regulators, steering boxes, master cylinders, power boosters, brake drums, calipers, brake rotors, car frames, front suspension center links, seat belts, radios, seat frames, bucket seat headrests, steering columns, Turbo-Hydramatic auto transmissions, Borg Warner T-10 and Muncie 4-speeds, Ford top-loader and Saginaw 3-speeds, rear axles, rims/wheels, spark plug wires, and probably a hundred other parts I haven't mentioned. (Please note; production codes for engines and transmissions will not be discussed.)

The cost of the book shipped is \$44.50. This includes \$40.00 for the book, and \$4.50 for shipping anywhere in the continental US. If you are interested in purchasing this book, you can send a check or money order to,

Classic Car Interiors  
120 President Ave.  
Rutledge, Pa. 19070.

Thank you for your time.  
Duane

Here is an example of one of the pages from the book. This particular one lists the codes found on Buick V-8 engine components.

## MONTH, DAY OF THE MONTH



(Picture courtesy of John Diaz)

This dating system uses a letter and number to designate the month and day the part was cast. The letters run from A thru M, bypassing the letter "I" and decode as follows,

A-January  
B-February  
C-March  
D-April  
E-May  
F-June  
G-July  
H-August  
J-September  
K-October  
L-November  
M-December

Note; the letter "I" is not used so there is no confusion with the number "1". Using this info, the above example of "M 13" would decode as December 13<sup>th</sup>.

This type of dating system is commonly found on Buick cast iron pieces such as large engine components, brake drums, etc. Common locations where these codes can be found on Buick V-8 engines are as follows,

### Buick V-8 Engines

Engine Blocks- on the front of the engine where the front cover bolts to the block, or inside the engine on the top surface of the lifter valley  
Heads- on the top inside surface, between the valves  
Intake Manifolds- on the top center area, just forward from the carburetor



## **Reynolds Buick - Part 2**

**By Denny Manner**

In our last issue of the Buildsheet, we featured Guy Parquette's newly restored and one-of-a-kind, Reynolds Buick. Guy really hit the lotto when he acquired this rare piece of Buick history and he has done a fantastic job on the restoration. Recently we received a very informative letter from Denny Manner, who we all highly respect and consider the father of the 455 and the peak performance years of the Gran Sports. Denny is highly intelligent and yet, if you ever had the pleasure of talking with him, you would find that he is just a down right nice guy and a real gentleman. After reading our issue regarding Guy's GS, Denny wanted to give us some additional information regarding the Reynolds Buick, and I feel that he would also like this shared among the Buick community. Denny also provided this nice vintage photo of the Reynolds Buick in action at the track. You should keep in mind that at any of the Buick events that you may attend, if you happen to see Denny, please go up to him and thank him. Without this man, God knows most of us would be racing and showing Fords, or worse yet, Toyotas.

Here at The BPG we would like to extend our warmest thanks to Dennis for all the support and advice he has shared and given to us.



"With much interest I have just read the article in the BPG newsletter that you and Rick did on your restoration of the Reynolds Buick 1970 Stage 1/Stage 2 drag car. Years ago when I became aware that the car still existed I encouraged Dave to help insure that this piece of Buick's racing history be preserved and hopefully restored as you have done. I was unable to attend Salem last year but being a recreational snowmobiler your success as a champion snowmobile racer is legendary and I'm sure the car is very well done.



What a pleasure to know that the car has survived and restored by a Buick enthusiast. Enclosed is a copy of a photo of the car on a dragstrip that Jim Bell sent me a long time ago.

During my engineering career at Buick I had the opportunity to design and develop both the Stage 1 and Stage 2 455 performance packages. Here is some additional history of our involvement from Buick engineering with this Reynolds Buick / Pop Kennedy / Jim Bell drag car.

Once the Stage 1 "street" performance option was developed and in production we started to develop an "off road" open exhaust version. The Stage 2 cylinder head was the first step with significantly raised and open exhaust ports. This cylinder head alone produced a 50 HP increase on the dyno. As we continued to develop the Stage 2 package; headers, pistons, camshaft, lightweight valves, oiling, intake, carburetion, cold-air induction-hood scoop, etc. both on the dyno and in development cars, I chose to utilize some established racers to provide me performance results on the package. We furnished to Reynolds Buick a complete set of hardware and they converted their established Stage 1 drag car to a Stage 2. As I recall their car ran the quarter mile in the 10's over 120 mph and the Stage 2 package was worth about .5 seconds in E.T. improvement per Jim's comments. Additional performance data from other round track, marine and dragstrip evaluations supported our dyno data confirming significant power and performance increases for the Stage 2 package.

We continued to develop the package with full intent to produce the Stage 2 option from the factory fully complimented with headers, hood, etc. for "off road" usage. Unfortunately we were required to quickly redesign engines for lower octane unleaded fuel for the 1971 model. Recognizing this turnaround in the industry, it didn't make any sense to manufacture a high compression "off road" performance option from Buick in this era. However we did release many of the component and they were available through GM service parts for field application.

If I remember correctly we furnished the complete hood assembly for the Reynolds car made from a Skylark hood with our experimental 4" metal hood scoop with the inner modified for direct cold air induction air cleaner seal.

It will also be interesting to see what version of experimental Stage 2 head castings are on the engine. Some of the early heads had extra coolant plugs to facilitate castability in the foundry."



## **Win Two Buick Movies!!**

Can you name, this young lad who is standing with his father in front of ....an Oldsmobile?

If you think you can, take a shot and contact us. The first two correct callers will each win 2 Buick DVD movies.

Each winner will receive a DVD of the 2<sup>nd</sup> Annual BPG Event courtesy

of Nelson Febus Films and the DVD movie, High Road to Salem, courtesy of John Campbell. Both DVDs are full of Buick action and are very well produced. A must have every Buick enthusiast's collection.

All participants can reach me at [marti4@suscom.net](mailto:marti4@suscom.net) or call 845-406-0633. If no answer, please leave your guess and please don't forget to leave a name and callback number. Good luck!!!

