

4th Annual BPG Buick Horsepower Nationals August 3 - 5, 2007

THE BUILD SHEET

Buick Heritage Vehicles on Display

*Also come and
see on display*

Mark Reeves's Motion GSX
Guy Parquette's Reynolds Stage 2
Greg Gessler's FAST Class Stage 1
Tom Rix's Jones - Benesick Stage 2
Jim Shiel's 66 GS "Pilot" Car, 1of 50



BPG
Buick
Horsepower
Nationals
Issue

Race
Show

**FREE
VENDING**

**A Buick Owner's
Worst Nightmare**

**Stolen
Stripped
Dumped
Recovered
Justice?**

You Bet



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

Buick Performance Group
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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

“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.

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BPG Buick Horsepower Nationals

By John Chamberlain

Here are a few updates and a few things we are working on for the Columbus BPG Buick Horsepower Nationals coming up this August 3-5 at National Trails Raceway.

** Forget everything you have heard or seen about Columbus National Trails. I spent last Monday there and I am very impressed with the area since it has grown up. The town of Heath is within 15 minutes of the track and should be able to accommodate all of us. There are lots of restaurants, hotels, parts stores, and a great main drag that will be user friendly to us. Everyone including the police department would like us to come back, so the word I get it they will work with us.

** How about a big cruise-in on Thursday night in Heath, at the Auto Zone / Ruby Tuesday parking lot? What a great way to kick off the event!

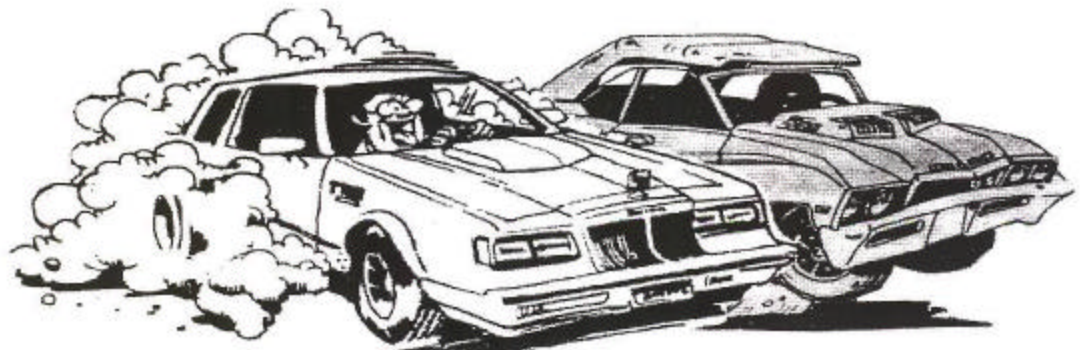
** I have officially invited the Mopar group to join us for test and tune on Friday and possibly Saturday for part of the day. See, the Mopar Nats are the following weekend at the "Trails" and as packed as it gets, I am sure there will be some who will come out to test and tune their cars a week early, esp. the locals. We'll give them lane 6, for example, and any of us who want to grudge-race any of them, well, choose your race. Ought add a lot of excitement plus help us with expenses.

There is plenty of grassy areas for the car show should it be a hot day, or if it is a nice day we can have it on the asphalt. We will work this out when the time comes and we see what the weather is doing.

** Buick has committed to bringing a truckload of heritage vehicles down for the show. Last year at Indy, they brought GNX#1, a gorgeous pale yellow 65 Gran Sport convertible, a 65 Riviera, the Blackhawk, a Wildcat concept car and I am probably missing one or two others. Ought be interesting to see what they drag out for this year!

** How about this one – FREE vending spots! We have decided that with more and more business being done via E Bay and other sites, vendors are becoming more and more reluctant to bring their wares out to sell at meets such as this. Hard to blame them as it can be a hassle, \$3.00 gas, motels, etc. So, we think it's time to encourage them to come back to their roots and get eyeball to eyeball with their customers. We will certainly accept any donations that they would want to throw our way, but not necessary. The only deviation from this would be the "prime" locations. We would like to offer them to the larger vendors who would utilize these to the best usage and these spots will be "sold" to the highest sponsors. In other words, if you are a vendor and want to sponsor at the \$1000 level, you would get the best spot, compared to a \$500 sponsor. Keeping it simple. And, as I say, no one HAS to. They can vend for free in the back 40 if they choose. But, again, we will accept donations if you'd like to help us grow this event to the level we envision. It's up to all of us.

** And, of course, lots of racing! See you in Columbus!



Stolen and Recovered

A Buick Owner Who Refused to Give Up

By Rick Martinez

On August 5, 2004 while away on vacation, someone arrived at Willie's Wager's home in Monroe Township, NJ, around 3 am and pushed his SUV out of the way to gain access to his 26' box trailer which was loaded with tools and worst of all his 10 second show stopping 1971 GS455 convertible, which is all steel fully streetable, red with a white top and interior. These guys actually dragged the trailer across his front yard and made off with everything. What would you think on the odds on getting anything back...slim to none would be your best guess? Well Willie is one determined guy, plus it helps to have some connections in the local law enforcement agencies.



Information was slow and seemed to be drying up until early November when Willie received a call from Camden, NJ PD that they have recovered his car abandon in a vacant lot. He's happy to have it back, but it's missing tons of stuff. Motor-GONE, Trans-GONE, Rear-GONE, Front brake rotors-GONE, GS Hood-GONE, 71 GS grille-BROKEN, Rear GSX spoiler and deck lid-damaged and broken. On a brighter note....top is intact, glass is unbroken, interior is pretty much complete, GS emblems and all still intact. Bucket seats were unbolted, but still in the car. Local hoodlums spray-painted their idiotic "tags" all over the car, including on the interior, but Willie says it can be cleaned off. Besides the spray paint there were also a few dents in the body panels, but nothing major. It's a start.

Soon after while in his neighborhood he saw a local low life changing a rear end on a Chevelle, he thought this deserved a closer look. Willie went over when the guy wasn't around and recognized that it was his complete rear end that was being installed! A quick call to the PD, and Willie recovered his rear and one bad guy got locked up! He soon squealed giving up names and locations which led police to a larger scale auto theft and drug ring. Unfortunately leads went dry for Willie, but he just kept up his determination with his friends in the local and state PD.

Another break came from a call from the Monroe PD in mid April of 2007, telling Willie that while on routine patrol an officer pulled over a suspicious pick up which had a complete engine and transmission in the bed. That engine and transmission was from Willie's '71 GS! After getting his engine and trans back, Willie discovered the engine was never used as it was all dusty and dirty. Seemed that the engine and trans were stored and never installed in a car! Needless to say more arrests followed after the recovery of the engine and transmission. The local and state PD are still working on the auto theft ring and hopefully Willie will recover his enclosed trailer.

What was now missing from Willie's GS was; Transmission cross member, 455 frame pads and steel motor mounts, 1971 grill, GS hood, front drum brake assembly, engine harness from fire wall to the engine, and lots of bolts, trans bolts, differential bolts for the suspension, along with other assembly bolts. Willie is extremely thankful from the outpouring help of the Buick community, as many of the needed parts were donated to Willie, and the good news is this fall Willie's 71 GS convertible will be back 100%!

This is one amazing story as a pristine GS being snatched right from his house and some 2-3 years later, has collectively been recovered. Some may say you have a better chance at winning Lotto!

Not Only in America!

Not only in America!

