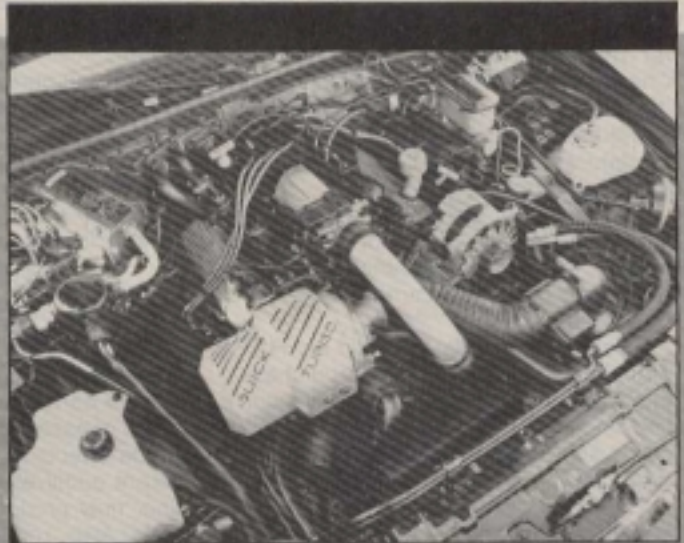


**BUICK'S
TURBO
REGAL GNX:
LAST OF
THE REAL
MUSCLECARS**



THE FINAL OPTION

Buick was right there in the '60s and '70s when big-inch muscle ruled the streets. Now it's the '80s and Buick is still right there with the new, limited-production Grand National Turbo Regal GNX—the only bonafide, honest-to-God, 13-second muscle-car made in America.

Great, isn't it? They've got the fastest car in town, but they don't advertise it; and the management hierarchy is publicly embarrassed about it, even though they're gloating behind closed doors. In the mind of the General, the GM G-body (Regal, Monte Carlo, Grand Prix, and Cutlass 442) has out-lived its usefulness and will retire to the great boneyard in the sky after 1987. But not before Buick gets in one final shot to make certain the car goes down in history as the last of the red-hot musclecars. That's where the new 1987 Buick GNX comes in. The GNX is a special version of the Turbo Grand

National, carefully massaged and bred for speed. It began as an engineering concept car featuring special modifications to the engine, along with new wheels, tires, suspension, exhaust system, instruments, and appearance items.

The 231-cid turbocharged engine in the GNX delivers 300 hp at 4400 rpm, up 55 horsepower from the standard Grand National. The GNX prototype has run 0 to 60 in 5.4 seconds and the quarter-mile in 13.4 seconds at more than 104 mph. These numbers were obtained by Buick engineers running the car on Sunoco Ultra 93-octane fuel in 51-degree ambient temperatures. Subsequent testing by HOT ROD revealed a 13.9 capability at just under 100 mph, before a calibration problem was discovered while testing the car in warm Arizona temperatures. Later tests after minor adjustments were made found the car running 13.70's in warm weather. Reports from around the country

tell us that the average Grand National is already running high 13's at most tracks, so we expect GNX's may be 13.50 cars once owners get their hands on them and tweak them a bit.

The GNX uses a ceramic turbine wheel which is lighter and spools up faster for reduced turbo lag. A new seal on the turbo cuts drag dramatically and actually contributes more performance than the ceramic turbine. The turbo has a larger housing (.67 A/R on '86 models, .82 A/R on GNX) that contributes to better top end breathing. A revised intercooler incorporates new fins designed to improve air cooling without excessive pressure drop. Engineers claim that swapping this inter-cooler onto a standard Grand National will give you another two tenths off your 0-to-60 times.

