

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

THE BULL SHEET

April / May 2006

Volume 5, Issue 2



Get Set
For The
BPG Nationals

Henry White

Takes Gold Award

at the GS Nationals



The Buick Performance Group

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

Buick Performance Group Mission Statement

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

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

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

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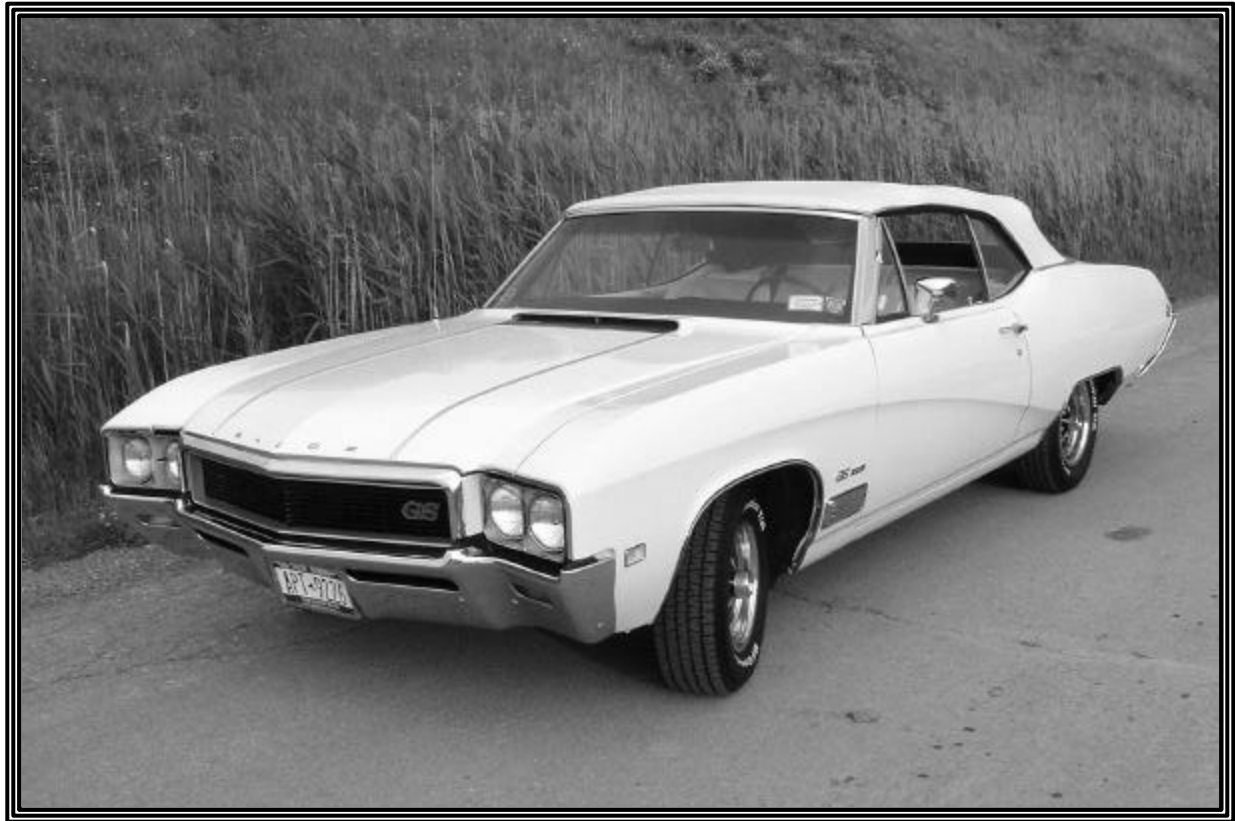
All written inquiries and payments to the B.P.G Club be made out to: Buick Performance Group

www.Buickperformancegroup.com

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Mike Trommetter's 1968 Gran Sport 400



For Buick 1968 was a banner year for the GS sales, with total production numbers reaching 21,514 for both the small block and big block cars (not including California GS). Of that total number produced only 2,454 convertibles rolled off the assembly line. These were the highest totals for any year of Gran Sport production, but they were still less than their corporate siblings with the next closest muscle car sales total coming from the 442 with just over 30,000 cars, and 5,142 of those being convertibles. Pontiac sold four times as many GTO's than Buick sold Gran Sports in 1968 and the Chevelle SS sales were greater than Pontiac's.

With record GS sales in 1968 you would think that this would carry over and make them very popular today but that is not the case. The 1968 GS because of its body style is one of those cars that either you love or hate. I believe the sweeping bodyline gives the car a unique touch of class.

This was also the first year of the new body style that carried over until 1969 with only a few modifications. At first glance the two years may look the same but the easiest way to tell a 1968 GS coupe or convertible from a 1969 is to look for the absence of vent windows mounted to the door, 1968 was the last year for these windows on an "A" body GS coupe/convertible.

