

The Build Sheet



2008 BPG Nationals

August 1st - 3rd

Columbus, Ohio



**700 hp on Pump Gas
Paul Pirnat's
S-10 Pick Up**

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

Page 3
Page 4
Page 5
Page 6-8

ate of the BPG
Elections 2008
700 Horsepower Pump Gas S-10
Atlantic Crossing

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 dues or articles, tips or your car for a feature, mail your information and pictures to this address:

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

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

www.Buickperformancegroup.com

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

All pictures and information used by permission.
Unauthorized duplication and distribution prohibited
Copyright 2002 All Rights Reserved

STATE OF THE BPG – 2008

John Schmidt - Chairman

As we enter our seventh year I am proud to say the Buick Performance Group is doing quite well. Brad Conley reports membership renewals are continuing to come in on a daily basis and for those who haven't sent in their renewals, now is the time to do so.

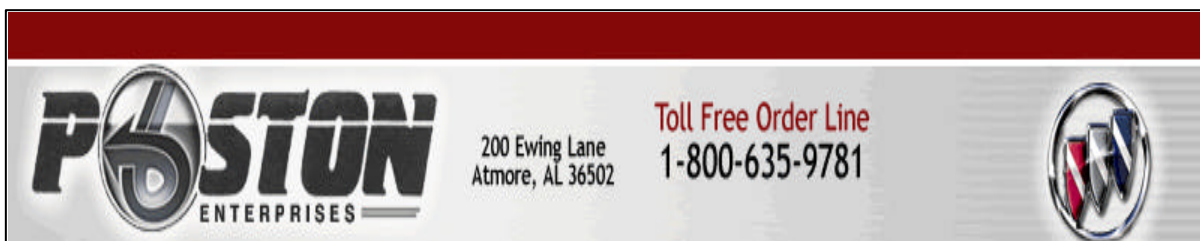
The 5th Annual BPG Buick Horsepower Nationals is scheduled for August 1-3, 2008. Final plans for the 2008 Nationals along with the race program, car show classes, and extra curricular activities will be posted on our website: www.buickperformancegroup.com/forums/. With a little more cooperation from mother nature the 2008 Nationals has all the makings of our finest event to date. Sponsorship interest is up and demand for more vending/display space is growing. We are proud to announce that Buick will again be bringing a compliment of fine Buicks for display.

Financially the club is very sound. This issue of the "Buildsheet" includes a financial statement for the club. We have a surplus of cash as a result of some prize money not being given out in 2007 due to the Sunday rainout. The 2007 prize money will be added to the overall 2008 purse. Once finalized, the payout schedule will be posted on the website.

You will also notice that we will be holding elections this year for club officers and Board of Directors. It is important that you as members take a serious part in the elections. The complexion of the club is constantly changing with the times. The Board of Directors is not a "cradle to grave" responsibility for those currently on the Board. We need fresh ideas and faces.

On this same note, we are seeking a new Buildsheet editor. Rick Martinez will be stepping down as editor and as a BOD. Rick has been the Buildsheet editor and BOD from the inception of the club and has done nothing short of a tremendous job. A job that is always searching for information to print, articles to write, and considering the wealth of knowledge amongst our constituency, a job with minimal support. Everyone wants a magazine but few want to take the time to prepare the articles necessary to continue publishing. This is your Buildsheet. Take the time, write an article. Tell us about the countless hours you've spent putting your crown jewel together. Show up pictures, before, after, then and now. You want your ride in a magazine. This is your chance. Include a biography of yourself. We need more member faces with names. We do this stuff in color. It costs more but it's a better read. It's time to show off your ride, your pride and joy, your BUICK. More importantly, we need someone to step forward and take over the responsibilities as editor of the Buildsheet.

Well, the 2008 season is now upon us. Before we know it the tracks will be opening, cruise-ins will be starting, and the Buicks will need washed and waxed. I look forward to sharing yet another year of fun, laughs, and Buicks.



ELECTIONS 2008
John Schmidt - Chairman

Now that the BPG Board of Directors have established stability within the club it is time to begin having annual election of officers. The election process will begin with an open nomination period of 30 days. During this time the BOD will be accepting nominations for the following positions:

Position	Term	Current Officer
President/Chairman	1 Year	John Schmidt
Vice President	1 Year	Bruce Hunter
Treasurer*	2 Years	John Schmidt*
Secretary	2 Years	Brad Conley
Board of Director at large	No limit	Rick Martinez Duane Heckman Adam Martin Scott Simpson Mike Garrison John Chamberlain Chris Lyons

*Acting Treasurer

Nominations will be accepted for all Board of Director Positions on the BPG forums website: www.buickperformancegroup.com/forums/ for a 30 day period. All nominated candidates must be a BPG member in good standing and show a “willingness” to run for a Position. Self nominations are accepted. The nomination period will be closed after 30 days and a ballot will then be created. A voting period of 30 days will immediately take place on the BPG forums website: www.buickperformancegroup.com/forums/ . Results will be posted at the end of the voting period.