The engine runs a full 15 pounds of boost and does not drop back to 10 to 13 pounds in 3rd and 4th gear like the

SPEC SHEET

ENGINE:

Type.....	90-degree V6
Bore	3.80 inches
Stroke	3.40 inches
Displacement	231-cid, 3.8L
Compression Ratio..	8:1
Induction System ...	Single turbocharger with electronic sequential fuel-injection
Horsepower @ rpm.	300 @ 4400 (245 @ 4400 advertised)
Torque @ rpm	400 @ 3200 (355 @ 3200 advertised)

DRIVETRAIN:

Transmission	200-R4, 4-speed automatic with overdrive
Rearend	8.5-inch diameter ring gear with limited-slip differential
Final Drive Ratio	3.42:1

SUSPENSION:

Front	Independent upper and lower control arms with coils
Rear	Lower trailing arms with coils and center-mounted longitudinal torque arm with Panhard rod
Stabilizer Bars	32mm front, 19mm rear
Wheels	16x8 styled aluminum
Tires	Front: 245/50VR16 Rear: 255/50VR16
Brakes	Goodyear Gatorbacks Power-assisted front discs/rear drums
Steering	13.97:1 power-assisted

GENERAL:

curb weight	3331 pounds
Price	\$24,000 plus (unconfirmed)

PERFORMANCE:

0 to 60	5.4 seconds (unverified; previous GN best was 5.7 seconds)
Quarter-mile	13.47 @ 104 mph (unverified; best HOT ROD test was 13.70 @ 102 mph)

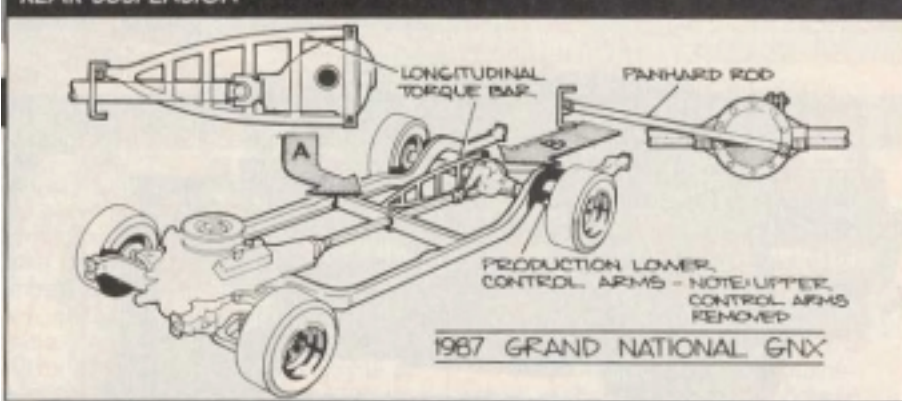
standard Grand National. No compression ratio changes or ignition changes were made, and the car will retain the spark and fuel cut-off above 125 mph. The Grand National is calibrated to run rich at wide-open throttle; the GNX is programmed to run leaner. The stock Grand National has a single muffler and dual exhaust; the GNX sports dual mufflers needed to clear the new suspension modifications.

Suspension and running gear changes were also specified for the GNX. The car will be equipped with lighter 16-inch wheels and tires: P255/50VR16 Gatorbacks on the rear with P245/50VR16's on the front. That's Corvette rubber we're talking about, and the changes don't stop there. You also get special modified wheel openings with fender flares and very tasteful, contemporary Buick portholes that really add to the car. The rear suspension has the upper control arms removed and a single ladder bar-style torque arm

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REAR SUSPENSION



installed just off center of the driveline. It mounts to a new front crossmember and a special aluminum rearend cover to control wheelhop. A lateral Panhard rod was added to keep the rear axle accurately located.

Full analog instrumentation will be offered including tech, 120-mph speedometer, and boost gauge.

Buick is only going to build 500 copies of the GNX, and inside sources tell us it is going to cost as much as \$8000 more

than the typical \$16,500 tag for the Grand National. At that price, a Grand National with nitrous is a far more righteous deal, but there's little doubt that collectors and muscle-car hounds will shell out the bucks to get this rare supercar. The GNX is Buick's parting shot at contemporary pretenders to the musclecar throne, and we can't help but agree. It's easy to be arrogant when you can really back it up. **HR**