**Here are a few hints:** 1) He loves big full size Buicks, and owns a full size ragtop, 2) No, it's not Yardley.  
3) He is pretty "smart-in" the how to restore your Buick.

# 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 is the 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](http://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.

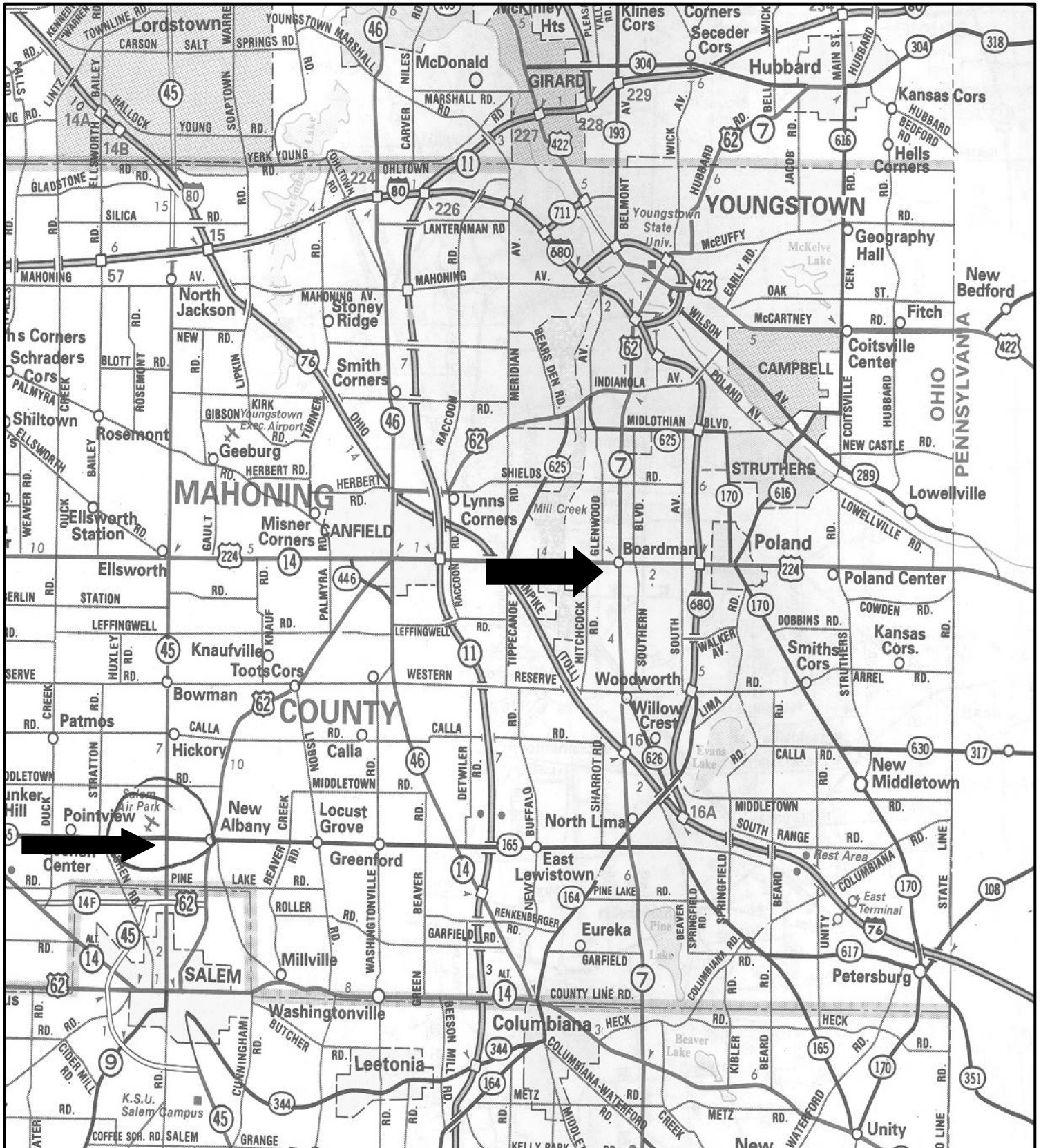
**Turbo Street Outlaw:** All Buick heads-up class.

**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.



# 3<sup>rd</sup> 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 23<sup>rd</sup>**. 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 22<sup>nd</sup>
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](http://www.buickperformancegroup.com)**



## Walt Kilgus's 1966 Gran Sport

Walt Kilgus, who resides in Pennsylvania, has been a long time Buick owner dating back to 1982. His favorite is the nailhead powered Buicks. Walt has restored his beautiful Astro Blue 1966 Gran Sport as a street cruiser. It looks factory original, yet the nailhead and drivetrain has been modified for some light street and strip duty.

The 425 nailhead has been built with all the goodies, with the addition of forged TRW pistons, custom headers by Kustom and an Isky street cam, topped off with dual 500 AFB carbs. Take note of the missing low beams. Walt also installed a cold air induction air cleaner that he uses at the track. This would be the only exterior indication that this is not just your average Buick. Backing the 425, Walt installed a modified turbo 400 switch-pitch transmission and converter. Out the rear Walt installed a 12-bolt posi with 4.11 gears. Last time out at the track Walt clicked off a 13.41 at 102 mph, that is of course was after he drove his '66 to the track, as this is one clean 1966 GS that does not spend its life being trailered to events. In addition to this 1966 GS Walt also owns three other 1966 GS's including a rare 4-speed. Also in his stable of Buicks is one 1965 GS convertible 4-speed which is undergoing a full restoration and a 1979 Turbo Regal.



The left photo shows the clean restored interior. Walt did all the work on this 1966 GS himself. The interior is basically factory stock with the exception of some aftermarket gauges.



To the right is a nice shot of the engine, which is so clean that you can eat off it. You look at this GS and it is amazing that Walt actually drives it to all the events. It is a super clean car, a fine example of how a Buick should look and run.