The following positions are vacant:

Treasurer	John Schmidt ‘acting’
Board of Director	Rick Martinez retiring
Board of Director	Duane Heckman retiring

This is your opportunity as a club member to get more involved with the operation of your club. The club continues to grow and looks forward to “your involvement in your club.”

700 Horsepower Pump Gas S-10

By Paul Pirnat

What started out as a mild pump gas street S10 quickly turned into Pro Street S-10. Here is how it all unraveled, Paul Pirnat Jr. wanted an S10 pick-up to build for the street. When it came to the power supply, I was thinking of a 3.8 turbo motor to 'just bolt right in'. With very little arm twisting, I was overruled when Paul Jr. insisted it had to be a big block Buick.

To install the big block Buick, hurdles required were over the frame 2-1/8" custom fabricated headers, steering column relocation, and custom fabricated motor mounts used. All in all, it was an extremely snug fit and if the motor were a 1/2" bigger in any area it would not be a Buick powered machine.

The challenges overcome were basically trying to fit 10 pounds of manure in a 5-pound bag. Now that the work is done, we both agree the big block Buick was the only way to go.

The 692 horsepower comes from a 462 cubic inch motor with Wiseco 10.6 to 1 pistons on Crower steel rods. The valve train consists of a TA 308 flat tappet cam, Manley valves with Isky valve springs and Harland Sharp individual shaft mounted rockers. Heads are TA Stage 2 track eliminator with minimal head porting. Carburetor is a 1050 Dominator on top of a TA SP2 tall port intake brings in the air. Ignition is an MSD Billet distributor. TH400 with trans brake and Cowen 9" convertor puts the power down. Rear suspension is ladder bars and coil over springs attached to a 9" Ford rear packed with a Detroit locker and 350 gears turning a set of Hoosier 31x18.50-15 QTPRO rear slicks. Front suspension is rack and pinion with coil over springs and tubular A-arms. The truck has a complete interior and is equipped with custom gages & bucket seats including the extra safety of a full chrome Molly rollcage

462
MICHAEL'S RACING ENGINES
9566 N. Bedford Road
Macedonia, OH 44056
(216) 467-3159

Date (M/D/Y): 10/20/07 Time (H:M:S): 01:14:11 Operator: _____
 Engine description: 462 S10 II 10.50 Dom/Auto
 Test description: 10.50 COMP. 10.50 250 0.9

Standard Corrected Data for 29.92 inches Hg, 60 F dry air Test# 5

Test: 300 RPM/Sec Acceleration Fuel Spec. Grav. : .780 Air Sensor: E.5
 Vapor Pressure: .61 Barometric Pres.: 29.01 Ratio: 1.00 To 1
 Engine Type: 4-Cycle Spark Engine displacement: 462.0 Stroke: 3.900

Speed rpm	CDTrq lb-Ft	CBPwr Hp	FHP Hp	VE% %	ME% %	FR/FB lb/hr	A1 scfs	A/F	BSFC lb/Hphr	CAT	Oil	Wat	SBAC lb/Hphr
5000	564.8	537.7	108.8	.0	82.0	209.9	.0	.0	.42	75	0	170	.00
5100	565.0	548.6	112.7	.0	81.8	209.2	.0	.0	.41	75	0	170	.00
5200	567.8	562.2	116.7	.0	81.6	208.6	.0	.0	.40	75	0	170	.00
5300	570.4	575.6	120.9	.0	81.5	209.2	.0	.0	.39	75	0	170	.00
5400	573.1	589.2	125.1	.0	81.3	210.8	.0	.0	.39	75	0	170	.00
5500	576.0	603.2	130.3	.0	81.0	214.2	.0	.0	.38	75	0	170	.00
5600	577.2	615.4	135.5	.0	80.7	217.3	.0	.0	.38	75	0	171	.00
5700	578.1	627.4	140.9	.0	80.4	222.1	.0	.0	.38	76	0	171	.00
5800	577.7	638.0	146.3	.0	80.1	225.1	.0	.0	.38	76	0	171	.00
5900	576.3	647.4	151.9	.0	79.7	228.7	.0	.0	.38	76	0	171	.00
6000	576.0	658.0	157.5	.0	79.4	228.7	.0	.0	.38	76	0	172	.00
6100	574.1	666.8	163.3	.0	79.0	231.3	.0	.0	.38	76	0	172	.00
6200	569.1	671.8	169.6	.0	78.4	234.1	.0	.0	.38	76	0	172	.00
6300	564.7	677.4	176.7	.0	77.9	237.3	.0	.0	.38	76	0	172	.00
6400	559.7	682.0	183.9	.0	77.3	239.8	.0	.0	.38	76	0	172	.00
6500	555.2	687.1	191.2	.0	76.7	243.0	.0	.0	.39	76	0	173	.00
6600	547.7	688.3	198.7	.0	76.1	247.1	.0	.0	.39	76	0	173	.00
6700	541.1	690.3	206.3	.0	75.4	248.8	.0	.0	.39	76	0	173	.00
6800	534.6	692.2	214.0	.0	74.8	251.9	.0	.0	.40	76	0	173	.00

It's first time to the 1/4 track, it ran a 10.95 @ 123 MPH with the 350 gears and no trans brake, I'm looking forward to putting in the 411's this season.