I have always liked the '68 body style and I purchased my first GS400 coupe in 1984 from its original owner. I will admit that I did not even know what a GS was when I first went and looked at it; I was looking for a Skylark at the time. The original owner initially did not want to sell me the GS because I was 19 years old and he thought I was going to destroy it so I had to convince him that I was going to restore it before the deal could be made. With my limited budget it took years to collect the necessary parts to fix the body. Rust free fenders, doors and quarter panels were purchased and installed and in 1989 the car was painted, but as much as I loved that coupe I wanted to own a convertible, so a few years later so I started looking for one within a reasonable driving distance.

In 1999 I finally located and purchased my current '68 GS400 convertible from its second owner. It was in very good condition and only needed minor detailing to make it score well at BCA judged meets. Most of the original parts are still with the car including the sheet metal, complete drive train, white convertible top and interior. It had been repainted the original color "Cameo Cream" in 1979 and it still wears that paint today with only a few chips here and there.

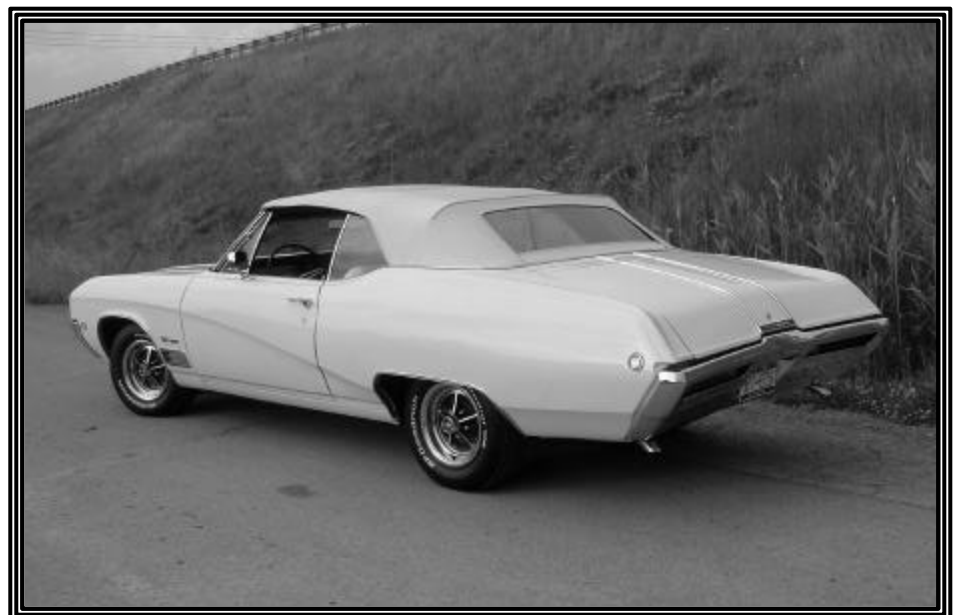
I was fortunate enough to locate 2 build sheets within the car to go with the sales order form and sales receipt that the original owner had saved. All of this information is nice to have when you are trying to figure out how much of your car came from the factory and what was added on later by previous owners.

My GS400 convertible was originally purchased by a gentleman in his 60's (so I am told by the second owner, who was a friend of the original owner's family) from Community Motors in Kingston, PA. Community Motors must not have had what the original owner was looking for on the lot so a factory order was placed in March of 1968 with the following options:

Power steering, power brakes, AM-FM radio, rear seat speaker, 8-track player, chrome wheels, F-70-14 tires, positive traction differential, automatic transmission, bucket seats, power windows, full length console, electric clock, trunk light, tinted windshield, remote control outside rear view mirror and tilt wheel.



After a few years passed the original owner was no longer able to drive due to illness but his sisters continued to drive the GS for a short time before selling it in 1978. Over the years since purchasing the GS I have added a rallye steering wheel, front and rear factory floor mats, door guards and an under-dash tissue dispenser. In the near future a rear sway bar will also be added. Hopefully I will be able to hold onto this car and keep it within our family for many years to come.



Car Show Etiquette

By Duane Heckman, **BPG** Assistant Car Show Director

The BPG, like the BCA, require a car to have a readily available fire extinguisher, before the car can be judged. It does not need to be mounted to the vehicle, but it must be easily accessible in an emergency.

Up until now we have been a bit lax in enforcing this "fire extinguisher rule", but that is about to change. I am stating here publicly, for **ALL** to see, that from now on if a car does not have a fire extinguisher it will not be judged at the BPG Nationals, and I will give my reasons.

Many of us rarely drive our cars, and keep them in storage most of the time. We all know what happens when cars sit idle for long periods of time, gaskets dry out, carburetors varnish, mechanical linkage starts to stick, wires crack, brakes start hanging up, etc, etc.

The following is a personally witnessed example of what can happen at a car show.

Years ago one of our local Mustang clubs was holding it's annual car show. It was basically a show within a show, with the Mustang club having their show in one area, and everyone else in the area next to them.