Autobahn



BY: Phil Green

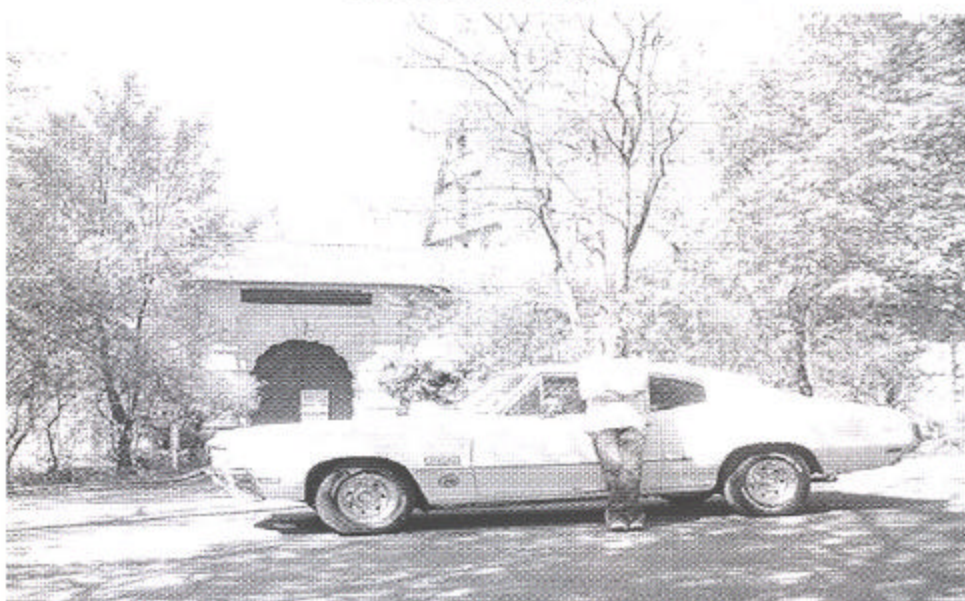
In Bavaria, Germany a land known best for it's beer and wine lives one of our very own. When talking about the location of our cars we normally do not mention the outlying countries. We mainly talk about the cars within the US and Canada borders. I thought it would be interesting to see what it was like from the outside

looking in.

Recently I had the opportunity to travel to Germany and while there I was able to meet a gentleman named Horst Diezinger. He recently became a proud owner of a 71 Post Coupe Skylark. Horst Purchased the car from a lady in California. As with all the overseas spam email such as the ones from Nige-

ria, Horst found himself trying to convince the lady he was not a person out to steal the car with fake money orders.

So after she calmed down, Horst insured her that his purchase was an honest one. He then Proceeded to wait approximately 8 weeks to receive his car at a port in the Netherlands.



A Surprise Visitor!

As for my recent opportunity to visit Germany, I was not the surprise visitor that this title refers to. The visitor was of the eight legged variety. Since the car was exported from California, a black widow spider went along for the ride to Germany. Unfortunately for Horst, he was not the first to find the spider. In true muscle car fashion, his girlfriend found the spider and now refuses to ride in the Buick.

Horst's 71 Post Coupe Skylark

Here is a breakdown of Horst's 71 Buick.

Born in:

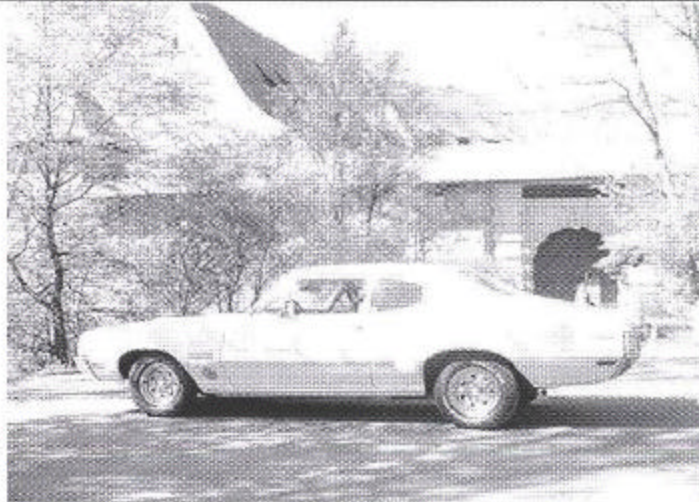
Fremont, California

Color :

Originally Bamboo Cream but repainted white.

Interior Color and Options:

The Interior has a sandalwood split bench seat interior with Stock Am radio.



Above is Horst's 71 Post coupe in front of a Bavarian castle in Germany

Motor:

Original 350 2brl

Power Accessories:

- Power Disk Brakes
- Power Steering
- Air Conditioning

Rims and Tires

American racing rims on Goodyear tires

Why Did Horst Choose a Buick

Well It was not a matter of Choosing a Buick, It was more wish to own a classic American car. Horst grew up in an era when the cool cars graced the small screen. These shows include Starsky and Hutch, and others. These shows instilled a love of old American cars. Horst was looking around at several different muscle cars some of the sell-

ers were leery because of where he lived and thought is was a person trying to separate them from their car by means of a scam. This was not his intention and lead to having some difficulties. Finally he bumped into the 71 Post Coupe from California. He

knew this was the right car for him so he messaged the lady. So it was not a choice of a Buick, just the love for an old American car is why Horst is a Buick Owner.

*When Better cars are made,
Horst will own one!*

About Horst

Horst is a man of different talents. He started of as a train repairman on the German train system. He repaired trains that most people use to commute around Germany. He then went to school and now he manages the repairs of these trains and no longer does the labor to repair them. In addition to working with the train system he also works part time as a Bass Guitarist with a Band. You can

see the band at :

www.javelin.de

You can also see his Blog at:

<http://>

www.skylark350.blogspot.com/



HOW TO HAND FABRICATE PARTS

By Duane Heckman

What do you do if you need a part that is not reproduced, and original examples are made out of “unobtainium”, it’s easy you find a way to make the part yourself.

The first thing you need to do is look at the piece and determine what processes were used to create it originally. Next you need to figure out if you can re-create the part using low-tech alternatives that are readily available to you. Face it; very few of us have the money/tooling abilities to create parts like GM can, therefore it’s important to figure out an alternative method to create the parts we need.

The piece we are going to use for our example is the 68-72 Buick A-body 3-4 speed shifter boot-retaining rings. This piece screws directly to the floor pan and is used for both the non-console shifter boot, and the lower shifter boot for the console equipped cars. To the left is a picture of the original part. From the picture you can see that it is a complex curved 3-dimensional part that was stamped out of a piece of flat steel. Intuitively you can also tell that the metal must be thick enough to both retain its shape and hold the boot securely to the floor pan.

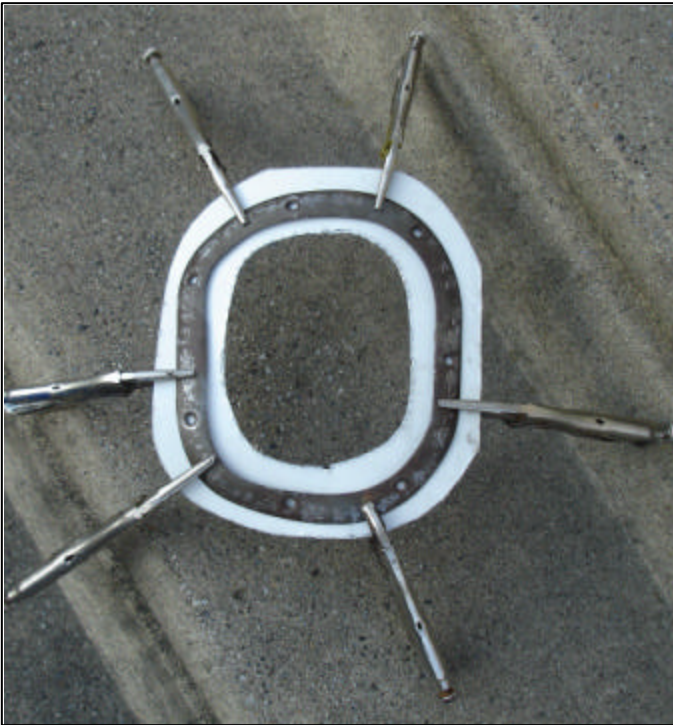


So the question is “How do you reproduce the part?’ Well I checked into it, and by using the traditional method of paying for dies and having it pressed out of steel the costs ran upwards of \$15,000 for the molds plus so much for each piece. For such a low volume part this high initial cost basically “killed” the idea of reproducing it in volume, but it still didn’t answer my need to have one of these pieces for my car, therefore another alternative was needed.