It has been an enjoyable and interesting challenge that went smoother than I originally thought. Special thanks to Michael and Tony at Michaels Racing Engines of Macedonia Ohio for building this awesome 462!



Atlantic Crossing

By Ian Fitzgerald



Greetings from good old England. At long last I bring news from across the sea. Stories of Buicks and racing. So with no further delay I will begin....

First a little about myself, I am a 40 year old garage workshop Manager living in the south of England about a 30 minute drive from the coast of Bournemouth. Have lived here all my life and been into Buicks ever since I was 15. We have all got stories of how this addiction happened. Mine was an article in Car Craft magazine on forgotten Muscle Cars. The feature was on the '70 GSX and the Hurst Olds/442. That was it! The lines, the stripes the understated nature of the car. I said right then, 'I gotta get me one of these!' That was 25 years ago. Having owned a few cars including a pretty 1971 GS convertible, the 'X' didn't seem to be getting any closer, prices increasing out of my reach, so I had to take alternate action.

Right back when I was 17 I had purchased a 1972 Skylark Custom with a 455 motor in it. As kids do you start to take it apart with views to rebuilding it. After removing the interior and found there was very little floor left, strip the paint off the RH quarter and find bondo about 4 inches thick, things quickly went sour. So I stripped it out and kept a look out for a good body. An ad in a national trade paper came along. '1970 Buick Skylark. Good body, partially stripped for engine swap. Must sell due to house move. Many parts including 454 motor and transmission. £500' (About \$1000 USC) What I thought was going to be not pretty turned out to be a pretty straight car complete with a 1976 455 'blue' block a long case TH400. We loaded it on the trailer and headed home. That was 1991. At the time I was rebuilding my F150 stepside truck and had a 1976 Riviera that was steadily rusting away. So the Skylark was put in storage. Life goes on. Girls come and go, with the 1971 convertible, I might add. It is now Fall 2005, I find myself, free, single and able to get on. I'll continue the story with pictures.

After getting the Skylark out of storage and start to piece it together using the doors and truck lid from my 1972. The hood was damaged at the front and it had a nasty old style scoop on it. Repaired the damage and replace the scoop with a modified Harwood cowl induction peace that was blended to the lines of the car. Although the body was quite straight, rust was there in all the usual corners. (First set of pictures shown below)



After a little digging around it was decided that for a good sound basis the body should be dipped and coated. The company best for this job was Surface Processing Limited in Dudley, West Midlands. (www.surfaceprocessing.co.uk)

It is a company with very good credentials and experience of dealing with American vehicles. (Please check out the web site for details of the process.) So the body was completely stripped, every last nut, bolt, washer and clip was removed and bagged. A word of caution, do not send the quarter panel extension panels when dipping a car. The chemicals will dissolve them! (**Second set of pictures below**) So here we are at the body shop F.H. Ellis. A modest shop in the mid-south with an excellent reputation for building some of England's Best Street Rod and American Cars. (www.fhellis.com) An hours journey and a meeting with the owner and really nice guy. A plan of action was put into place and work begins. June 2007.



After getting into the body it was decided that for best results, the trunk floor, rear quarters and outer wheel tubs should be replaced. An order was placed with Year One and the parts were here about a week later. **(Third set of pictures below)** With panels steadily being replaced things were going quite smoothly, until the quarter panels. The outer wheel houses fitted, it was found that their outer edge was completely the wrong shape to fit the quarters and so had to be completely re-made. Have any of you also found this problem?



The body is now coming together nicely. The man taking care of the metal work, Paul, I can only say is an absolute master! Although he did have a few problem areas, like re-making the lip around the trunk that takes

the seal. But still taken care of beautifully. With the body coming along nicely, my attention was turned to the frame. Before being stripped the car was taken to a race car chassis shop for installation of a 4-point roll bar. The bar goes down through the floor and will be welded directly to the frame. Those are the indexing posts you can see in the pictures. Once stripped out the frame was blasted, seems re-welded, where required and then zinc and powder coated.



Body and frame unite! A long time in coming, but now beginning to look more like the beast it should be. A little patience required here, as not only did we have to line up the body mountings, but fit the roll bar, weld it to the frame, before bolting down. On the subject of body mountings, I have made a couple of modifications and the main body will be bolted down at all of its 14 mount positions. I believe this a must if the car is going to be raced.