The day went on and everything was fine, until the guys started leaving. There was an old guy there (Original Owner) with a restored green 50's woody wagon. The car was beautiful, anyway while he was heading for the gate the carb backfired and gas spilled out of the air cleaner and poured all over the engine. The car then caught on fire and the guy was standing next to it yelling and watching it burn.

Everyone at the regular show was standing there helpless, including myself, and was watching it burn, but about 10 or so Mustang guys grabbed fire extinguishers from their trunks and put the fire out. The damage ended up being minimal, as it was contained to the under-hood area, and the hood.

The above situation illustrates perfectly how important fire extinguishers can be. If the fire had not been quickly contained the car would have been a total loss, but through the efforts of a few guys, and the availability of a few fire extinguishers, the car was saved.

The 10 Rules for a Buick Restoration

By Duane Heckman

1. Just because a part fits on a Chevy doesn't mean it will fit on a Buick.
2. Don't ever assume a Buick part is painted/plated the same as a Chevy part.
3. Always assume every part is numbered and date coded somewhere.
4. Always remember if you replace a part on your car, someone will have the intelligence to know that, and will tell you at the most inappropriate time.
5. Accept **all** help that is offered and take criticism constructively. It makes for a better restoration.
6. If you get to a point where you are not sure how to continue, **stop**, call someone and get some help. It saves time and reduces the threat of having to do something over again.
7. Buy your wife/girlfriend flowers every now and then. Remember she has to put up with both you and your restoration.
8. Use as many of your original parts as you can, and only replace what is necessary. This will save you months of time looking for parts that you really do not need, plus it reduces the cost of the overall restoration. (It also lessens the chance of getting smacked in the face with Rule number "4".)
9. Never throw out any of your parts until the restoration is complete. Then give your extra parts to a friend. You never know if you might need something from that pile later.
10. While looking for parts, don't forget to talk to your Chevy friends. They might have some Buick parts mixed in with their parts, and will probably be glad to get rid of them.

So there you have it, 10 easy rules to help you along.

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. Possible Gambler's Race. Heads Up classes (GSE, TSM & TSO) Peer Tech at 3 pm at the scales. Track prep 5 pm to 5:30 pm Heads up classes qualifying, 2 rounds and additional test and tune from 5:30 to 9 pm.

Saturday: Gates open 8 am. All Buick display car show from 9-12 pm with concours show awards approximately 1-1:30pm. Immediately follows is the Restoration Clinic Seminars and history of the factory Buick 4bolt experimental block along with other seminars TBA. Heads up classes qualifying, 3^d qualifying pass at 5 pm. Immediately followed by Super 8 and Quick 16 qualifying runs. Heads Up eliminations will start after Super 8 and Quick 16 Qualifying passes. Test and tune passes will follow the Heads up eliminations running until 9 pm.

Sunday: Gates open 7:30 am. Church service held at 8 am. Drivers meeting at base of tower 8:30 am, Followed by lane call. 1 or 2 qualifying rounds at 9am for Super 8 and Quick 16 Classes Eliminations approximately 12:30 pm until completion. Participants can run in different classes, but must enter and register for each class separately.

For further information please inquire at www.buickperformancegroup.com

(All above posted times are subject to change)

Event Director – Jim Haas

**All Buick Display Car Show with 10 Director's Choice Awards
Concours Classes only will be judged under the 400 point system.**

Race Program

All Race Classes MUST have minimum of a 8 car field

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

Quick 16: Bracket Class – Must be Buick body and Buick powered.
Winner: \$1,500 Runner-Up: \$750 Semi: \$250

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

Pro: Bracket Class – Can be any combination of Buick powered and/or Buick body. Example: Non-Buick body vehicle must be Buick powered. A non-Buick powered vehicle must have a Buick body. No delay boxes. 12.00 and slower. Winner: \$800 Runner-Up: \$500 Semi: \$100