# Marty Ritter's 1940 Chevy Club Coupe

All right, you are scratching your head and thinking, "What the heck is a Chevy doing in a newsletter that deals with Buicks?" We will get to that in a second. Marty Ritter has owned and has been restoring this 1940 Chevy Club Coupe for the last 11 years. I would to say that this is truly a labor of love. Marty started his project way back in 1966 and what you see here today, he completed in 1999. Marty did nearly all of the work to this car with the exception of the beautiful Frost Beige GM #59 code paint, along with chopping the top a bit.

Now what do you think powers this fine automobile? A Buick power plant of course! Marty had built and installed a very special 401 Buick nailhead. Special you say? Take a good look of the engine shots. This 1966 401 nailhead has a one-of-a-kind custom fabricated fuel injection set-up. Marty built the 401 along with customizing the Edelbrock dual quad intake and Hilborn scoop for the fuel injection. He then took up the task on making the engine fit properly and most of all, run perfectly. Backing the 401 is a turbo 400 switch-pitch transmission and in the rear he installed a modified 1966 Chevelle rear housing with 3.08 gears.

Another amazing accomplishment is the frame. You see, Marty used two wrecked cars, a 1979 Grand Am front clip and mated it to a rear section of a 1966 GS. Unbelievable! The interior is out of a 1989 Buick T-Type LaSabre featuring power seats and windows with a 1976 Cadillac tilt telescopic steering column.

Pictures cannot do justice to this car. It is truly a work of art; the craftsmanship and details are second to none! Marty's biggest enjoyment is driving his Club Coupe; he says that it drives better than most new cars on the road.



# Nick Rabi's 1972 Centurion Convertible

Nick bought his 1972 Centurion about 10 years ago. It was originally powder blue and pretty much a basket case, yet it was all still original, including the rare SF engine. During the years he owned it he did a frame on restoration. Nick changed over the color combo to his liking by having his '72 painted Corvette Torch Red and changing over the interior to white. Presently Nick's Centurion is a real eye catcher at all the cruise spots and shows.



Under the hood is the original 455 SF motor which Nick had a mild performance rebuild including forged .030 over pistons and a mild performance cam. The topside sports a Performer intake and 780 Holley Street Avenger carb. A set of TA Performance Shorty Headers feeds the dual Flowmaster exhaust. The rest of the drive train consists of a heavy duty turbo 400 transmission backed by a posi 2.93 rear. One rare feature to this already rare Buick is the rear factory GM sway bar set-up. Nick told us that it took quite some time finding one in a bone yard. When he found one he realized that you also have to use the lower control arms, as the lower arms are special to the installation of the sway bar. Nick added that it was a tough job but well worth it as it made a tremendous difference on the handling of his Centurion. Including the factory sway bar option, Nick's Centurion also has tilt steering, A/C, power windows, and a power split bench seat along with the factory Buick mag wheels.

Performance wise Nick has taken his Centurion down the quarter mile, when he had a 2.71 rear instead of the 2.93 gears. His best then was 16.0 at 85 mph. Not too shabby for a 4500 plus pound Buick!

One last mention and a huge thanks goes out to Nick for having all the Eastern Regional shirts made up for the last three years and donating them to any club member that attends. Nick also makes up the Annual BPG National Event shirts. Nick is a true top-notch person who always goes out of his way to help out any fellow Buick enthusiast.







# BUICK RELATED MATERIALS NEEDED HELP KEEP THE HOBBY ALIVE



By Lynn Gawel

I recently started working for the AACAA Library and Research center located in Hershey, PA. The library is currently creating an online catalog of all of the publications and Research materials in it collection. The library's mission is to preserve and archive all materials related to motor vehicles and contains the archives of the Pontiac Oakland Club, National Corvette Restoration Society, the Lincoln Foundation and a number of other organizations.

I have been working on the Pontiac Oakland Club items and have been amazed at the amount of research material in their collection. I took a look at what the library has For Buick's 1964 through 1972 and was very disappointed. There are only a hand full of items!

I am putting out a request for any Buick sales literature, books, shop and assembly manuals, press photos. They do not have to be the originals, copies are okay. The library has many copies, they are kept until original materials can be found. The most need is for any type of manuals and parts list. Our most recent donations are from Duane Heckman. Duane has donated his recently completed book on date codes and articles that were written on wheel identifications and spiral shocks. This will be available for anyone needing them for research.

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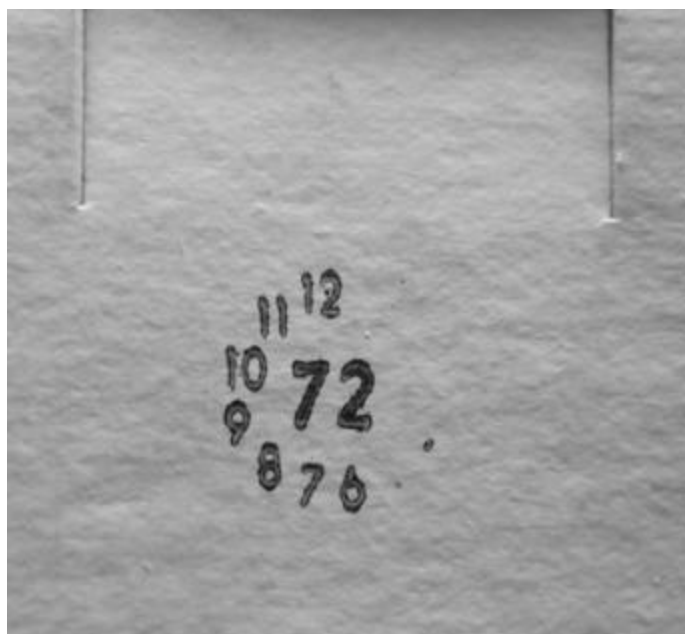
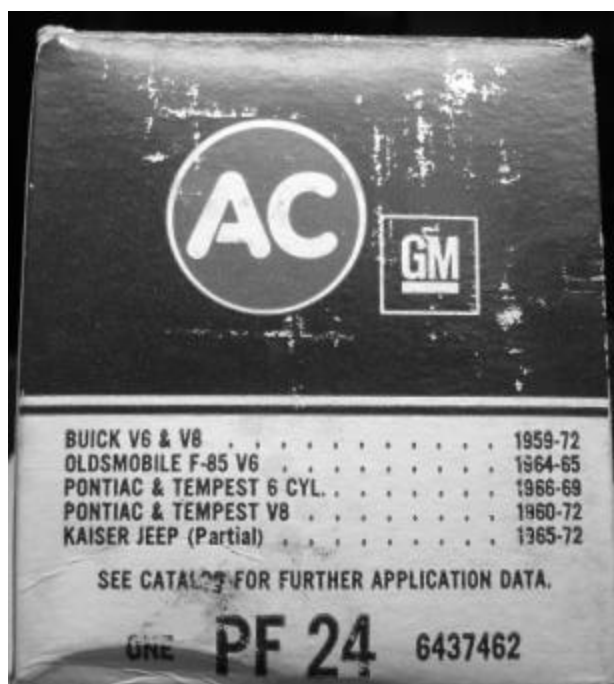