Now she's taking shape! Amazing what a bit of colour does. A quick little side project before fitting the right fender; rebuild the heater assembly and don't forget a good seal to the bulkhead. She is almost complete. The marking out and masking of those stripes. We used the measurements from Steve Doves book. I will admit it took a long time to get these correct, but they look absolutely gorgeous!!



Although still in the paint boot, just cleaning up and polishing, this is the story so far. Next to get her back home and begin the re-assembly process. Can't wait!!

Team Buick, Over 100 Strong! Noble, Oklahoma

By Dick Walker, Director, OKBuicks

Team Buick, made up of competitors from surrounding States, as well as Ohio, Nebraska, Iowa, and Minnesota, again met at Thunder Valley Raceway Park, in Noble, Oklahoma, to compete against Team Ford. This was the thirteenth (13th) meeting of this rival group to participate in the annual Team Buick vs. Team Ford Heads up Shootout for an overall championship. The Ford Team bested the Buicks by bringing faster cars and more entries. This gave them the best of both worlds, by only having to match race the number of Buicks qualified in the Finals, which was ninety-three, (93). The overall score at the end of the night was 51 Ford to 36 Buick, with 6 races yet to be run, Ford competitors covered all of which. An accident involving a Mustang, which hit the wall in the short track, narrowly missing Sheldon Stoughton's blue GS car, brought the racing to an early end. The expected long cleanup, temperature and moisture changes to the track, prompted the Staff to call the race after conferring with the six pairs still staged for competition. All agreed that it was in the best interest of the racers. The overall score is now: Team Buick, 5, Team Ford, 8. Eleven qualified Ford challengers were left with no Buick answering the call. These were qualified with ET's of 15.8 to 17.1. Could you have made a difference? Our street cars are the backbone of this Event, fielding 16 thirteen (13) second cars, 21 twelve (12) second, and 32 eleven (11) second cars. The Top Ten Buick Qualifiers are: John Schmidt, Wintersville, Ohio, 8.225, Bob Peterson, St Paul, Minnesota, 8.46, Bones Hayhurst, Dumas, Texas, 9.624, John Pekar, Bryan, Texas, 9.699, John Martin, Plano, Texas, 9.719, John Plog, Plattsmouth, Nebraska, 10.249, Sheldon Stoughton, Stillwell, Kansas, 10.364, Mark Shackelford, Lawrence, Kansas, 10.423, Mike Hogan, Cedar Park, Texas, 10.744, Dick Walker, Oklahoma City, OK, 10.777.

This Event began as a street race rivalry thirteen years ago between the ever popular Ford Mustang and the Buick Grand National, and T Turbo Cars. Our goal was to provide a safe, controlled environment, hassle free place, to compete for street supremacy. The rules have changed little from the beginning, which was to replicate street racing. Buick or Ford powered doorslammers make at least one qualifying run on race day. Teams are paired from slowest to fastest in the number in which they qualify. No times are posted for these pairings and it is a Pro-tree start, heads up run with no index or breakout. If you don't foul the lights, staging or starting, and reach the quarter mile first, you post a win for your Team. No attempt to make an individual race "fair" or "close" is made. Some Team Members "take one for the Team" when paired with a more capable car. Only the overall score is tallied. The Team with the most quick cars and experienced drivers win. As it should be, it is a Team Event. All out of State Buick competitors race free, compliments of Oklahoma Buick Performance Club. Overall results can be reviewed at www.okbuicks.com, Shootout Results.



Editors Note: We should thank Dick Walker for his limitless dedication on promoting and help setting up this event each year for the last 13 years. Job well done Dick!!

The 1970-72 Buick GSX Registry – 10 Years on the Journey

By Mark Macoubrie

The GSX Registry is now in its 10th year of operation. Overall the journey has been excellent. I have met some really great owners and I have learned so much more than I thought I could. Additionally, I truly feel that the Registry is accomplishing its goal by meeting its mission statement. In the 10 years that I have been collecting data, **235-1970 GSX**, **39-1971 GSX** and **7-1972 GSX** have been registered and I still work hard to meet the mission statement of the GSX registry.

“The Mission of the GSX Registry is very simple, to document all existing Buick GSX from 1970 through 1972, to provide information to owners and enthusiasts, and help owners in any way I can if possible. The 1970-72 GSX Registry is a nonprofit organization made up of the registered owners of cars known as the Buick GSX. The purpose of this organization and registry is to encourage the preservation and identification of this group of automobiles, which were manufactured and sold between 1970 and 1972 by the Buick Motor Division of General Motors.”

The GSX Registry exists to provide as much information to the owners about the original cars as possible including information on documentation, vendors, articles, diecasts and any other items that may be of interested to the GSX enthusiast. The GSX Registry promotes the preservation and understanding of the Buick GSX to all owners and the general public and continually works to expand its knowledge base of these special cars for the benefit of the hobby.

Membership is completely FREE and CONFIDENTIAL to all members who register with the GSX Registry. Membership gives owners the special privileges of receiving annual mailers that include new information gathered about the GSX, Statistic data on cars in the registry not available on the GSX registry website or to the general public.