Enter plan “B”, that is make it by hand. A very good friend had “loaned” me a nice original to use as a pattern, and I figured if I used it as my mold, I could hand form another one against it. I decided to use aluminum instead of steel. This would not only be easier to shape, but could be made thick enough to give the part some strength.

I started by making a cardboard template for the blanks. Because the part was so complex I oversized the blank inside and out to make sure I had more than enough material to form the part. This meant more time per piece, but I figured it would be worth it to get a good part. Next I picked out the material I wanted and cut out a few of the aluminum blanks.

At this point I clamped the original ring to the aluminum blank and started hand forming the part. (The pictures on the next page show the top and bottom views of the ring clamped to a blank.)



I used a ball peen hammer and backed the ring up against a block of wood. The trick is to make sure the spot you are hammering is **always** against the wood. This helps cushion the original part and minimizes the amount of distortion generated from creating the repro part. The below pictures illustrate how the repro pieces were formed against the original part. In the left picture you can see that the vise grips are not resting on the wood, but are off the edges of the block. This guarantees that the part is flat against the wood. It also means you have to reposition the vise grips several times as you form the ring.



The following picture shows the blank after the entire ring has been “hammered” into it. You can clearly see the location of both the edges and the holes, and the 3-dimensional characteristic of the part.



At this time the excess material is trimmed off the piece and the holes are drilled. Then the edges and holes are filed down until they are smooth.

Now for the most important step, the process of making the repro part has a tendency to slightly distort the original piece. At first the distortion will not be evident, but as you continue to pound out more and more pieces, the steel gets softer and the original part distorts quicker. To fix this the first piece I made was kept as a "master". After I make a few pieces I check the original against the master and bend the original piece back to it's original shape as needed. Often the differences are minimal but it's important to do this from time to time. Once the original is back to the correct shape I check each repro piece for correctness. If any need a little tweaking I clamp them back against the original and lightly tap them to the correct shape.

Below is a picture of a completed ring along with a picture of all the tools needed to create it. The average time it takes to make one of these pieces is around 4 hours, so its not something you will get rich doing, but if you need one, or want to make one for a friend, the above description will get the job done. Enjoy.
Duane




1970-1972 GSX and GSX Specific Options

By Duane Heckman

There seems to be quite a bit of confusion regarding both the 70-72 GSX and 70 GSX specific options, namely the GSX Ornamentation package, Front Spoiler, Rear Spoiler, and Hood Tachs. I am continually asked questions like "Why can't my car be a GSX if it was built in Fremont California?" or "What do you mean my GS could not have come equipped with a rear spoiler, it was an option on a GS?" The answers to these questions are now becoming more important, due to the huge price differences between a GSX and a non-GSX, plus the fact that people are trying to build their cars to factory specs, therefore I decided to write this article to hopefully "once and for all" answer this to everyone's satisfaction.

We have factory documentation from 3 different sources, namely Dealer Bulletins, Assembly Manuals, and Daily Car Reports, and they all specify that the 70-72 GSX's, and vehicles with GSX specific options were **only** produced at the Flint Michigan Assembly Plant.

Reprinted below are examples of all three forms of documentation, with the pertinent information highlighted for ease of reading.



BUICK

CAR DISTRIBUTION

MODEL-OPTION-TRIM SPECIFICATION GUIDE

BULLETIN NO. 71-7 NOVEMBER 27, 1970

TO ALL BUICK DEALERS:

THE 1971 BUICK CATALOGS OUTLINE SEVERAL GSX OPTIONS AVAILABLE ON THE GS SERIES. THESE OPTIONS ARE AVAILABLE ON A "SPECIAL CAR ORDER" (SCO) BASIS ONLY. DIRECT THE SCO THROUGH YOUR ZONE OFFICE. THE SCO SHOULD STATE THE PARTICULAR GSX OPTION(S) YOU OR YOUR CUSTOMER DESIRE AND SHOULD BE ACCOMPANIED BY AN ORDER FORM SHOWING THE NORMAL OPTIONS, ACCESSORIES, ETC.

PRODUCTION OF GSX OPTIONS WILL BEGIN ON JANUARY 4, 1971, AND WILL BE LIMITED TO PRODUCTION AT THE FLINT ASSEMBLY PLANT. IT SHOULD BE POINTED OUT THAT THERE WILL NOT BE THE USUAL DELAY ASSOCIATED WITH SCO ORDERS. GSX OPTION ORDERS WILL BE PRODUCED IN THE SAME TIME DURATION AS ANY NORMAL SOLD OR STOCK ORDER.

THE OPTIONS, PRICING INFORMATION AND MODEL AVAILABILITY IS AS FOLLOWS:

OPTION DESCRIPTION - MODEL AVAILABILITY	DEALER INVOICE AMOUNT \$	HOLD- BACK \$	DEALER PRICE \$	LIST PRICE \$	FACTORY D & H \$	LABEL PRICE \$
GSX ORNAMENTATION PACKAGE - BODY SIDE STRIPES, HOOD PAINT, GSX EMBLEMS, REAR SPOILER, PAINTED HEADLAMP BEZELS, BLACK STRIPE ROCKER PANEL HOLDINGS UPC CODE - WA5 MODEL 3437	156.00	4.00	152.00	200.00	10.64	210.64
REAR SPOILER (INCLUDED IN GSX ORNAMENTATION PACKAGE) UPC CODE - WA6 MODEL 3437	54.60	1.40	53.20	70.00	3.72	73.72
FRONT SPOILER (FACTORY FUR- NISHED - DEALER INSTALLED) UPC CODE - WA7 MODELS 3437-3467	19.50	.50	19.00	25.00	1.33	26.33
HOOD-MOUNTED TACHOMETER UPC CODE - UB5 MODELS 3437-3467	31.20	.80	30.40	40.00	2.13	42.13

Above is a Dealer Bulletin about the availability of the 71 GSX's, dated November 27, 1970.

S/C	UPC	DESCRIPTION	BODY SERIES & STYLES
# A9	WE1	GSX OPTION: (M20 WITH D57 OR M40 WITH D55 REQD. BUILT AT FLINT PLANT ONLY) JL2-POWER DISC BRAKES W02-SUPER WIDE OVAL GROUP F41-RALLYE RIDE CONTROL PACKAGE W87-INSTRUMENTATION CLUSTER Y41-SPECIFIC RELATED PARTS	44637
E AX		A1 + A9 (L75 + WE1)	44637

Here is the 70 GSX info, taken from a 70 Assembly Manual, dated December 22, 1969.