# ORIGINAL REPLACEMENT BUICK OIL FILTERS

By Duane Heckman

Sometime in the mid 1980's I was set up at the Spring Carlisle meet and a vender a few spaces down had case after case of original AC oil filters for sale. I was interested in buying a few for my own cars, so I decided to check them out. He had them all separated by Vehicle make, application, and year and really seemed to know his stuff. I bought a few filters and over the course of the show got to know him pretty well.

Sometime during the show I asked how he could tell which style filter was correct for any particular year. He answered this by saying that the boxes were date coded. He then picked up a box at random, turned it over and showed me the date code on one of the bottom flaps. Below is an example of what he showed me.



This is an original AC "PF 24" oil filter box with a date code of "6-72" printed on one of the bottom flaps, therefore it was produced in June of 1972.

Anyway back to the story, I told him I was interested in documenting some of this information and he allowed me to take pictures of the various style filters and carefully open the boxes to look for the date codes.

Below are pictures of the different oil filters that were used on the 60's and early 70's Buick V-8 motors, along with the years the vender said they were correct for. Now, I would not say these "change over dates" are set in stone, or are even correct, and I am not going to get into the debate as to whether the original filters were painted engine color when the cars were first produced on the assembly lines, but the pictures will give you an indication of how the filters changed over the years.

So with all this being said, enjoy the pictures and draw your own conclusions.  
Duane



The picture on the left is a 1960-1965 “tall” Blue with Red lettering AC PF-7 filter with a nut welded on the bottom. The right picture is a 1966 “tall” White with Red AC Logo and Blue lettering oil filter.



These pictures are all from 1967-1972 “short” White with Red AC Logo, and Blue lettering AC PF-24 oil filters. The filter on the left has writing embossed on the bottom and is for 1967-early 1970 cars. The filter on the right has a plain bottom and is for mid 1970-1972 and newer cars.

# ***Buick 455 Water Pumps***

**By Scott Moody and Mark DeConti, photos courtesy of Dave Steele**

In doing a roundup of all the aftermarket water pump part numbers I could find, I came across very some interesting results. Looking at the pictures off the websites (where available) I eventually noticed differences in the impellers. Some impeller blades are long and go all the way to the edge of the impeller disc. Some are shorter and don't reach the edge, while others are medium in length. Does this have an effect on cooling? Maybe. I would like my blades to be full length. How about impeller blade depth? Some look shallower and some look deeper, it's hard to tell just from pictures.

Here they are arranged by tall or short neck. The short ones are for 70 and earlier (I think) and the tall ones are for 71 and newer (I think). If this is incorrect please let me know. The info presented (where available) is: manufacturer name, new or rebuilt, part number, price, and impeller blade length.

---

## **Short neck, early models:**

A1 Cardone new 5513141 \$60 med  
A1 Cardone reman 58111 \$25 long  
AC Delco new 252295 \$68  
Airtex new AW821 \$55  
ASC indust. new WP384 \$59  
Carter new FP1400 \$87 med  
GMB new 130821 \$64 short  
Master Parts new CP821 \$64  
NAPA new NWP55821 \$67 short  
Bosch 98016  
Eastern 181080  
Borg Warner P494  
Parts Master 3-384

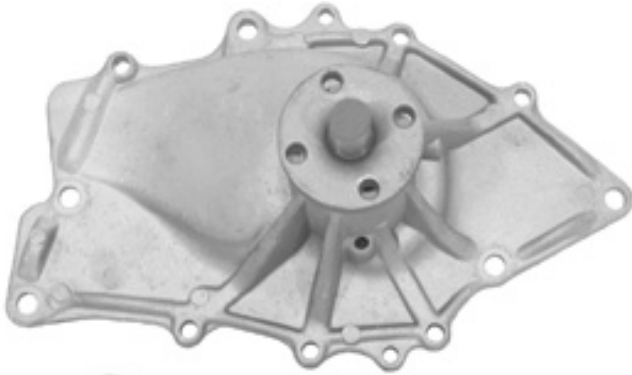
## **Tall neck, later models:**

A1 Cardone new 5513112 \$28 long  
A1 Cardone remanufactured 58113 \$15 short  
Ac Delco new 252122 \$61  
Airtex new AW1045 \$49  
ASC indust. new WP451 \$46  
Carter new FP1457 \$80 long  
GMB new 1301400 long  
Master Parts CP1045  
NAPA new NWP551045 \$62 long  
Borg Warner P611  
Bosch 98031  
Eastern 18-318  
Parts Master 3-451