If you a GSX or if you know someone who does that has not registered their car please consider registering. If you have registered please send me any documentation you may have on the car so that the car can be documented in the registry. You can also mail me at 1970-72 GSX Registry, PO Box 1283, Louisburg, KS 66053

There are also some other really great Buick registries in existence. Check them out

- Stage-1 Registry <http://www.stage1registry.com>
- 1965 Buick GS Registry <http://www.gransports.com>
- 1968-69 Buick GS Registry <http://www.gsjeff.com>
- 1971-73 Buick Centurion Registry <http://www.buickcenturion.com>
- 1972 Buick Suncoupe Registry <http://suncoupe.homestead.com/index.html>
- 1973-75 Buick Century GS Registry <http://19731975centurygsregistry.freehosting.net/>
- 1982 Buick Grand National Registry <http://www.beforeblack.net/registry.htm>
- 1982-1987 Buick Grand National Registry <http://www.gnregistry.org/>
- 1982-1987 Turbo Regal Registry <http://www.gnregistry.org/>
- 1987 GNX Registry <http://www.gnregistry.org/>

1972 GSX – THE ORIGINAL 44

By Mark Macoubrie

After reading about Eric Britton doing research at the Sloan Museum and having been there in the past, I knew that Sloan had the 1972 microfilm and I knew I must go there to find out the real story on the 1972 GSX. Up until this time, all that has been know about the 1972 GSX was that is was built in Flint from a base GS and there were 44 made. No one knew what colors the cars were, how many of each engine, transmission or any other options. I wanted to solve the mystery and that is exactly what I did.

I called the Sloan Museum and asked them if I could make arrangement to do research on the 1972 microfilm similar to what Eric Britton had done for 1973. They indicated that would be fine and I set up a time in late June to spend a week researching the cars. To gather information on the cars I had to go through the entire list of cars produced in the Flint Plant in 1972 on a microfilm reader that is old and sometimes temperamental. The information also had to be manually transferred. It took me about 50 hours to get the data and another 30 or 40 to compile the information. (I missed a couple the first time and had to go through the entire list of cars again to find the missing cars).

The following information is the detailed breakdown of the 44 GSX produced in 1972. Interestingly, only 4 of the 44 were originally invoiced to the United States with the rest going as export to either Canada or other parts of the world as exports. There were 26 different color combinations including solid painted and vinyl top cars. 24 of the GSX were Stage-1 cars. There were a couple export dealers that ordered 4 or 5 stage-1 GSX in multiple colors at the same time. It would have been a real site to see 4 or 5 1972 Stage-1 GSX on the lot at one time all in different colors. These dealers seem to have ordered the cars early in the year. I can only surmise that they bought them for displaying the new model year and to showcase the car.

The 1972 GSX was a special order only car in 1972. Being only an option, the car could be ordered as a base GSX with stripes and rear spoiler only. The front spoiler and hood tach were separate options. The majority of the cars (22) were ordered in the base model without the hood tach and front spoiler.

The experience was a very good experience. The staff at the Sloan Museum is excellent and helpful and allowed me to provide information I thought may never be know. I hope everyone enjoys the information and if you own a 1972 GSX please register the car and contact Sloan to get the production information on your car.

1972 Buick GSX Breakdown Sheet

**Total Number Of
1972 GSX Produced
44**

Engine		Transmission		Air Conditioning	
Stage-1	24	4-speed	2	Air	1
		TH400	22	Non-Air	1
455	4	4-speed	0	Air	14
		TH400	3	Non-Air	8
350	16	4-speed	1	Air	0
		TH350	15	Non-Air	1
				Air	2
				Non-Air	13

* Two cars came with Forced Comfort-Flo Ventilation a Stage-1 Automatic and a 455 Automatic

EXTERIOR COLOR			
CODE	DESCRIPTION	W/ CLR	% TOTL
BB	STRATOMIST BLUE	4	9.09%
BB1	STRATOMIST BLUE / WHITE VINYL TOP	1	2.27%
CC	ARCTIC WHITE	4	9.09%
CC2	ARCTIC WHITE / BLACK VINYL TOP	1	2.27%
FF2	SEAMIST GREEN / BLACK VINYL TOP	1	2.27%
HH1	HERITAGE GREEN / WHITE VINYL TOP	1	2.27%
HH2	HUNTER GREEN / BLACK VINYL TOP	1	2.27%
II	HUNTER GREEN	1	2.27%
II1	HUNTER GREEN / WHITE VINYL TOP	1	2.27%
II9	HUNTER GREEN / GREEN VINYL TOP	1	2.27%
JJ6	SANDALWOOD / TAN VINYL TOP	1	2.27%
MM1	BURNISHED COPPER / WHITE VINYL TOP	1	2.27%
MM6	BURNISHED COPPER / BLACK VINYL TOP	2	4.55%
MM8	BURNISHED COPPER / BROWN VINYL TOP	1	2.27%
QQ	CORTEZ GOLD	5	11.36%
QQ1	CORTEZ GOLD / WHITE VINYL TOP	1	2.27%
RR	FIRE RED	2	4.55%
RR1	FIRE RED / WHITE VINYL TOP	2	4.55%
VV2	SILVER MIST / BLACK VINYL TOP	1	2.27%
YY	SUNBURST YELLOW	3	6.82%
YY2	SUNBURST YELLOW / BLACK VINYL TOP	1	2.27%
YY8	SUNBURST YELLOW / BROWN VINYL TOP	1	2.27%
ZZ	FLAME ORANGE	4	9.09%
ZZ1	FLAME ORANGE / WHITE VINYL TOP	1	2.27%
ZZ2	FLAME ORANGE / BLACK VINYL TOP	1	2.27%
ZZ6	FLAME ORANGE / TAN VINYL TOP	1	2.27%