S/C	UPC	DESCRIPTION	DIV	BODY SERIES & STYLES
# 41	K76	HEAVY DUTY DELCOTRON	B	43,44,45,46,48
42	U11	POLICE CLUSTER (NOT AVAIL WITH U15 OR W23)	B	43,44,45,46
43	U70	RADIO CONDUIT	B	45,46
44	U90	ROOF FLASHER HARNESS	F	43369,43436,45,46,48,49-EX M67
45	WA5	GSX ORNAMENTATION: (FLINT ONLY)	F	43437
		WA6-REAR SPOILER	F	
		Y41-STRIPES AND ORN	B	
46	WA6	REAR SPOILER (FLINT ONLY)	F	43437
47	WA7	FRONT SPOILER (FLINT ONLY)	B	43437-67
48	UB5	HOOD TACH (FLINT ONLY)	B	43437-67
# 4A		41 & 42 (K76 & U11)		43,44,45,46
# 4B		41 & 43 (K76 & U70)		45,46
# 4C		41 & 44 (K76 & U90)		43369,43436,45,46,48-EX M67
# 4D		42 & 43 (U11 & U70)		45,46
# 4E		42 & 44 (U11 & U90)		43369,43436,45,46-EX M67
# 4F		43 & 44 (U70 & U90)		45,46-EX M67
# 4G		41 & 42 & 43 (K76 & U11 & U70)		45,46
# 4H		41 & 42 & 44 (K76 & U11 & U90)		43369,43436,45,46-EX M67
# 4J		41 & 43 & 44 (K76 & U70 & U90)		45,46-EX M67
# 4K		42 & 43 & 44 (U11 & U70 & U90)		45,46-EX M67
# 4M		41&42&43&44 (K76 & U11 & U70 & U90)		45,46-EX M67
4T		45 & 47 (WA5 & WA7)		43437
4U		45 & 48 (WA5 & UB5)		43437
4V		45 & 47 & 48 (WA5 & WA7 & UB5)		43437
4W		46 & 47 (WA6 & WA7)		43437
4X		46 & 48 (WA6 & UB5)		43437
4Y		46 & 47 & 48 (WA6 & WA7 & UB5)		43437
# 4Z		47 & 48 (WA7 & UB5)		43437-67

REVISED 4-13-71
A.T.M. PAGE 0-12.24

This is the 1971 GSX info, taken from a 1971 Assembly Manual, dated April 13, 1971.

The preceding two examples show the 1972 GSX info, and were taken from a 1972 Assembly Manual, dated October 18, 1971. (Note, the symbol "A" in the 1972 sheets stands for availability, and the placement shows the various models the options were available on.)

		AVAILABILITY TABLE												BUICK MOTOR DIVISION PRODUCT ENGINEERING			
UPC CODE	SALES CODE	DESCRIPTION	433 434 444												USAGE STATEMENT	ENGRG. CHANGE AUTH.	
			A	2	3	6	3	3	6	3	3	6	6				
			L	7	7	9	6	7	7	7	9	7	9				
* UB5	48	Tachometer - Hood (Flint Only)	-	-	-	-	A	A	-	-	-	-				&UB5&WB7.	
UF1	U1	Mirror Map Light	A													&UF1&W20/Y57.	

		AVAILABILITY TABLE												BUICK MOTOR DIVISION PRODUCT ENGINEERING			
UPC CODE	SALES CODE	DESCRIPTION	433 434 444												USAGE STATEMENT	ENGRG. CHANGE AUTH.	
			A	2	3	6	3	3	6	3	3	6	6				
			L	7	7	9	6	7	7	7	9	7	9				
VE5	N6	Strip-Frt & RR Bmpr	A													&VE5.	
V03	I3	Hvy Duty Radiator	C	A	N	C	E	L	L	E	D					&V03&C60/Y40&L30 /L74/L77/L90.	79104
V31	N5	Front Bpr Guards	-	-	-	A	-	-	-	-	-	-				&V31&VE5.	
	N5		A	A	A	-	A	A	A	A	A	A				&V31&Y53.	
V32	N5	Rear Bpr Guards	A	A	A	-	A	A	A	A	A	A				&V32&Y53.	
V55	Y3	Luggage Rack	-	-	-	A	-	-	-	-	-	-				&V55.	
V78	67	Delete Compliance Cert (Export Only)	A													&V78/W05.	
V81	12	Trailer Hitch	A													&V81.	
WA4	12	Inst Pnl Vent Grp (C41 Required)	A	-	A	-	-	-	-	A	-	A				&WA4&C56&C57.	
* WA5	45	GSX Ornamentation (Flint Only) - SCD	-	-	-	-	A	-	-	-	-	-				&WA5&WA6&Y41.	
* WA6	46	Rear Spoiler (Flint Only) - SCD	-	-	-	-	A	-	-	-	-	-				&WA6/WA5.	
* WA7	47	Front Spoiler (Flint Only) - SCD	-	-	-	-	A	A	-	-	-	-				&WA7.	
WB5	D4	Radio AM/FM Stereo W/RR Speaker	A													&WB5&U58&U80.	
WB6	U8	Instrument Cluster	A	A	A	-	-	-	A	A	A	A				&WB6&U30&U35.	
WB7	U9	Instrument Cluster Rallye	-	-	-	-	A	A	-	-	-	-				&WB7&UG5&U30.	
(-) Not Available (M) Mandatory (A) Available (S) Standard (B) Base			Model	A		Last Date	9-20-71		First UPC Code	VE5		Page No.					
			Year	1972		New Date	10-18-71		Last UPC Code	WB7			16				

This last example shows the 1971 GSX info and was taken from the "Daily Car Report" for model number 43437 dated August 31, 1971, which happens to be the final day of the 1971 Production year. (**Special Note**; if you look at the top of the sheet you will notice that the GSX options were produced only at the Flint plant. The number of cars produced with these options at both the Framingham and Fremont Assembly Plants was zero.)

FORM 8990-OF 10-67		PRODUCED - DAILY		DOMESTIC AND EXPORT										DATE 08-31-71	PAGE NO. 097	MODEL 3437	
		FLINT		FLINT TOT		FRAMINGHAM					FREMONT					ALL PLANTS	
		DAILY	YEAR TO DATE	DAILY	YEAR TO DATE	DAILY	YEAR TO DATE	DAILY	YEAR TO DATE	DAILY	YEAR TO DATE	DAILY	YEAR TO DATE	DAILY	YEAR TO DATE	TOTAL	
X1	N30		2242		2287		339						1103			3729	
X2	N31		1358		1444		112						382			1938	
X3	N42		87		122		14						42			178	
Y5	Y55		5		5								22			27	
L2	V81		33		35		4						18			57	
L3	UB9		22		23		2						10			35	
35	WD9		63		63		7						15			85	
41	K81		1		1											1	
45	WA5		121		124											124	
46	WA6		141		144											144	
47	WA7		52		56											58	
48	UB5		67		71											71	
66	W23				115											115	
67	V78				123								11			134	
88	Y50				139								11			150	
99	T74				33											33	
00	AQL		1		1											1	
01	AQM		15		15								4			19	
02	AGN		1		1											1	
04	APJ		80		80		6						30			116	
05	OFF		82		82		12						38			132	
06	APL		2619		2822		381						713			3916	
07	APH		5		18											18	
08	APN		160		173		14						41			228	
	TUNE D99		116		119		11						84			214	
	AI-B2 ASB		461		524		44						119			687	
	AI-B3 DLM		83		88		12						14			114	
	AI-E5 ADG		7		7								17			24	
	AI-MAC-MBC		36		36		6						7			49	
	AI-MAD BMT		544		612		56						133			801	

Summary/Conclusions

All the above Factory reference material clearly states that both the 70-72 GSX's, and vehicles with GSX specific options were **only** produced at the Flint Michigan Assembly Plant. They also state which models the options were available for and some list even more information. The model availability info is listed below.