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

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

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

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

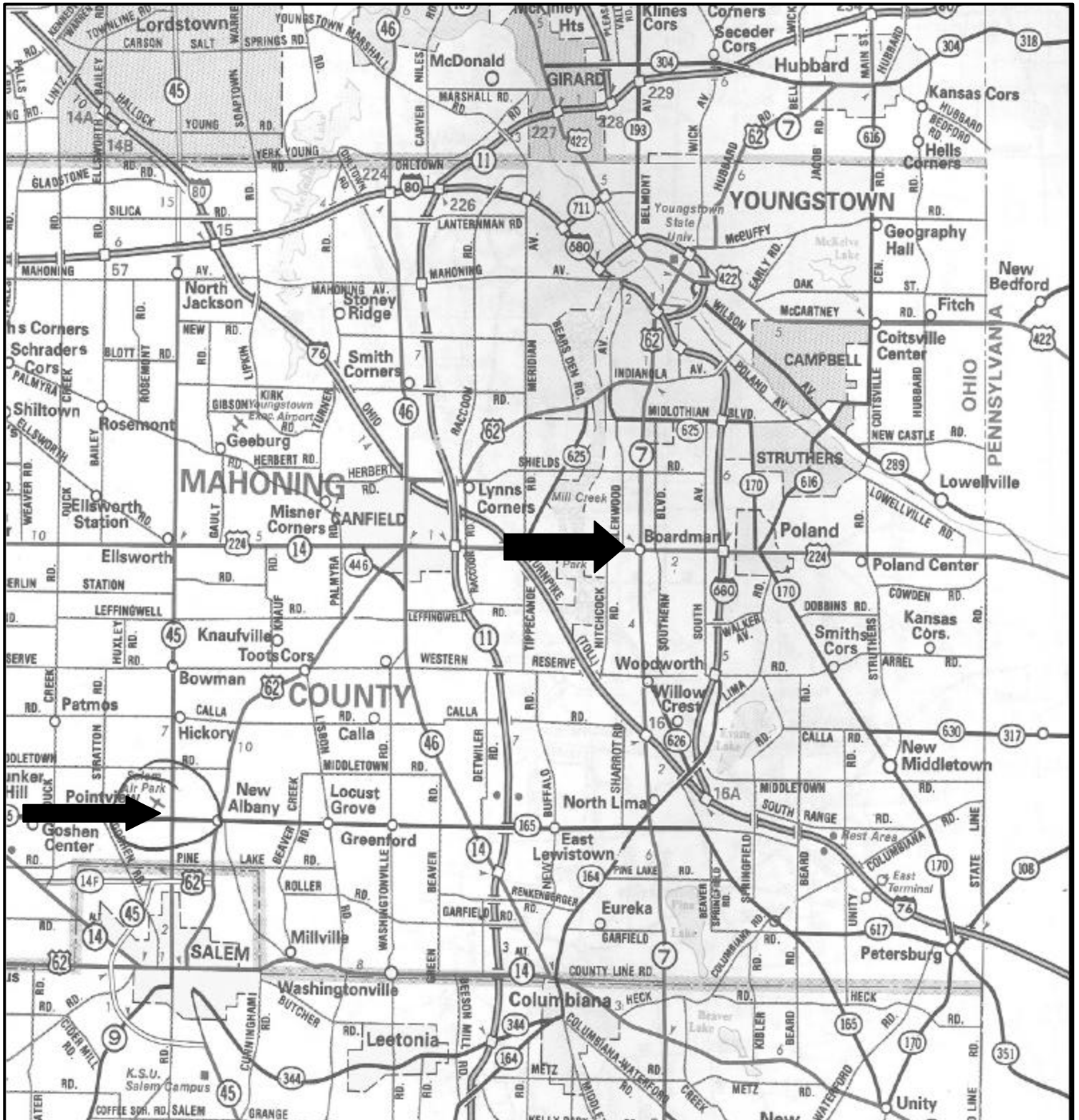
Fastest Qualifier: \$250

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

Detailed Map, Vicinity of Quaker City

Quaker City Dragway, Salem, Ohio

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



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

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

Address: _____

Telephone # _____ E-Mail Address: _____

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

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

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

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

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

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

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

Quick 16 Race Class Sticker; \$25 = _____

Super 8 Race Class Sticker; \$30 = _____

Total _____

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

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

1. The BPG Nationals is an open Buick race and show event open to all Club members as well as to all Buick enthusiasts. We would prefer non-members join the BPG, but this is not a requirement on participating.
2. You may register more than one car at the event but must fill out an additional registration form with payment for each additional car entered.
3. **All pre-registration must be received before July 23rd**. After this date registration must be made at the gate.
4. Request for a pre-paid ticket refund must be made in writing and postmarked by July 22nd
5. If you wish to receive a payment receipt of this form please include a self-addressed stamped envelope or list your e-mail address for electronic confirmation.
6. Children under 12 are admitted free and must be accompanied by an adult.
7. Pre-registrations packets can be picked up at the gate registration tent at the track.
8. Changes in tickets after we receive this form or additional tickets, can be done at the gate registration tent.
9. No buy-backs. All first round losers can enter the Second Chance-Duck bracket class for an additional \$20 fee.

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

FRONT DISC BRAKE CONVERSION

By Jeff (Yardley) Holthenrichs

1965 – 1970 Buick Electra and Wildcat

1966 – 1970 Buick Riviera

While our Buicks had the best brakes available at the time, by today's standards they are very outdated. You could spend a ton of money, time and effort locating factory disk brake components for your Riviera, but they are very hard to find and are also very expensive to repair and maintain.