INTERIOR COLOR			
CODE	DESCRIPTION	W/ CLR	% TOTL
126	VINYL SADDLE BROWN BENC	1	2.27%
128	VINYL BLACK BENCH	3	6.82%
245	WHITE NOTCHBACK	1	2.27%
246	SADDLE NOTCHBACK	1	2.27%
248	BLACK NOTCHBACK	2	4.55%
365	WHITE VINYL BUCKET	15	34.09%
367	TAN/BLACK VINYL BUCKET	9	20.45%
368	BLACK BUCKET	12	27.27%

PRICING INFORMATION	
MINIMUM INVOICE PRICE	\$2,855.46
MAXIMUM INVOICE PRICE	\$4,600.67
AVERAGE INVOICE PRICE	\$3,720.45

PRODUCTION DATE RANGE	
EARLIEST INVOICE DATE	9/9/1971
LATEST INVOICE DATE	7/3/1972

TOTAL CAR SOLD BY LOCATION	
48 STATES USA	4
CANADA	22
EXPORTED (INCLUDING HAWAII)	18

1973 Buick Centurion

By the Auto Editors of Consumer Guide

The short-lived 1973 Buick Centurion fought a brave battle in the early '70s to keep the convertible alive. That it did, but not for long.

[Classic Convertibles Image Gallery](#)



Sales of the 1973 Buick Centurion and other Centurion convertibles were higher than those of any single Buick ragtop model since 1970. The 1973 Buick Centurion featured a standard 175-horsepower 350 V-8.

As the '70s dawned, convertible sales had already fallen sharply from their peak in 1965. That must surely have been on the minds of Buick execs as they approved plans for the redesigned full-size cars that appeared in 1971. But that wasn't the only reason to balk. Though ever glamorous, convertibles would be costly to produce for the small anticipated volumes, and there were rumors that Washington might enact accident rollover standards that would effectively outlaw ragtops.

Nevertheless, Buick continued full-size convertibles in the new generation, though the best-seller of the bunch, the big Electra, didn't renew its offering. Slotted in as the top droptop was the new Centurion, replacing the venerable performance-oriented Wildcat nameplate that was evidently deemed a liability in an era when "performance" was becoming a dirty word. Continuing as the "entry-level" full-size Buick was the LeSabre, which also offered a convertible at about \$350 less than the similar Centurion.

Centurion's campaign proved brief. Available in upscale convertible, hardtop coupe, and hardtop sedan body styles, the name lasted only through 1973. By then it contained Buick's only ragtop offering, a \$4534 luxu-cruiser with standard 175-horsepower 350 V-8. Optional was a massive 455 with 225 bhp. In both cases, clean air dictated mild tuning, though the horsepower figures reflected the new net measure, not the inflated gross quote of old.

Sales of 5739 Centurion convertibles in 1973 were higher than those of any single Buick ragtop model since 1970 -- and higher than they would ever be again. With the death of the Centurion name, the convertible was adopted by the LeSabre line through '75. After that, Buick abandoned convertibles until 1982, when the first-ever ragtop Riviera sought to regain the company's past glories.

New Products From High Torque Racing Auto Body

I have another new product out now. I am now offering the BBB throttle cable bracket for the 68-72 GS and Skylarks. I had these made from just a touch larger material and they are much stronger. I have already test fit them on my wife's car so I know they work!! I have already shipped several out and the reviews are in!! Another excellent part!! They are \$25 each and ready to bolt on. The picture has a really bent up one (from right to left) then the repro one and then the one from the 70 stage 1 car. You can order them by sending me a PAYPAL to mike@mrbuick.com or calling me at 785-484-3245 from 8-5 M-F (central time) with a major credit card. Or sending payment to me:

High Torque Racing Auto Body
3245- 82nd Street
Meriden, Kansas 66512

I now have available BBB Throttle cable brackets . They are \$25 plus \$4. S&H. They are ready to bolt and go. I had them made from a slightly thicker metal so they will last better than the originals. You can order them by emailing me at mike@mrbuick.com or call me at 785-484-3245 (days). I can take credit card payments or paypal, unless you want to send a check to me to the address below. Thanks for your support.
Michael Garrison

**AUTOMOTIVE
MACHINE &
Performance**
www.automachperf.com

6235 Highway 54
Philpot, Kentucky 42366
1-888-624-3848
ampmike@aol.com

**Custom Built Dyno Tuned
V-8 Buick Crate Engines
Pump Gas Street or Race**

**We build Buick engines everyday
not every now-n-then**

**Free pick-up and delivery at
selected Buick races and events**

**T/A Performance
Authorized Dealer**



Converting to a Manual Transmission On a Nailhead 1965, 1966 Skylark with Original Parts

By Dick Walker

After having gathered all the stock "bolt on" parts for the conversion to a four speed transmission on my 65 GS Hardtop car, I still needed the weld on bracket, to the frame, supporting the inner and outer clutch lever assembly. With the help from Jerry Salley, Raymond, CA, a machinist, nailhead owner, and parts trader, I fabricated this bracket assembly and aligned it with a jig made by Jerry for this purpose. I used 3/16 plate stock for the uprights and 1 inch tubing for the cross piece. This tubing was counterbored to accept the nylon bushings and placed on the jig for fitment. Once the parts were in place, they were MIG weld tacked in place and the bushings removed for finish welding. The jig held the alignment and these are some assembly shots. The weld on bracket may be available somewhere, but would require placement and alignment as shown.



Buick Performance Group FINANCIAL SUMMARY 2007

BALANCE SHEET

ASSETS

BANK ACCOUNT	\$ 16,657.10
ACCOUNTS REC.	<u>150.00</u>
TOTAL ASSETS	\$ 16,807.10

LIABILITIES & EQUITY

LIABILITIES	0.00
-------------	------

EQUITY

MEMBERSHIP INVESTMENT	\$ 2,175.00
RETAINED EARNINGS	5,712.23
NET INCOME	<u>8,919.87</u>
TOTAL LIABILITIES & EQUITY	\$ 16,807.10

Buick Performance Group FINANCIAL SUMMARY 2007 P&L

INCOME

Ordinary Income	364.00
Memberships	11,121.66
National Event	37,570.25
Sales-Parts	<u>600.00</u>
TOTAL INCOME	\$ 49,735.91

COST OF GOODS SOLD

National Event	29,587.05
Sponsorships	950.00
Website Expenses	<u>480.00</u>
TOTAL COSTS OF GOODS	\$ 31,017.05

EXPENSES

Printing-Buildsheet	5,950.32
Postage-Buildsheet	2,532.62
Office expenses	910.05
Misc. expenses	<u>406.00</u>
TOTAL EXPENSES	\$ 9,798.99

WANTED
YOUR NEED FOR SPEED

CLASSIC TUBE
BAER
4
CORSE
MOSEK
FAST
& many more!

THE ULTIMATE PERFORMANCE PARTS HEADQUARTERS

Specializing in
★ Turbocharged Applications ★
WE WORK BUMPER TO BUMPER

- Suspensions
- Tuning • Roll Cages

Tell Jack you saw this ad for up to 10% OFF PARTS & SERVICE

(413) 789-0531
www.cottonperformance.com
105 Walnut St, Agawam, MA 01001

SWAYBAR / ANTI-ROLL SYSTEMS • REAR CONTROL ARMS & CA BOXING KITS
FRAME BRACE KITS • CUSTOM SUSPENSION TOOLS • AIRBAG SPACERS • DRIVE SHAFT SAFETY LOOP

HRpartsNstuff
"Better Design = Better Performance"
For '82-'88 G-Body (TR's), '89 TTA's, '64-'72 A-Body (GS's)

Lower 60 ft. Times!
Better Handling!

"...simply the best bolt-on"
"...all I can say is WOW!!"

HRpartsNstuff is the Choice of the PRO's!
Red Armstrong • Dave England • Cal Hartline • Bruce Hunter • Nick McAfee

Innovators of new & improved performance parts
www.HRpartsNstuff.com
VISA Phone: (330) 947-2433 MasterCard

WELD-ON BUNGS • KEYCHAINS • T-SHIRTS & LOTS MORE STUFF!!

Dues Are Due

Just an important reminder for all you annual paid members, We are well into the new year and it is time to re-new yours dues. This is a friendly reminder as there will be two more issue under for 2007, remaining issues are the October/November and the December/January 2008 issues.

We are aware the Build Sheet has been late going out. We are not here to say anyone is at fault. We just want to let everyone know the reason. On doing the newsletters we set our goals on having each issue containing at least 20 pages, so it is very frustrating when we do not have enough information to fill an issue. So please keep in mind getting the information at times can be difficult, so this in turn delays getting it out to you all. Lastly if you are doing a project, got some tips, send them to us. You vendors out there, I always said in the past that if you have any helpful tips, new products, testing results, send them out to me. It's free advertising and the membership will appreciate the great information sent!