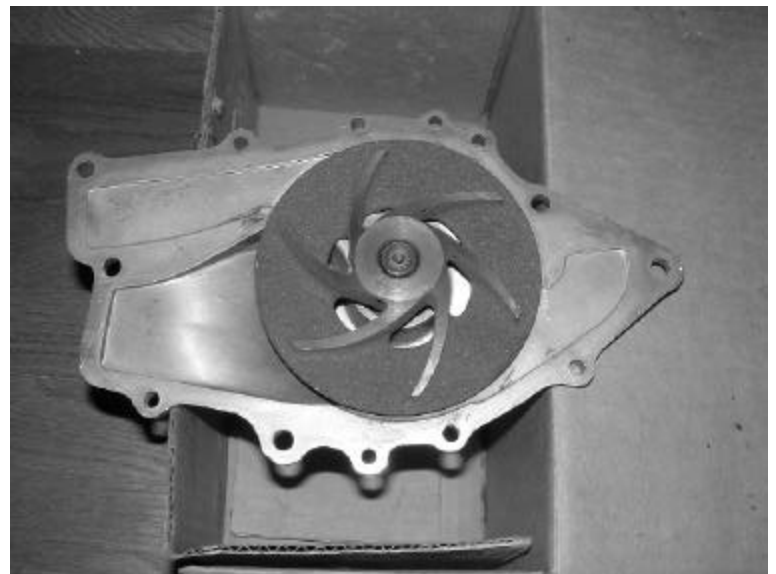
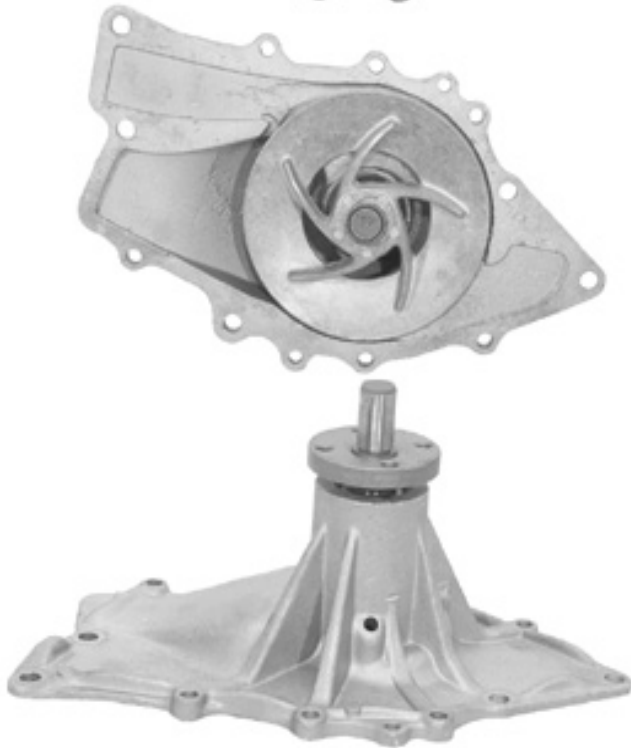
**Prices are from:** Rockauto.com, Napaonline.com, Advanceauto.com, Autozone.com, Oreilly.com . Cross reference information was taken from ASC industries and Airtex Products websites. Note the commonality between different manufacturer's part numbers. All pictures that I found so far were of 5-blade cast impellers, not stamped or 6-blade. It's interesting that the only short neck pump that I can confirm has long blades is the remanufactured Cardone unit, 58111. The later pumps have more longer blade units.

**Example of short impeller blades**

**Example of long impeller blades**



**Example of a 6 blade impeller**



The six blade is the NON A/C pump. The five blade is the A/C pump. Not sure why some have longer blades. The non A/C pump has balancer and water pump pulleys almost the same diameter. A/C pump has a large diameter balancer pulley with a much smaller pump pulley. I have an NOS correct p/n pump for my non A/C 1967 that is a 6 blade. All new or NOS A/C pumps I have gotten during the last 30 plus years have been 5 blades. At least the 1969 and 1970 Stage 1 cars (and most likely later too) came with HD cooling which was the A/C system. This included the clutch fan, 3 row radiator and the A/C pulleys previously mentioned. Therefore, a non A/C Stage 1 car would have the 5 blade pump.

In 71 the pump length became longer and the pulleys changed p/n. The majority for 71 on up cars had A/C. However non A/C still used the 1967-1970 6 blade pump with different pulleys. When I get time, I will list all the p/n's for the pulleys and their application. It is important to use the correct pump, pulleys and year together to get proper flow and belt alignment.

Using A/C pullets on a 6 blade will flow coolant too fast, and using non A/C ones with the 5 blade pump can cause overheating at slow speed or idle. I tried mixing types over the years and had these problems.



