

10/1/79

by one foot and on the 60 mph by 22 ft. in stopping distance. They had a left rear lockup on both the 30 and the 60.

The October released Buick 1981 system which calls for 7161A material from Bendix in place of the 8032A (Delco-Moraine for noise) and the Inlite material is next scheduled to be run by Cadillac. They need a "back door" to run to for 1981 and thus are running the Corporate released package of the Inlite material. If this passes, they will then back track to the Abex rear with the Bendix front to see whether that will pass.

On the initial tests of the 8032A front and the Abex rear, there were also marginal areas in the second effectiveness (rear skid) 5% pass; third effectiveness light load (rear skid) 3% pass; rears only, light loaded (rear skid) 6% pass and final effectiveness (front skid) 6% pass.

The plumbing on the brake systems are the same from 1980 to 1981. Low drag brakes have been added for 1981; quick take up master cylinder has been added for 1981; the metering valve has been removed for 1981; the tire pressures have been increased from 32 PSI to 35 PSI (all information to date indicates no difference in the data as a result of this); and the low rolling resistance tires are again used for 1981. On front disc brakes, experimental 12804 submitted 916-46 resin bonded metallic. One set is on a durability car at the Phoenix Proving Ground and another set has been scheduled for a general service car here in Detroit. No data to date.

Sales Dollars

1977 - \$590,110  
1978 - \$856,287  
1979 - \$612,063 (9 months)

*Earle*

L. Earle Bretz, Jr.

LEB/lb

cc: RLCutler/AFSchmaltz/file  
BIwarsson  
RENelson  
ADIndelicato  
HBecker