1970

WE1- GSX Package (Complete), Model #44637 (GS Coupe)

1971-72

WA5- GSX Ornamentation, Model #43437 (GS Coupe)

WA6- Rear Spoiler, Model #43437 (GS Coupe)

WA7- Front Spoiler, Model #43437, 43467 (GS Coupe/GS Convertible)

UB5- Hood Tach, Model #43437, 43467 (GS Coupe/GS Convertible)

The Daily Car Reports hold the true answer. These sheets are based on body styles and list the total number of options produced, by each production plant up to and including the date of the report. Therefore, if you have the sheets from the final day of production, you end up with the total number of options produced for the entire model year.

Others, and myself have copies of the actual production reports from the last day of the 1970-1972 model years for the Skylark based Gran Sports. This gives us the exact number of GSX's and vehicles with GSX options produced for each year. The option totals are listed below in a chart and are separated out by year and body style. (The grayed out areas show where the options were not available.)

GSX/GSX Option Totals for the 70-72 Model Years (Taken from the Daily Car Reports)						
Year	1970	1970	1971	1971	1972	1972
Model #	44637	44667	43437	43467	43437	43467
WE1	678					
WA5			124		44	
WA6			144		72	
WA7			56	3	35	0
UB5			71	3	29	1

With a little bit of deductive reasoning we can compile some interesting facts from the information in the above table,

1. The total number of GSX's was 678 for 1970, 124 for 1971, and 44 for 1972.
2. The total number of GS coupes with rear spoilers was 20 for 1971, and 28 for 1972.
3. Of the GSX's built in 71 & 72, the maximum number that came with front spoilers was 56 for 1971 and 35 for 1972. (This is because the option was shared between both the GS & GSX's.) (This also means at least 68 GSX's for 1971, and 9 for 1972 did not come with front spoilers.)
4. Of the GSX's built in 71 & 72, the maximum number that came with hood tachs was 71 for 1971 and 29 for 1972. (This is because the option was shared between both the GS & GSX's.) (This also means at least 53 GSX's for 1971, and 15 for 1972 did not come with hood tachs.)
5. There were at least three (3) 1971 GS convertibles produced with front spoilers and/or hood tachs, depending on how the options were distributed.
6. Only one (1) 1972 GS was produced with a hood tach, and none were produced with a front spoiler.

The hope is that this article will give the readers a better understanding of how the GSX and GSX options were distributed from the factory and finally puts this matter to bed. However, even with this amount of proof, I still have my doubts that everyone will believe the facts.

Someday, if the microfilm is ever found for the 1971-model year, and someone takes the time to dig through the 1970-1972 microfilm we will know the exact numbers of GSX's produced with each option, but until then this is as close as we can get to the actual numbers.





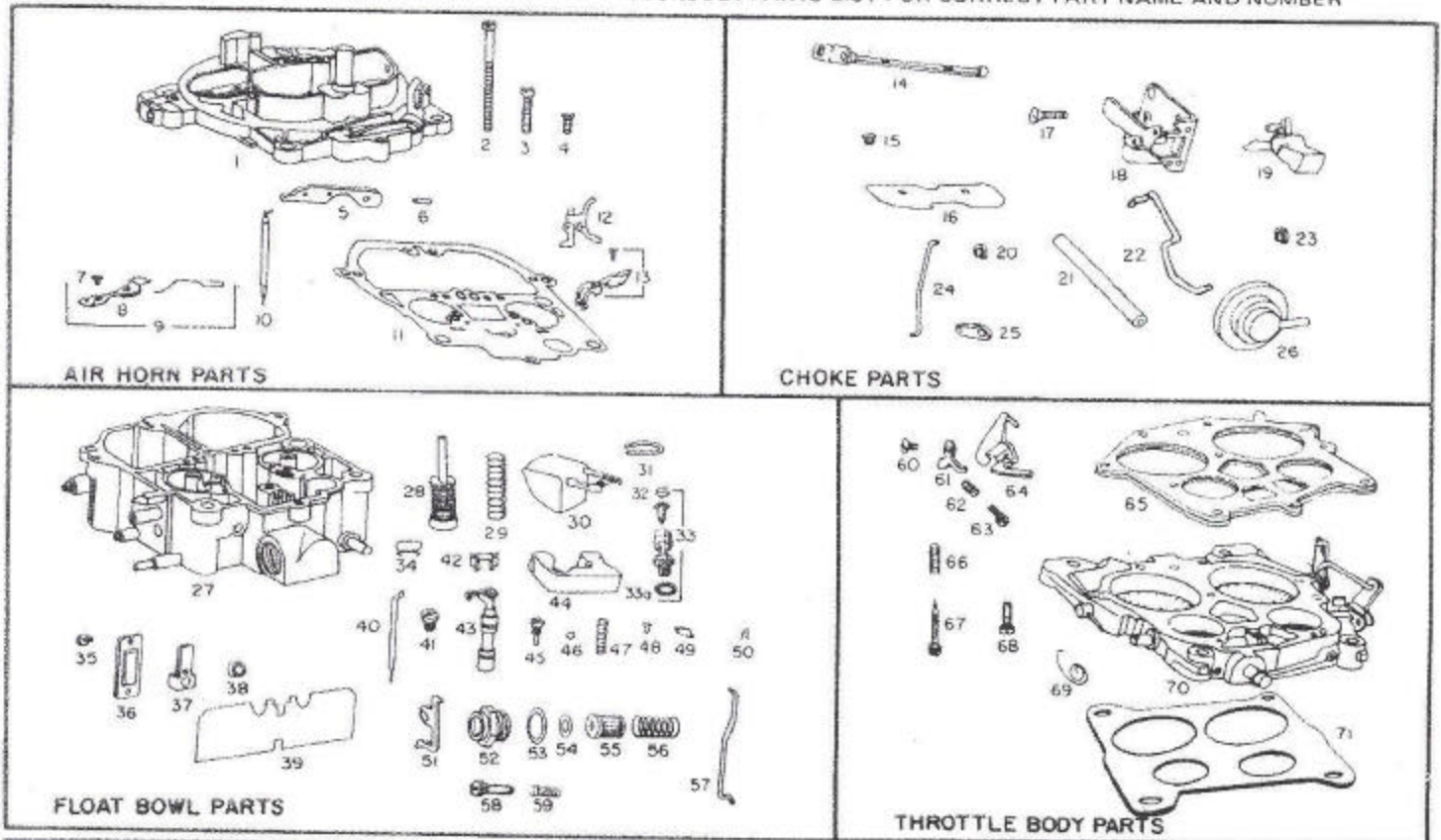
Delco Carburetor

MODEL 4MV QUADRAJET

1969 BUICK V-8

BULLETIN 9C-1023
DATE: NOVEMBER 1971
PAGE 1

PARTS SHOWN ARE FOR IDENTIFICATION ONLY. CONSULT PARTS LIST FOR CORRECT PART NAME AND NUMBER



PARTS IN ALL COLUMNS SAME - EXCEPT WHERE INDICATED

	400 CU. IN. AUTO. TRANS.	400 CU. IN. 430 CU. IN. MAN. TRANS.	430 CU. IN. AUTO. TRANS.	350 CU. IN. AUTO. TRANS.	350 CU. IN. MAN. TRANS.	430 CU. IN. RIVERIA	APPLICATION
	7029242	7029243	7029240	7029244	7029245	7029241	CARBURETOR No.
	24-138	24-137	24-136	24-140	24-139	24-141	REPLACEMENT PACKAGE No.
	7036745	7036746	7036745	7036747	7036748	7036745	OVERHAUL KIT
	9164	9164	9164	9165	9165	0164	POWER CARBURETOR KIT
	40-367						GASKET SET
	7036507	7036725	7036507	7036507	7036508	7036507	ALTITUDE KIT
	AIR HORN PARTS						
Illus. No.	7037384	7037385	7037384	7037386	7037386	7037883	Air Horn Assembly
1	7029912						Screw - Air Horn
2	7014689						Screw - Air Horn
3	7031106						Screw - Air Horn
4	7026139						Screw - Air Horn
5	9428787						Lever - Pump Actuating
6	7012548						Roll Pin - Pump and Lockout Levers
7	7029993						Screw - Idle Vent Valve
8	7041423						Valve - Idle Vent
9	7033830	7033830	7033830	7033104	7033104	7033830	Idle Vent Valve Kit
10	7029087						Metering Rod - Secondary
11	7036736		7036736	7036736		7036736	Gasket - Air Horn
12	7034522						Lockout Lever - Air Valve
13	7033834		7033834	7033834		7033834	Secondary Metering Rod Holder Kit
--	7035344						Shield - Lockout Lever
--							Air Valve Spring and Cam Kit

CO, WD, 131, 132-16, 9X, 9FR, 9FD

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© 1971, GENERAL MOTORS CORP.