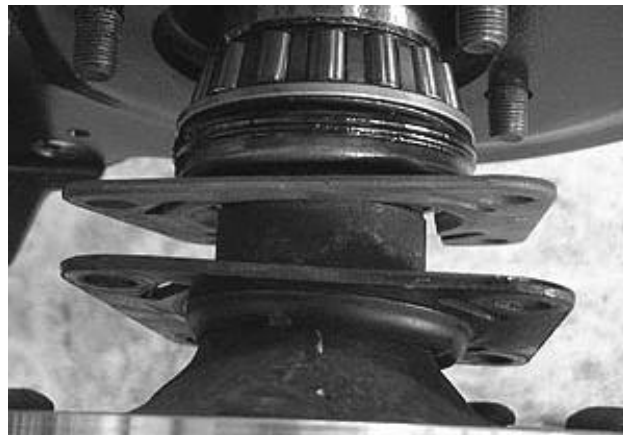
# Rear Disc Brake Conversion

By Randy Siemsen

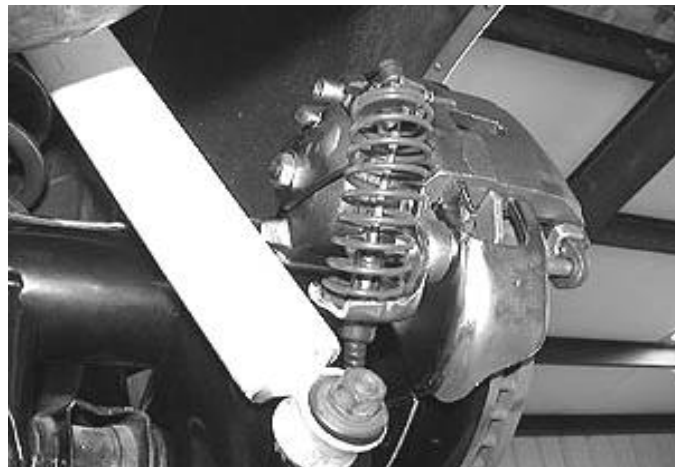
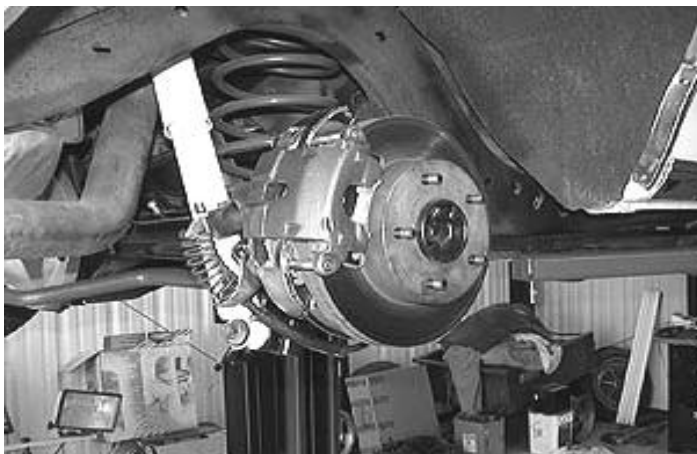
This information will be limited to GM 10 bolt rears, 8.5" and 8.2", with bolt in axles. This should work on 12 bolts as well. The setup I used was from a 1983-1987 Camaro. The 1979-1980 Firebird with the WS-6 package has 11" rotors. The calipers with this setup rubbed the inside of the stock 15" wheels. If after market wheels were used, or if the stock wheels with a different offset, they should work. I wanted to retain the stock wheels.

The donor cars I looked at were Camaro, Firebird, and Seville. The early disc setups look a little weird, the right caliper is to the rear and the left is to the front. The Camaro rotors and calipers are smaller, 10.5" rotors. The Seville has a 5 on 5 bolt pattern and two different types of calipers. The backing plates for the Seville and the early WS-6 Firebird are one piece. The later Camaro/Firebird are two piece, a dust shield is spot welded on. The bolt pattern on the Camaro and Firebird are 4 3/4 on 5. Be sure to get the proportioning valve, I used the one from the Seville, closer to same weight.

The backing plate for the disc setup is twice as thick as the drum setup. This will cause too much endplay for the axles. A spacer will have to be used to take up the difference in plate thickness. I used an axle retaining plate. The lip of the plate was milled down to .080, see photo, notched to fit over the axle without removing the bearings, and installed backwards. I arrived at that dimension by installing the backing plate and axle and checking the endplay of the axle. Shims can be used behind the bearings for small corrections, but you have to be careful not to push the seal out to far, leaks.



Backing plates: The angle of the backing plates will have to be changed. I rotated them up almost 45 degrees. For the right side it was needed so the parking brake assembly would clear the shock. For the left side, to give the parking brake cable a better angle, and symmetry played a part also. I used an extra axle retaining plate for the hole pattern after the angle was determined.



The flange of the axle will have to be turned down to 5.75" to fit inside the rotor.

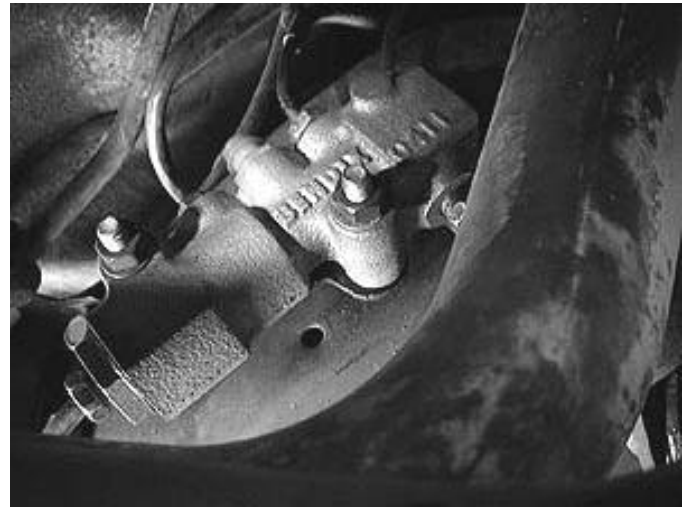
## Parking brakes:

I used my original on the left side so I would not have to change the length. The right side has a longer housing and cable. I cut the cable so it would meet up with the original coupler and welded a new end on the cable.

## Lines:

I used the original lines. The Seville and early Firebird did not have flex lines. They used a couple of switchbacks to allow for movement of the calipers, this is what I did. The Camaro I pulled the setup off of had a flex line on the right side only. The lines at the proportioning valve are the same size, but the ferrule nuts are different. I cut the old flares off, installed the correct nut and re-flared the lines, (double flare). I mounted the proportioning valve in the same location as the original to keep the line changes to a minimum. I did move it some for header clearance.

After all is bolted up, for the last time, adjust the park brake levers, there is an internal ratchet, bleed the system and go driving.



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# ***Power Door Lock Installation for 1970-2 Skylark/GS***

**By George Nenadovich**

At a local salvage yard I found a 1972 Pontiac Grand Prix with power door locks which will work in a Skylark since the Grand Prix is considered an A-body like a Skylark. Unfortunately, the top rubber boot was ripped on one solenoid so water entered and it was rusted in place. I took the solenoid anyways since the bracket was the important part. The solenoid can be found in all GM cars with power door locks from 1970 to 1976. Luckily I found a 1972 Electra nearby that had power door locks which were in excellent condition.