Using brackets supplied by a company called SCAREBIRD (425-422-0273) and readily available part-store components, we can now convert our antique Buicks to a modern "bolt on" disc brake system for under \$550. This is a slam-dunk conversion, at least it was on my 1969 Riviera. It was as simple as literally unbolting the original pieces and bolting on the new ones. It is an easy afternoon job for even a novice. I have not heard feedback from anyone who tried this on a Wildcat or Electra, but seeing as how they have the same brackets as the Riviera conversion, I'm going to go out on a limb here and say that those applications are also a slam-dunk. I can't say enough about the research SCAREBIRD did on this project.

Here is the parts list with NAPA numbers and prices. My local NAPA had EVERY part in stock except one inner wheel bearing and one dust cap. They arrived the next day.

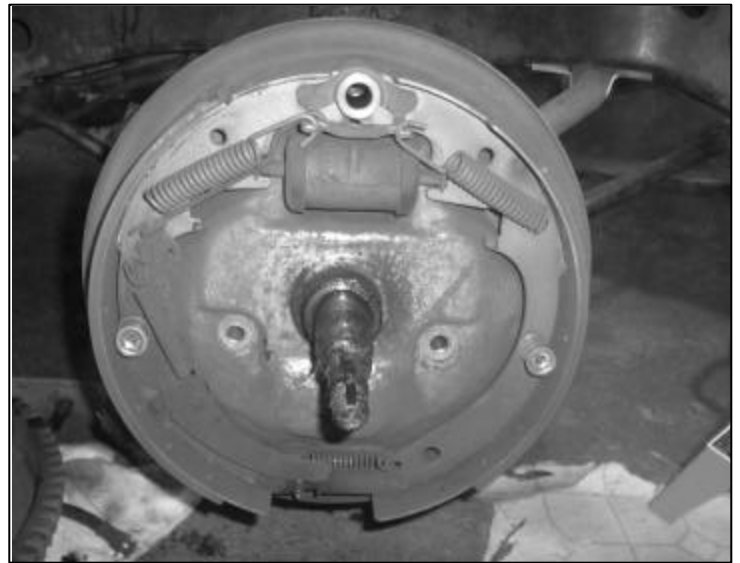
Scarebird says you may reuse your wheel bearings, but I say "No Way". Why go through all this trouble only to scrimp on the only things that allow your car to actually ROLL. And you can source the calipers from a junkyard. But again, you may get junk that is useless, so why bother? However, I DO plan on sourcing 2 junk calipers as cores because the core charge is \$45 a piece for these calipers! That's \$90 that I can use elsewhere on this project.

I was not happy with the spongy feel of my brake pedal after the initial swap, and panic stops saw the pedal all the way to the floor. But NAPA had the OEM 1969 Riviera disc brake master cylinder in stock. With its 1/8" larger diameter piston (1.125" vs. 1.00" on the drum/drum master cylinder) it now provides me with very good pedal feel and the Riviera stops better than my minivan. I've spoken with Scarebird about the master cylinder and request that they at least include the info in their parts list with their brackets. You will need to use a compatible disc brake master cylinder for your vehicle. If your car was available with disc brakes, I suggest that you use that particular one.

Part	Application	NAPA#	Price
Rotor (2)	1971 – 1976 Riviera, front	85537	83.36 ea
Caliper, LH	1990 – 2002 AWD Chevy Astro front	242-2138	18.99
Caliper, RH	1990 – 2002 AWD Chevy Astro front	242-2139	18.99
Caliper bolt (4) (if not incl w/caliper)	1990 – 2002 AWD Chevy Astro front	82792	
Brake Hose (2)	1979 – 1990 Caprice front	36847	12.09 ea
Banjo Bolt (2)	1990 – 2002 AWD Chevy Astro front	82703	2.96 ea
Wheel Seal (2)	1977 Riviera	19984	2.12 ea
Brake Pads (your choice of grade)	1990 – 2002 AWD Chevy Astro front		65.00+
Dust cap (2)	NAPA Brand	730-2438	3.99 ea
Wheel Bearing, inner (2)	1969 Riviera	BR5	11.49 ea
Wheel Bearing, outer (2)	1969 Riviera	BR3	10.49 ea
Brackets	SCAREBIRD 425-422-0273		115.00
Disc/Drum Master Cylinder	1969 Riviera	47-36306	33.99

Procedure

1. Secure the vehicle on jack stands, remove the front wheels and hubs. Save the large nut and washer from the hub assembly, you will reuse them.
2. Using a line wrench, disconnect the brake line from the hard line at the frame bracket, then remove the locking clip and set aside to use later.
3. Remove the bolt that holds the brake hose bracket from the rear of the steering knuckle/spindle.
4. Remove the 2 lower backing plate nuts and lock washers. Remove the bolts. Remove the top bolt where the springs attach.
5. Remove the brake shoe hardware, old brake line and backing plate in one assembly.



6. Clean the entire area. Carb cleaner or mineral spirits, a wire toothbrush and a roll of paper towels will get it squeaky clean. Now is the time to squirt the lower control arm and reaction rods with a can of black spray paint. I like gloss, but I believe the factory lacquer looked semi-gloss or satin.

