

1970 Buick GS



The GS program was introduced for the 1965 model year and was abbreviated for "Gran Sport". The first GS packages were installed in the existing Skylark model and consisted of a 401 cubic inch V8 that made 325 horses and 445 pound feet of torque. The GM engine rules at the time stated that anything less than a full-size car could only be outfitted with a maximum of 400 cubes really limited the potential of the GS package. However, it was only a matter of time before there was more to come. By 1968 Buick introduced a Stage 1 Special Package that upped the horsepower of the existing 400 by as much as 50 although still rated at 340. 1969 came and went and so did the introduction of a Stage 2 Special Package with even more horsepower standard.

At mid-year, Buick released the comprehensive-but-expensive GSX package. For a whopping \$1195.87 over the \$3283 price of a GS455 coupe, the GSX buyer got a four-speed transmission with Hurst shifter, G60-15 tires on mag-style wheels, 3.42:1 Positraction rear, "Rallye Ride and Control Suspension," power front-disc brakes, heavy-duty cooling, bucket seats with console, "Rallye" steering wheel, front and rear spoilers and a hood tach. The icing on all this cake was a choice between Saturn yellow or Apollo white paint with black striping. Demand was low. Buick built just 768 GS455s with the GSX option, 187 in white. When ordered in combination with the GSX package, the Stage 1 performance package was a bargain at \$113.75 and most GSX buyers took it. The rest of the GSX package included an appearance setup that gave the buyer the choice of Saturn Yellow or Apollo White paint schemes. Front and rear spoilers took care of the nose and tail as far as aerodynamics and aesthetics. Body stripes, heavy duty suspension and big old tires rounded out the car and certainly made for one beastly looking machine. A little over 9,000 455 GS cars were made in 1970 making them highly sought after by anyone who knows their worth.

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