After I got home, I compared the two slightly different solenoids and noticed the brackets are almost in the same location except the Electra's solenoid brackets are mounted a 1/4 higher (toward the actuating rod) versus the original A-body part. I drilled out the spot welds being careful not to drill through the solenoid case. I transferred the A-body brackets to the good solenoids and spot welded them in place. All that was needed was to run the wiring and install the switches. Before I did any installation work, I checked out the wiring and switches. The wiring needed to be rewrapped and a splice needed to be repaired properly before I could use the wiring harness.

Before I rewrapped the wires, I used a cloth dampened with some mineral spirits to wipe down the wires which removed all the old wrapping residue and gave me a better view of the wires to check for any damage such as nicks and/or cuts. You do not want to install the harness as removed from the donor car because a lot of work is involved and if a short is present it is more difficult to find once it is installed in the car. After finishing the harness, I checked out the switches with a multimeter to make sure the contacts were good and not burned out.

After removing the door panels, kick panels and dash pad, I was ready to install the power door lock system. Since my car already has power windows, the wiring follows the power window wiring. If you do not have power windows, you will need to install the flexible rubber boots that go from the door to the cowl. The holes for the boots are prelocated by dimples and a door hole saw will cut the necessary size hole for the boot. Take your time with the door hole saw and spray some WD-40 on the saw to keep it cool and lubricated. The holes for the solenoid mounting brackets are also prelocated by dimples on the doorjamb surface. If you look closely at the bottom of the door, you will see three dimples arranged in a triangular pattern. Drill those dimples out with a 5/16" drill bit. The actuating rod goes into the door latch just below the point where the key cylinder attaches to the latch. The driver's door actuating rod end has to be flattened with a hammer slightly since the hole for the rod is not a perfect circle. Once you see the shape of the hole, you will understand why the rod needs to be flattened. Connect the solenoid wires to the solenoid then slide actuating rod with solenoid into the door latch and gently lower the solenoid into position with the three holes. If you do not connect the wires first before you mount the solenoid, you will not be able to connect them since access is limited.

After mounting the solenoids, run the wires through the door boots and into the dash. Leave the orange power wire next to the fuse panel. Use a piece of string routed over the gauges with a coat hanger to pull the wire harness over the instrument cluster. The driver's side harness will end up behind the radio and the passenger side harness will plug into it. Plug the orange wire into the fuse panel marked "bat". All that is left to do is locate the switches in the door panel, mount and connect them to the harness.

Some door panels already have the switch location prelocated on the back side of the door panel. It is partially stamped through the back fiberboard with a broken line. Use a utility knife to cut through the panel and insert the retainer and then the switch. If your door panel is not marked, the switch is located 17" from the panel bottom edge and 12" from the front edge (closest to the fender). If you lay out these dimensions on the door itself, you will be in the middle of a small square hole which is where the switch is located.

Make a test run before you install the panels, sill plates, etc just in case a wire got nicked and grounded or came unplugged. The total installation time is about two hours if your car already has the door boots. If not add another two hours for removing the doors, drilling the holes for the boots, rehangng the doors and aligning them. The installation is not difficult just take your time and be careful when putting your arm inside the door since the openings have sharp edges and it does not take much movement to get a cut. As a prevention to arm cuts, place duct tape around the opening's edge to dull the sharp edge.

Editors Note: The BPG would like to thank George Nenadovich for allowing us to use some of his valuable tech information. Please check out his web-site at [www.buickperformance.com](http://www.buickperformance.com) for tons of technical tips and advise.



## QuadraJet Secondary Metering Rods

Degrees of Secondary Air Valve Opening vs. Rod Diameter in Secondary Jet  
 Rod diameter measured in ten thousandths of an inch (.0001")  
 Secondary Jets are all .1360" and non-removable from carburetor

I.D. Code	0 deg.	20 deg.	40 deg.	60 deg.	70 deg.	80 deg.	90 deg.	Tip length	GM Part #
AD	1346	1280	1084	812	627	397	222	S	7033772
CB	1347	1287	1197	997	897	547	297	S	7042335
BV	1347	1287	1197	1097	897	547	297	S	7040724
DX	1320	1247	1090	600	400	300	300	M	17064719
DC	1347	1236	1129	1024	599	300	300	M	7047816
CC	1347	1236	1129	1024	599	300	300	M	7042356
BY	1287	1217	1062	817	667	317	317	M	7040856
DU	1280	1244	1075	847	547	337	337	M	17059952
DS	1310	1244	1075	847	547	337	337	M	17056618
DF	1339	1262	1075	847	547	337	337	M	7048512
DG	1342	1244	1075	847	547	337	337	M	7048890
CF	1347	1244	1075	847	547	337	337	M	7044775
DM	1334	1281	1155	853	655	482	393	S	17050221
CJ	1339	1244	1075	807	419	419	397	L	7045780
AX	1339	1244	1075	807	419	419	397	L	7033549
BB	1339	1244	1075	807	419	419	397	L	7034335
BW	1317	1247	1087	897	597	397	397	M	7040767
CA	1322	1277	1147	937	797	397	397	M	7042304
BH	1342	1290	1159	932	519	397	397	M	7035916
BM	1342	1290	1159	932	519	397	397	M	7037744
CM	1342	1294	1165	932	519	397	397	M	7045840
BG	1352	1294	1165	932	519	397	397	M	7034822
BF	1325	1315	1192	1021	891	639	397	S	7034400
BK	1325	1315	1193	1021	891	639	397	S	7037295
BJ	1333	1315	1193	1021	891	639	397	S	7036077
CS	1330	1287	1197	1097	897	687	397	S	7045924
BP	1337	1287	1197	1097	997	687	397	S	7038034
CE	1347	1244	1075	847	547	410	410	M	7043771
BN	1329	1288	1147	957	793	503	410	S	7036671
BL	1329	1311	1188	1021	891	691	410	S	7037733
BE	1329	1311	1188	1021	891	691	410	S	7034377
DA	1333	1244	1075	847	577	440	440	M	7046010
CY	1333	1244	1075	847	577	440	440	M	7046004
CV	1332	1291	1154	927	527	527	527	L	7045984
AU	1345	1291	1154	927	527	527	527	L	7033655
CK	1345	1291	1154	927	527	527	527	L	7045781
AH	1345	1291	1154	927	727	527	527	M	7033812