7. Slip the bracket over the spindle with the caliper opening to the rear and the little “dog house” over the lower rear bolt hole. Insert the new, shorter top bolt (supplied) loosely then, reinsert the lower rear bolt, lock washer and nut. You may Loc-Tite the top bolt if you wish. Torque the top bolt to 90 ft-lbs and the lower bolt to 75 ft-lbs.



8. Pack the wheel bearings. Lay the inner bearing into the hub and tap in the new seal. Slip the rotor over the spindle. Slide the outer bearing and washer onto the spindle and screw the nut back on. Check for any contact between the rotor and the bracket. The “dog house” on my bracket had a large weld that needed some light filing to clear the rotor. Scarebird told me that based on my feedback they will address this issue.

9. Now here is where it gets dicey... I used an adjustable wrench and gently tightened the nut while spinning the rotor. It doesn't take much effort! When the bearings are compressed all the way, you'll feel how you can back off the nut and then when tightening it, the nut won't compress any farther. Insert a NEW cotter pin. Install the new dust cap.

10. Wash your hands, and using a clean rag and Brake Cleaner, spray and wipe the rotor well. It must be perfectly clean!



11. If your caliper came unassembled, as mine did, coat the 4 rubber O-rings with the supplied lube, and slip 2 into the grooves cut into the inside of the sleeves for the attaching bolts. 2 more go at the inner end of the sleeves and are held in place with the 2 flat rubber washers. Slip the inner sleeve liner into each sleeve. The 2 large caps will cover the attaching bolts once they are torqued down.

12. Snap the brake pads onto the caliper and then slide the caliper over the rotor and into place on the bracket. Lube the attaching bolts with the supplied lube and start BOTH bolts before tightening them down. Torque to 35 ft-lbs.

13. Install new brake hoses with 2 copper crush washers at caliper. These hoses have only ONE side that will mate correctly to the caliper, so be careful. Attach at hard line and lock in place with the clip.

14. I did not use a proportioning valve and don't think it requires one. You may feel otherwise. It is your call. Adjustable proportioning valves are available from Summit Racing for around \$65.

15. Bench bleed and install your new disc/drum master cylinder. Bleed the brake system, install your wheels and break-in the pads. Scarebird recommends following the 30-30-30 rule: 30 stops from 30 MPH with 30 seconds cooling time between stops. I used an empty parking lot close to my house.

1970-1972 GSX Rear Spoiler Difference

By Duane Heckman

I am often asked the following two questions regarding 70-72 GSX rear spoilers,

1. How can you tell a reproduction from an original, and
2. How can you tell the correct model year of an original spoiler?

To be honest, some of the reproduction rear spoilers out there are pretty nice, and it is getting harder and harder to tell them apart from the originals. Now this is not necessarily a bad thing, because it means we have nicer parts to fix our cars, but it certainly doesn't help with this discussion. The main differences between the reproduction and original rear spoilers have to do with vent hole size/location, weight, and pedestal width. Another difference is the fact that some of the reproductions are quite wavy across the top. This means there is more work required to "smooth them out", but once finished they do end up looking like the originals.

Without having an example of each reproduction, I figured the best way to tell the spoilers apart was to list the measurements and characteristics of an original spoiler from each of the three years and let you, the reader, decide the differences. So let's get on to the pictures.

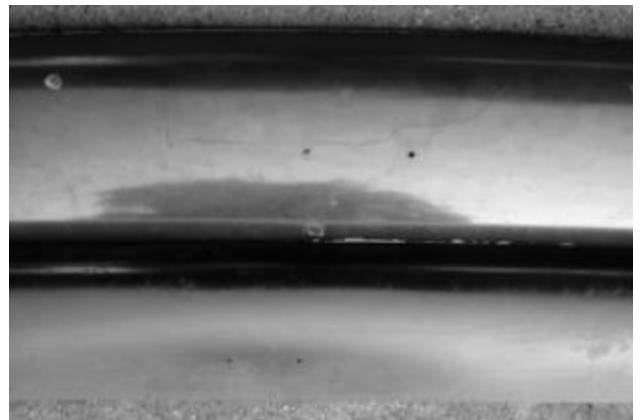


Here is a picture of an original spoiler from each of the three years.

The pictures shown above (1972 top, 1971 middle, & 1970 bottom) show the vent holes underneath the spoilers and have all been aligned with the centerline of the Spoiler at the same location. (Note the pictures were all taken from behind the car, looking up at the underneath of the spoiler.)

If you use the trunk lock as a centerline guide, it is easy to see that the vent hole placement changes for each year. The 1970 spoiler has 1 hole approximately at the center point, while the 1971 has 1 hole at the center and another towards the driver side, and the 1972 has 1 at the center and the other towards the passenger side.

It is hard to tell from the pictures, but the 1970 vent hole is much smaller than the 1971-1972 holes, and is often absent, due to being filled in by bodywork when the cars are repainted.