	7029242	7029243	7029240	7029244	7029245	7029241	CARBURETOR No.	
Illus. No.	CHOKE PARTS							
14	7036432						Choke Shaft and Valve Kit	
15	7029866						Screw -- Choke Valve	
16	N.S.S.						Choke Valve	
17	7031925						Screw -- Vacuum Break Control	
18	7038245	7038245	7038245	7038246	7038246	7038245	Vacuum Break Control and Bracket Assemb	
19	7040837	7040837	7040837	7040811	7040812	7040837	Cam -- Fast Idle	
20	7005109						Clip -- Choke Rod	
21	7026339						Hose -- Vacuum	
22	7038167						Rod -- Vacuum Break	
23	7005109						Clip -- Vacuum Break Rod	
24	7036736	7035675	7036736	7036736	7035675	7036736	Rod -- Choke	
25	7031231						Lever -- Intermediate Choke	
26	7038237						Vacuum Break Control Assembly	
	FLOAT BOWL PARTS							
27	7036594	7036595	7036593	7036601	7036602	7036709	Float Bowl Assembly	
28	7037504						Pump Assembly	
29	7004597						Spring -- Pump Return	
30	7037705						Float Assembly	
31	7037317						Hinge Pin -- Float	
32	7033751						Pull Clip -- Float Needle	
33	30-142	30-142	30-142	30-140	30-140	30-142	Needle and Seat Assembly	
33A	KIT ONLY						Gasket -- Needle Seat	
34	7029862						Spring -- Metering Rod -- Primary	
35	--	--	--	--	--	--	Screw -- Cover Attaching	
36	--	--	--	--	--	--	Cover -- Idle Compensator	
37	--	--	--	--	--	--	Idle Compensator Assembly	
38	--	--	--	--	--	--	Gasket -- Idle Compensator	
39	7031365						Baffle Plate -- Float Bowl	
40	7034845	7034845	7034845	7034844	7034843	7034843	Metering Rod -- Primary	
41	7031970	7031971	7031970	7031970	7031973	7031970	Metering Jet -- Primary	
42	--	--	--	--	--	--	Retainer -- Power Piston	
43	7034903						Power Piston Assembly	
44	7037319						Insert -- Float Bowl	
45	7029849						Retainer -- Pump Discharge Ball	
46	7002117						Ball -- Pump Discharge	
47	7011957						Spring -- Power Piston	
48	--	--	--	--	--	--	Screw -- Diaphragm Retainer	
49	--	--	--	--	--	--	Retainer -- Float Needle Diaphragm	
50	836159						Clip -- Pump Rod	
51	--	7027270	--	--	7027270	--	Lockout Lever -- Secondary	
52	7040956						Filter Nut -- Fuel Inlet (See Note)	
53	7032508						Gasket -- Inlet Nut	
54	--	--	--	--	--	--	Gasket -- Filter	
55	GP-441						Filter -- Fuel Inlet	
56	7034442						Spring -- Inlet Filter	
57	7032716						Rod -- Pump	
58	7002121						Screw -- Idle Pump	
59	7003176						Spring -- Idle Stop Screw	
	THROTTLE BODY PARTS							
60	7010435						Screw -- Cam and Fast Idle Levers	
61	7031933						Lever -- Fast Idle	
62	7029900						Spring -- Fast Idle Screw	
63	7029899						Screw -- Fast Idle	
64	7037429						Lever -- Cam Follower	
65	KIT ONLY						Gasket -- Throttle Body	
66	7011479						Spring -- Idle Needle	
67	7031242						Needle -- Idle Adjusting	
68	7035790						Screw -- Throttle Body	
69	--	--	--	--	--	--	Spring -- Cam Follower Lever	
70	7036596	7036597	7036596	7036603	7036604	7036710	Throttle Body Assembly	
71	1237019						Gasket -- Flange	

N.S.S. Not serviced separately

Note: For stripped threads replace with 7041634 kit.

ACCESSORIES	
1384487	Manifold Stat Coil Assembly 430 cu. in.
1384488	Manifold Stat Coil Assembly 400 cu. in. A/T
1384489	Manifold Stat Coil Assembly 400/430 cu. in. M/T
1382191	Manifold Stat Coil Assembly 350 cu. in. A/T
1383453	Manifold Stat Coil Assembly 350 cu. in M/T

Changes to the 2007 BPG Buick Horsepower Nationals Car Show

By Duane Heckman

100 Point Driven/Street Class Judging Rules

In an effort to help promote the BPG Car Show and make it grow, the decision was made to make a few changes for the 2007 BPG Buick Horsepower Nationals. For the last two years we have had no Judging in the regular Driven classes, but instead gave out 6 Directors Choice Awards for outstanding vehicles. This set-up did promote a sense of camaraderie, because no one was competing against each other, however it did nothing to honor the achievements of the individual car owners. We have also fielded complaints about not having a judged event, so the decision was made to try it.

It's easy to build a set of rules for a "Concours" type class, where the car is judged against the way it left the factory, and this type of rules works well at many other car shows, however it does not work well with the 60's-70's Muscle Cars. Face it, the guys that own these vehicles are interested in Performance, and often add pieces to increase that performance. Then, when/if they choose to place their car in a show, they are "faulted" for these same enhancements.

Over the last 15 plus years I have seen a lot of Buick Street cars, and have come to understand how the majority of them have been fitted out. I have also come to realize how inadequate our current 400-point rulebook would be if used to judge the Driven classes, and the frustration this would cause with the owners. Therefore a way had to be found to level out the playing field with owners of driven original cars and owners of performance oriented street cars.

The rules that were developed take into account all the above info and were tailor made to work with 90% or more of the Driven/Street vehicles that are out there. The four basic differences between this set of rules and the "Concours" rules are,

1. The underbellies of the cars are not taken into consideration, except the parts a Judge can easily bend down and see, such as the rear axle, gas tank, etc.
2. Allowances will be made for paint chips.
3. Allowances will be made for commonly changed parts due to maintenance and safety considerations, such as Radial tires, Halogen headlights, etc.
4. Many of the performance parts will be "excluded" from being considered as Modifications. This will put a Driven original car on an equal par to a "tastefully" done Performance enhanced vehicle.

Also due to popular demand we will have two clone classes, namely one for the GS/GSX's and one for the Turbo Regal/GN/GNX cars.

Listed below are the pertinent sections of the rules, followed by a summary of all the classes available for this years show. A complete set of rules for both the Concours Classes and the Driven/Street Classes will be placed on the BPG website in the near future. An awful lot of thought went into creating a fair set of rules for all these classes. If you have any questions please feel free to call me.

Duane Heckman



Rules for the Judges



Fire extinguisher

The car **will not** be judged if an operational UL approved fire extinguisher is not displayed. (It is not required to mount the fire extinguisher, but it must be placed in a readily accessible location.)