EJ	1355	1350	1200	1047	837	687	540	S	17081930
EA	1339	1262	1172	1000	825	721	547	S	17080091
CR	1339	1262	1172	1097	997	747	547	S	7045923
BU	1347	1262	1172	1097	997	747	547	S	7040725
CP	1320	1247	1090	879	743	578	567	M	7045842
DH	1332	1247	1090	879	743	578	567	M	7048992
ED	1332	1247	1090	879	743	578	567	M	17081878
BA	1332	1247	1090	879	743	578	567	M	7034337
AL	1349	1247	1090	879	743	578	567	M	7033680
CD	1351	1264	1107	755	567	567	567	L	7042719
DZ	1325	1290	1150	879	743	578	567	M	17075268
AV	1338	1292	1132	907	757	567	567	M	7033182
AP	1345	1292	1132	907	757	567	567	M	7033981
AJ	1345	1292	1132	907	757	567	567	M	7033628
AZ	1350	1292	1157	957	567	567	567	L	7033889
EG	1350	1292	1157	957	847	697	567	S	17081881
AK	1350	1292	1157	957	847	697	567	S	7033104
CH	1350	1292	1157	957	847	697	567	S	7045779
CX	1346	1294	1165	932	567	567	567	L	7045985
BZ	1352	1294	1165	932	567	567	567	L	7042300
AY	1352	1294	1165	932	567	567	567	L	7033830
EK	1340	1294	1165	932	790	567	567	M	17082409
EF	1340	1294	1165	932	790	617	567	M/S	17081880
CN	1340	1294	1165	932	790	617	567	M/S	7045341
AR	1352	1294	1165	932	790	617	567	M/S	7033171
EE	1323	1250	1093	882	746	581	570	M	17081879
DR	1323	1250	1093	882	746	581	570	M	17053659
DV	1348	1294	1168	935	793	620	570	M/S	17062170
BD	1332	1312	1168	939	805	577	577	M	7034365
BC	1352	1294	1174	1015	901	599	581	M	7034300
DN	1355	1297	1108	1019	904	602	584	M	17053703
BT	1338	1292	1132	907	787	597	597	M	7040601
EC	1350	1292	1157	847	697	610	610	M	17081095
DJ	1337	1262	1172	1097	997	847	747	unique rod- taper continues down to 647	7048908
CL	1350	1294	1176	984	667	667	667	L	7045782
AT	1350	1294	1176	984	667	667	667	L	7033658
DL	1336	1260	1127	939	824	711	679	M/S	7048892
EH	1325	1267	1137	945	829	721	686	M/S	17081882
DP	1325	1267	1137	945	829	721	686	M/S	17053531

DB	1334	1294	1177	1010	907	797	697	S	7047806
BX	1352	1294	1177	1010	907	797	697	S	7040797
AN	1352	1294	1177	1010	907	797	697	S	7034320
DT	1337	1265	1180	1100	1000	700	700	M	17056651
CT	1337	1294	1176	984	849	774	774	M	7045983
AS	1350	1294	1176	984	849	774	774	M	7038256
CG	1350	1294	1176	984	849	774	774	M	7045778
DW	1334	1294	1170	1010	883	874	874	L	17062432
DY	1337	1305	1191	1010	883	874	874	L	17074266
DE	1337	1305	1191	1010	883	874	874	L	7048092
BR	1350	1294	1176	984	897	897	897	L	7038910
AW	1351	1283	1209	1036	965	965	905	2-step tip	7033194
CZ	1345	1292	1157	947	947	947	947	LL	7045986
EB	1345	1292	1157	947	947	947	947	LL	17080467
BS	1350	1292	1157	947	947	947	947	LL	7038911
DK	1345	1298	1169	997	997	997	997	LL	7048919
DD	1345	1298	1169	1047	1047	1047	1047	LL	7048091

All dimensions are in 1/10,000 of an inch

#### Tip Length Legend:

**LL:** Extra long power tips supply richest mixture starting at 60° of air valve opening. Never use in performance applications using greater than 70° air valve opening.

**L:** Power tip starts at 70° air valve opening. Tip considered to begin at that part of the rod that is within .003" of rod's minimum diameter

**M:** Power tip starts at 80° air valve opening. Tip considered to begin at that part of the rod that is within .003" of rod's minimum diameter

**M/S:** Power tip starts at 80° air valve opening. Tip considered to begin at that part of the rod that is within .005" of rod's minimum diameter.

**S:** Power tip starts at 90° air valve opening.

## *Best Wishes to All*



The staff at the BPG would like to extend their best wishes to all members and non-members of the BPG when traveling to the various Buick events this year.

We hope that everyone will have a great and safe time at the upcoming GS Nationals, Norwalk Buick Day, Indy Buick Meet and the BPG Nationals.

Please have a safe trip and for those who caravan to these events, plan ahead, don't forget to bring those extra tools and small parts for any unexpected roadside repairs. Most of all, best of luck to everyone!

## TA Performance Ad



3rd Annual  
**Buick**  
National Event



Thurs. - Sun.  
**AUG. 10 - 13**  
**2006**



Concours and Display Show Classes!

Super 8

Quick 16

Super Pro

Pro

GSE - Heads Up

TSM - Heads Up

TSO - Heads Up

Second Chance Buy Back Race!

Special  
Display Cars  
'70 "MOTION" GSX  
Rare "4 Bolt" 455 Block  
'70 Reynolds Stage2 Drag Car



**BPG**



**Buick Performance Group**

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