Most importantly, of all of those members that have sent us articles, tips, photos, suggestions, etc. we want to thank you all! You ladies and guys really are a tremendous help not only to us but also to the entire BPG membership and Buick community!

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 lifetime 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 payable to: **Buick Performance Group.**

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

Or Pay Pal at www.Buickperformancegroup.com



THEN & NOW

AUTOMOTIVE RESTORATIONS



WOODSTOCK, GA

WWW.THENANDNOWAUTO.COM

770-592-4411 • 404-642-1729

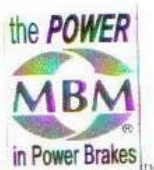


Mechanical Repairs
 Auto Body Repairs & Restoration
 Quality Auto Paint
 Quality Interiors - Standard or
 Custom Street Rod
 Minor Repairs to Total Restorations
 Buy - Sell - Trade
 Antique Autos - Classic Autos
 Custom Cars
 Street Rods - Muscle Cars

Dealers For:

- Vintage Air
- Custom Autosound
- Classic Tubes
- Legendary Interiors
- Softseal Weatherstripping
- MBM Brake Systems

And a host of other restoration specialties



TRAILER TIE DOWN STRAP SETS

Ok guys and gals I now have to make another run on the straps you see below. I have in the picture one of the 10K rated strap set ups with a long/wide handle ratchet and basically 8 feet of strap with a hook and the axle strap with the protection sleeve. The set consists of 4 of these. IS YOUR CAR IS ONLY HELD ON THE TRAILER BY THREADS? Wouldn't you like to know that the threads are new?? Its your investment in your car's safety.

The only color on this order will be Yellow ...sorry it makes the costs jump up too high when you change colors. These straps in JEGS are going for \$38 each once you put the handling charge on them. I will be selling these on this order for \$120 the price has gone up only \$5 !!! for a set of 4 of these which is \$30 each no freight. All this is good BUT I need to have 20 sets sold and paid for so I can grab the last \$1000 from my own pocket.

PLEASE DO NOT WAIT TILL THE LAST MINUTE!!!! I need and will place the order by Feb 29th and it has to be paid UPFRONT at the time of ordering and I cant pay the whole thing!

Get your orders in now !!!!!!!!
\$120 shipping included.
Paypal is mike@mrbuick.com

Snail mail is:
High Torque Racing Auto
3245 - 82nd Street
Meriden KS 66512

Or call orders in 785 484 3245

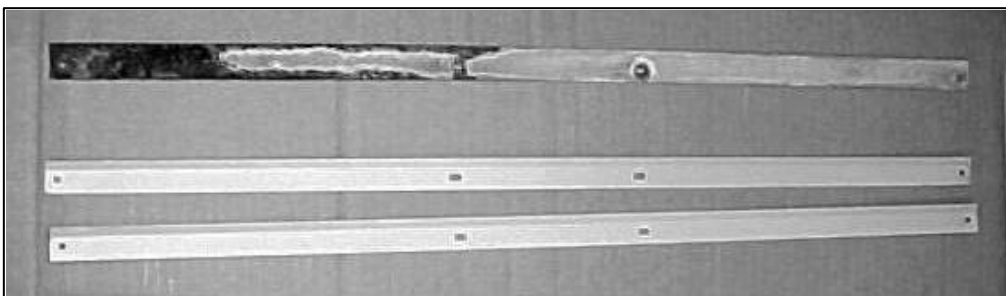


1970-1972 SKYLARK ROCKER PANEL DISC's & STRAPS

These disc's are 20 gauge galvanized. So rust shouldn't be a problem for quite some time. I also have the straps they are \$12.50 a pair plus the disc's at \$18.50 a set of 10 = \$31 for a full set and \$7.85 S&H per full set (straps and disc's)

If you are going to buy more than one set add \$1 more for shipping per set.
The sets of 10 disc's by themselves are \$18.50 plus \$3 S&H

Let's get them on order. Paypal is mike@mrbuick.com
Other payments send them to:



Snail mail is:
High Torque Racing
3245 - 82nd Street
Meriden KS 66512

Or call orders in 785 484 3245



Mark your Calendars...Book your Vacation

The Must Attend Event of the Year
AUGUST 1-3
2008

BE A PART OF THE FUN

JOIN IN THE ACTION

WITNESS SOME OF THE FASTEST BUICK POWERED VEHICLES IN NORTH
AMERICA

CHECK OUT THE DISPLAY OF
SHOW CARS

Visit the VENDORS ROW

Join one of the many Clubs

Find that Missing Part

Make New Friends and see Old ones

National Trail Raceway Hebron, OH

For more Info Visit

www.Buickperformancegroup.com

For Vendor and Sponsorship Info

gbsean@optonline.net