The spacing between the holes also varied depending on the year, with the 1971 holes being 3" apart (left picture), and the 1972 holes being 3 ¾" apart (right picture).



The pedestal widths are also different depending on the year. The left picture is from the 70 spoiler and the pedestal measures approximately 4 ¼" from tip to tip. The right picture is from the 72 spoiler and shows the length of the 71-72 pedestals at approximately 4 ¾".

The weight of the spoilers also varied, depending on the year, with the 70 spoilers being approximately 6-7 lbs lighter than the 71-72 spoilers. Summing up all the various differences gives us the following lists.

1970 ORIGINAL REAR SPOILER

Vent Hole (A single 1/16" hole drilled approximately at the mid point of the spoiler. This roughly centers the hole over the trunk lock once installed on the vehicle.)

Pedestal Width (Measures 4 ¼" from tip to tip.)

Weight (Approximately 9 ¼ Lbs.)

1971 ORIGINAL REAR SPOILER

Vent Hole (Two 13/64" holes, with one drilled at the mid point of the spoiler, and the other drilled 3" toward the left side of the car. This centers the one hole directly over the trunk lock and the other toward the driver side of the vehicle.)

Pedestal Width (Measures approximately 4 ¾" from tip to tip.)

Weight (Approximately 15 Lbs.)

1972 ORIGINAL REAR SPOILER

Vent Hole (Two 13/64" holes, with one drilled at the mid point of the spoiler, and the other drilled 3 ¾" toward the right side of the car. This centers the one hole directly over the trunk lock and the other toward the passenger side of the vehicle.)

Pedestal Width (Measures approximately 4 ¾" from tip to tip.)

Weight (Approximately 16 ½ Lbs.)

Conclusions: As you can see from the above discussion each year spoiler is different, but by looking at the number, size, and location of the vent holes, as well as the size of the mounting pedestals, you can visually distinguish the differences even when they are mounted on a vehicle. Enjoy.

From the Desk of Dennis Manner

Here at the BPG we again have to thank Dennis for his expertise and kindness on sharing his knowledge to us all. Dennis had contacted us on an update regarding the "Buick 455 Water Pumps" article in our last issue.

- A/C pumps have a larger diameter water pump bearing to handle the load of the fan clutch
- A/C and H-D cooling option (required with all Stage 1's) had a faster ratio fan drive by using a larger diameter crank pulley with a smaller diameter water pump pulley to turn the fan faster for low speed and idle cooling (increased air flow). This is also true on the previous 401 and 425 engines.

Dennis also re-sent us the "1963-1976 Buick Big Block Engine" spec sheets. A few issues ago we had this information printed in the Build Sheet, but because of a mistake made by your Editor, failed to have all of the correct information printed. So in this issue on the following pages we re-printed the information...correctly. Thanks again Dennis and to our members thanks for your patience and support.

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1963-1976 Buick Big Block Engines

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

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

Year	Cubic Inch	Carb	Compression Ratio	Engine Code	hp@rpm	Torque @ rpm	Exh	Engine/Model Usage
<u>400 Cubic Inch (Stage 1) 4.040 x 3.90 Stroke</u>								
Specific Content: Special camshaft with single machined identification groove, tubular push rods, H-D valve springs, higher oil pressure spring, 5/8" dia. oil suction pipe, specific carburetor and distributor, deep sump fuel pump and chrome rocker covers.								
1969	400	4Bbl	10.25	RS	350@4800	440@3200		OPT: GS 400 Skylark
<u>430 Cubic Inch 4.1875 Bore x 3.90 Stroke</u>								
1967	430	4Bbl	10.25	ND	360@5000	475@3200		STD: Wildcat, Electra, Riviera
1968	430	4Bbl	10.25	PD	360@5000	475@3200		STD: Wildcat, Electra, Riviera
1969	430	4Bbl	10.25	RD	360@5000	475@3200		STD: Wildcat, Electra, Riviera
<u>455 Cubic Inch 4.3125 Bore x 3.90 Stroke</u>								
1970	455	4Bbl	10.0	SR	350@4600	510@2800		STD: Gran Sport Skylark - GS 455
	455	4Bbl	10.0	SF	370@4600	510@2800		STD: Wildcat, Estate Wagon, Electra, Riviera
1971	455	4Bbl	8.5	TR	315@4400	450@2800		STD: Centurion, Estate Wagon, Electra, Riviera
								OPT: Gran Sport Skylark - GS455, LeSabre
(Compression ratio reduced in 1971 for lower octane unleaded fuel resulting in power loss)								
1972	455	4Bbl	8.5	WF	225@4000	360@2600	Single	STD: Centurion, Estate Wagon, Electra
				WF	250@4000	375@2800	Dual	OPT: LeSabre STD: GS Skylark, Riviera OPT: LeSabre, Electra
(Power rating method changed from gross to net values - measured with air cleaner and mufflers installed in 1972 resulting in lower advertised numbers)								
1973	455	4Bbl	8.5	XF	225@4000	360@2600	Single	STD: Estate Wagon, Electra
				XF	250@4000	375@2800	Dual	OPT: Centurion STD: Riviera OPT: Century Gransport, Century Wildcat, Regal, Lesabre, Electra