Judging the Exterior

First do a quick walk around the car. Check each of the components (fenders, doors, hood, etc.), the color scheme and presence of items, which should not be there, as well as absence of things, which should be there. Make a mental note of any discrepancies. If in doubt, discuss them with your Team Captain. If necessary the Team Captain should ask the owner for documentation while you are judging the details. Check for authenticity, condition, workmanship and maintenance.

Also, due to the fact that cars in this class are driven, the presence of paint chips will be ignored, unless the number is excessive in nature.

Judging the Interior

When judging the interior, the owner is to provide access, however the judge does not enter the vehicle, touch anything, and must refrain from smoking, eating or drinking while judging.

Judging the Engine

Have the owner open the hood for you. Inspect all components for cleanliness and finish. Look for gasoline stains, deteriorated finish, excess oil, grime, extra holes, water leaks, and condition of belts. Maximum point deductions should be made only when a component is missing.

Judging the Chassis

The judge **will not** kneel down or crawl under the car when judging the chassis. Inspection of the undercarriage may be accomplished only by bending down, at the front, rear, and at strategic points along the sides of the car to perform the necessary observations. Flashlights and other aids are not to be used in the BPG judging process.

Note; The emphasis here is not to look for a perfect frame off restoration, but to check that the easily visible undercarriage components are consistent with a nicely detailed "Driven" Car.

Ruling for Modified Vehicles

All vehicles with two (2) or less modifications will be considered un-modified and are to be shown in their respective "Stock" Classes. If the vehicle has three (3) or more modifications then it will be placed in the appropriate "Modified" Class.

A "Modification" will be defined as anything that deviates from the way the vehicle was delivered from the factory. Examples of modifications would be aftermarket valve covers/bolts, unpainted aluminum intakes, air cleaners, wheels, non-factory colors, etc.

Exceptions;

As this is a Performance-oriented club certain items will not be considered as modifications in the Driven/Street Car Classes. These allowable changes are to be considered "stock" components and would receive no point deductions. They include;

Aftermarket Gauges

Headers

Up to and including 3" Exhaust

Ribbed Engine Accessory Belts

HEI

Aluminum Intakes (Painted engine color)

High Output Ignition Systems (MSD, etc)

Radial Tires

Halogen Headlights

Newer style POA Valves, for AC cars, as well as components for updated 134R Systems

Any correct type black or Delco Battery (i.e. Top post vs. Side Mount)

Any clean-looking correct type Battery Cable (i.e. Top post vs. Side Mount)

Any Delco Oil Filter

Here is an example of how a car would be classified at a show.

The car is a stock appearing GS with radial tires, halogen headlights, headers, 2 ½" exhaust, aluminum valve covers, bare aluminum intake, stock air cleaner, black battery, and aftermarket gauges.

Here is the breakdown;

Radial tires (No Modification)

Halogen Headlights (No Modification)

Headers (No Modification)

2 ½" Exhaust (No Modification)

Aluminum Valve covers (Modification)

Aluminum Intake (Modification)

Stock Air Cleaner (No Modification)

Black Battery (No Modification)

Aftermarket Gauges (No Modification)

The above car would have two (2) modifications and would be put in the "Stock" class.

Note: *If his same car had an aftermarket Air Cleaner, instead of an original, it would have three (3) modifications and would be put in the "Modified" class.*

Summary

To sum everything up for the 2007 BPG Buick Horsepower Nationals we will be offering the following Classes/Judging Systems

Concours (400 point judging system, with Gold Silver & Bronze Awards) The owner can opt to have his car judged or can put it out as display only. (Fire Extinguisher Required)

Driven/Street Classes (100 point judging system with 1st 2nd, and 3rd place Awards) The owner can opt to have his car judged or can put it out as display only. (Fire Extinguisher Required)

BPG Classes Judged by 100 Point Judging System

- A. 65-67 GS
- B. 65-67 GS Modified
- C. 68-69 GS
- D. 68-69 GS Modified
- E. 70-72 GS
- F. 70-72 GSX
- G. 70-72 GS/GSX Modified
- H. 73-77 Regal/Century/GS
- I. 73-77 Regal/Century/GS Modified
- J. 65-75 GS/GSX Clone
- K. 78-87 Regal/Turbo Regal/GN/GNX
- L. 78-87 Regal/Turbo Regal/GN/GNX Modified
- M. 78-87 Turbo Regal/GN/GNX Clone
- N. Front Wheel Drive
- O. Race Car (12.0's or faster, must have a time slip)
- P. Big Buick
- Q. Big Buick Modified
- R. Other Buick
- S. Other Buick Modified

Modified = 3 or more modifications

(For an explanation of what constitutes a modification, see "Ruling for Modified Vehicles.")

Race Classes *(Tentative Classes for the race program, more info to follow)*

- Quick 8:** Buick powered, Heads up anything goes class using a 4 tenth pro tree
- Super 16:** Buick powered and Buick bodied door slammers. Bracket racing on a full tree. Must run within 2 tenths of your qualifying time. There will be two sub classes, turbo and non-turbo.
- King of the Hill:** Winners of Super 16 turbo vs. Winner of Super 16 non-turbo
- Bracket 1 Class:** All Buick powered vehicles 11.49 and faster (bump spot subject to change)
- Bracket 2 Class:** All Buick powered vehicles 11.50 and slower (bump spot subject to change)
- TSM Class:** We will host one of the TSM series race events. The race staff will do scheduling for qualifying and eliminations. The class rules and tech session will be handled by the class coordinators Scott Simpson and Lonnie Diers. They will also handle payouts from their class sponsors.
- TSO Class:** Same applies as TSM class except class coordinators will be Cal Hartline and Chris Lyons. Payouts will also be from class sponsors.
- Index Class:**
We plan to offer a heads-up index class for cars to run 11.50, faster is a disqualification.

Other classes will be considered if car count is sufficient. To do a special class, there must be at least an 8 car field. All NHRA rules will apply and all vehicles racing must pass track safety checks for speeds attained. We will have additional detailed information available in a few weeks.

2007 BPG Buick Horsepower Nationals Hotel Information

The Board of Directors are pleased to provide the following information about hotels in the Heath/Newark area for the 2007 BPG Buick Horsepower Nationals. There are a wide variety of hotels from which to choose. All are within 10-15 minutes of National Trail Raceway.

Hampton Inn - HOST MOTEL

1008 Hebron Road

Heath, OH 43056

740-788-8991

800-HAMPTON

800-426-7866

Use 'BUI' for ordering. Rate is \$75 + taxes.

<http://hamptoninn.hilton.com/en/hp/h...tyhocn=NEHHHX>

This is the newest motel in the area. Situated in the center of the "strip" within walking distance of restaurants and shopping center. Additional trailer parking will be provided in the Kroger parking lot next to the motel. Security will be provided by the Hampton Inn for the vehicles parked in the Kroger and motel lot. NO PETS.

Quality Inn

733 Hebron Road

Heath, OH 43056

740-522-1165

1-877-424-6423

Rate is \$65 + taxes.

<http://www.choicehotels.com/ires/en-...ult=1&nchild=0>

This is an older "ex-Holiday Inn" with over 100 rooms. It has a courtyard layout with outdoor pool, restaurant and bar. A very short walk to the Cruise In. Sort of reminds you of a Holidome without the dome. Plenty of trailer parking on site. No additional security. Pet friendly.

Holiday Inn Express

773 Hebron Road

Heath, OH 43056

740-522-0770

877-270-6397

No Rate Offered

This motel did not offer us a good group rate. Their advertised rates for August were over \$100 but were willing to give us an \$89 rate provided we guarantee purchase of 20 rooms. We did not put up the guarantee. The motel is adjacent to the Quality Inn. A short distance from the Cruise In. NO PETS.