<u>Year</u>	<u>Cubic Inch</u>	<u>Carb</u>	<u>Compression Ratio</u>	<u>Engine Code</u>	<u>hp@rpm</u>	<u>Torque @ rpm</u>	<u>Exh</u>	<u>Engine/Model Usage</u>
1974	455	2Bbl	8.5	ZI	175@3400	355@2000	Single	OPT: LeSabre
				ZI	190@3600	370@2000	Dual	OPT: Century, Century Gran Sport, Regal, LeSabre
		4Bbl	8.5	ZF	210@3600	335@2200	Single	STD: Estate Wagon, Electra
				ZF	230@3800	355@2200	Dual	STD: Riviera OPT: Century, Century Gran Sport, Century Wagon, Regal, LeSabre, Estate Wagon, Electra
(Power rating method again changed to a new SAE test in 1974 resulting in lower advertised numbers)								
1975	455	4Bbl	7.9	AF	205@3800	345@2000	Single	STD: Estate Wagon, Electra, Riviera OPT: LeSabre
(Compression ratio reduced and catalytic converters introduced in 1975)								
1976	455	4Bbl	7.9	SA	205@3800	345@2000	Single	STD: Estate Wagon, Electra, Riviera OPT: LeSabre

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

Special Content: Heads with 1/8" o.s. swirl polished valves, special camshaft with single machined identification groove, H-D valve springs, higher oil pressure spring, 5/8" dia. oil suction pipe, specific carburetor and distributor, deep sump fuel pump and chrome rocker covers.

1970	455	4Bbl	10.5	SS	360@4600	510@2800	Dual	OPT: Gran Sport Skylark - GS 455
1971	455	4Bbl	8.5	TS	345@5000	460@3000	Dual	OPT: Gran Sport Skylark - GS 455
(Compression ratio reduced in 1971 for lower octane unleaded fuel resulting in power loss)								
1972	455	4Bbl	8.5	WS	270@4400	390@3000	Dual	OPT: GS Skylark
(Power rating method changed from gross to net values - measured with air cleaner and mufflers installed in 1972 resulting in lower advertised numbers)								
1973	455	4Bbl	8.5	XS	270@4400	390@3000	Dual	OPT: Century Gran Sport
1974	455	4Bbl	8.5	ZS	255@4400	370@2800	Dual	OPT: Century Gran Sport
(Power rating method again changed to a new SAE test in 1974 resulting in lower advertised numbers)								

Winners of Last Issue Contest – Congratulations!



We would like to thank everyone's quick response and their guesses on who is this young lad with the chicken legs in the photo.

Well the answer is Adam Martin back in his younger days. We awarded the first three correct picks instead of the first two as we had a lot of calls regarding this contest.

Winners

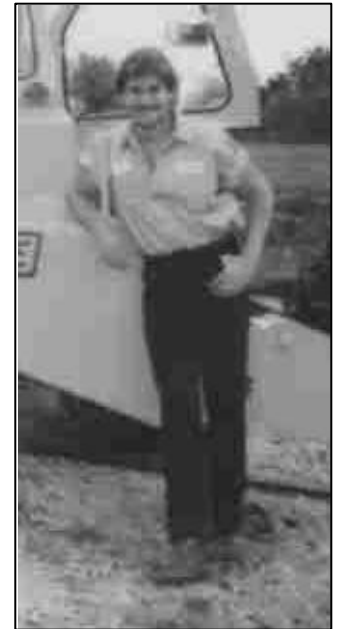
1. **Beth Andrews**
2. **James Weinman**
3. **Paul Deil**

Congratulations! Each winner will receive a DVD of the 2nd Annual BPG Event courtesy of Nelson Febus Films and the DVD movie, High Road to Salem, courtesy of John Campbell.

Let's Do It Again

These shots may be a little harder, best of luck to you all. The shots on the right are two gents, one sporting his 70's polyester outfit, he must be on his way to a disco. These two young studs (yeah right) are current members and long time Buick racers. They both are attendees of the GS Nationals and in the past have squared off in the lanes with their Buicks. Both guys are well known in the Buick community and frequent the various Buick web sites and Buick events.

Can you name these two guys here? The first three correct callers will win a free "High Road to Salem" DVD courtesy of John Campbell.



All participants must be BPG members and can reach me at marti4@suscom.net or call 845-406-0633. If no answer, please leave your guess and please don't forget to leave your name and address with a call back number, Good Luck!!

A few hints:

- 1) The guy on the left is part of the "Mid West Mafia" and his wife always cuts better lights than him (hahahaha).
- 2) The guy on the right is a "big" Buick northeast racer. Hmmmm...

TA Performance Ad

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