<http://www.ichotelsgroup.com/h/d/ex/...lsearchresults>

Econo Lodge

1266 Hebron Road

Heath, OH 43056

740-522-6112

No Rates.

<http://www.choicehotels.com/ires/en-...ult=1&nchild=0>

A small Econo Lodge with standard services. Limited trailer parking with no additional security. About ½ mile from the restaurants, shopping, and Cruise In. Pet friendly.

Super 8**1177 South Hebron Road****Heath, OH 43056**

740-788-9144

1800-800-8000

No Rates.

<http://www.super8.com/Super8/control...Avail&rate=000>

Located about 1 mile from the center of Heath. We did not pursue getting a rate from the motel. Pet friendly

Best Western – Lakewood Inn**122 Arrowhead Blvd.****Hebron, OH 43025**

(740) 928-1800

No Rates.

http://local.yahoo.com/details;_ylt=...cb=KcrUesezDK7

This is a 70 room motel located immediately off the I70 exit 129. New in 1999, they are in the process of switching from the Amerihost chain to the Best Western. Rates were not available. This motel is 7 miles from the Heath area.

Red Roof Inn**I-70 at Lancaster Road/SR 37, Exit #126****10668 Lancaster Road Southwest, Hebron, OH 43025**

Phone: (740) 467-7663

No Rates.

<http://www.redroof.com/reservations/...px?searchtype=>

This motel is located at I-70 exit #126, the same exit as National Trail Raceway. The track is 2 miles from the motel and 10 miles from Heath. This is a truck stop motel located directly across from a TA truck stop. Exit #126 consists of truck stops and gas stations.

There are many other places to stay in the area. The following link will highlight those in the Newark/Heath area. We considered "The Place Off the Square" in Newark. It is in an attractive "town square" setting 3 miles from Heath owned by the Longaberger basket company. However, it is the only Hotel/Motel in the area. This is something to consider for 2008.

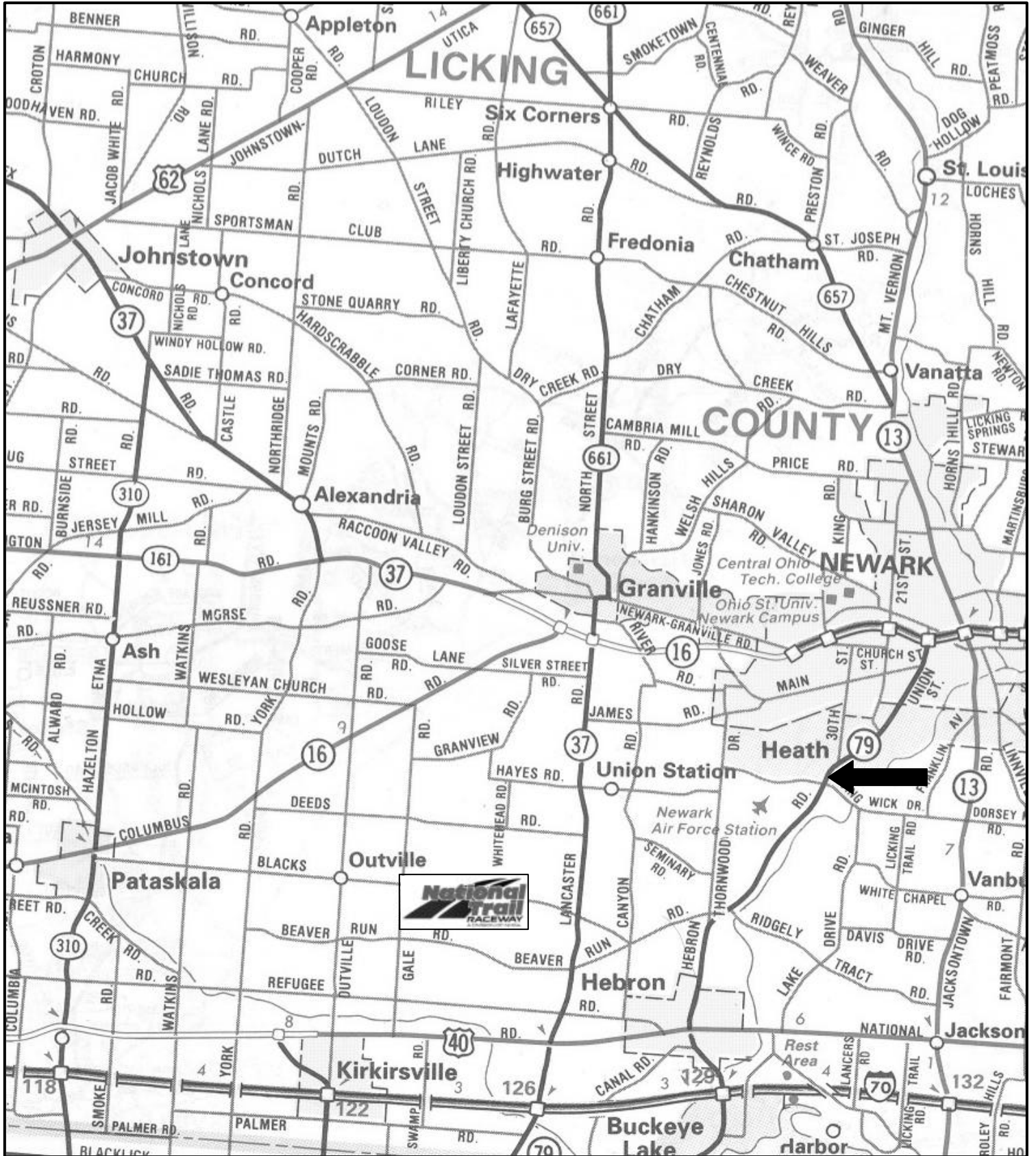
http://keyword.netscape.com/ns/boomf...io_lodging.htm

It is the intent of the BPG to give those attending as much information about the area as becomes available. The BPG is working with the Licking County Convention and Visitors Bureau to make your trip to National Trail Raceway as pleasant as possible. We have chosen Heath because of its convenience, location to the track, and services available.

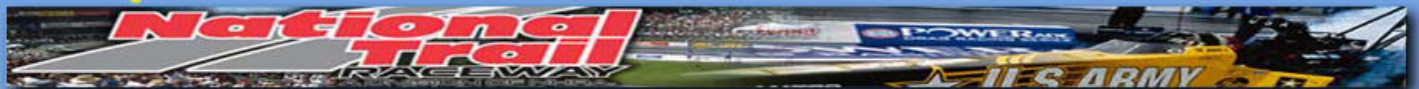
National Trail Raceway is about 20 miles east of Columbus on old U.S. Highway 40, one mile north of Interstate 70 at the Kirkersville exit. From Columbus, take I-70 to Highway 158 north and follow the signs, or take I-70 to Highway 37 north to U.S. Highway 40 and follow the signs.

Regarding the distance to all of the hotels, which are fairly grouped close together. If you Map Quest the distance from the Host Hotel to National Trail Raceway, located at 2650 National Road SW, Hebron, Ohio you will find it just over 8 miles. We hope that the map on the proceeding page will also be helpful.

Detailed map, vicinity of National Trail Raceway, Hebron, Ohio
Host Hotel, Hampton Inn, Heath, Ohio
Map Quest distance between the two is 8.42 miles



2007 BPG Buick HorsePower Nationals



August 3-5, 2007 National Trail Raceway Hebron, Ohio

Several Race Classes

V6 Turbo - Small Block - Big Block

Several Car Show Classes

Experimental Engine On Display!



BPG



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