

THE
ART OF
BUICK



An Introduction to the Art of Buick.



Functional beauty. That is the key. An automobile must look good, but it still has a duty to perform. Good looks alone can not be allowed to get in the way. The most efficient shape for packaging people and their possessions is a box, but aerodynamically and aesthetically, that shape leaves something to be desired. At

the other end of the scale it is relatively easy to develop a shape that will slip through the wind, barely rippling roadside grasses, but only by paying a penalty in room for passengers and cargo space. The answer, of course, lies between those extremes.

And that is what you are going to see in this book: the form, the functional art of

Buick. We think you will agree with us when we say that for 1985, the Buick lineup presents an unsurpassed study in the philosophy of functional beauty.

But the story does not end with finely sculptured metal and glass. Which is all an Electra or Riviera or Somerset Regal would be without the myriad bits and

pieces that turn functional art into an automobile. So this book also contains information specific to each model in the line: engines, transmissions, suspensions, special equipment and a look at another bit of Buick artistry: the interiors we have carefully designed to complement the artistry on the outside.

Electra/Park Avenue	4
Somerset Regal	8
Riviera	12
Century	16
Regal	20
Skyhawk	24
SkyLark	28
LeSabre	32
Electra Estate Wagon	36
LeSabre Estate Wagon	38
Century Wagons	40
Skyhawk Wagons	42

Electra/Park Avenue

One look and it is obvious. There is definitely something new going on here—a new generation of Electra and Park Avenue that offers the benefits a buyer of a full-size luxury car expects, and for the first time they are being offered in an all-new, state-of-the-art package. The tradition of Electra and Park Avenue has been maintained without

resorting to the *traditional*.

It began about five years ago when it became apparent that the new order of lighter, more aerodynamic, more efficient automobiles was arriving. The new Electra would be a leading member of the new order, but it would also be an Electra.

That meant it would also meet very high standards of luxury, comfort and

elegance—ours and yours.

The new Electra emerged from the wind tunnel with an exciting, yet formal, shape that is nearly two feet shorter than its predecessor, but makes virtually no compromise in passenger room.

As before, six adults can ride in comfort, since head room, leg room, shoulder room and knee room are all within an inch or so of last

year's "big" Electra. The new car is up to 600 pounds lighter, yet there has been an improvement in ride comfort.

Front-wheel drive plays a big part in this efficient new package. The transverse—sideways—mounting of the engine means the nose, and therefore overall length, could be shortened without taking anything away from the passenger compartment.

And front-wheel drive pays off in other areas. Traction in otherwise difficult driving conditions, for one thing. Combine that with fully independent suspension on all four corners and you have an Electra with impressive handling response and lateral stability. But, and we emphasize, with no denigration of the traditional Electra ride experience. Sound

improbable? A little skepticism is understandable, but we think you will be a believer after your first test drive.

The basic powerteam is a 3.0 litre V-6 with a four-speed overdrive automatic transmission. That is the Electra 300. The Electra 380 has the 3.8 litre V-6 with MFI (multi-port fuel injection), and the Electra 430 is equipped with a 4.3 litre V-6 diesel.

There are Park Avenue models with even more luxurious interior appointments, and there is an Electra T Type with aluminum wheels and a tauter suspension for the ride and handling enthusiasts demand. Order the available 15" wheels, with Eagle GT tires and the driving experience is even better.

Yes, there is something

new going on here. As new as today. Take a close look, and then experience the new Electra, Park Avenue or T Type. See how technology and tradition have been combined in one remarkable automobile.



The Coupe offers Electra elegance and creature comforts in a more personal two-door configuration.



The Electra T Type (above) is the enthusiast's Electra, with a decidedly European look and feel. Standard engine is a 3.8 litre V-6 with MFI and an automatic transmission with overdrive. The suspension has been specially tuned for a taut, controlled ride and high lateral stability. Black accents around the headlamps and windows, a special taillight treatment and wide P270/75R14 blackwall radials on aluminum alloy wheels leave no doubt about the T Type's sporting character.



Buick has added a new chapter to the book on American luxury sedans with the Park Avenue. The styling is simultaneously aerodynamic and elegant. Inside, there is traditional Park Avenue comfort, luxury and the expected array of standard features.

Electra/Park Avenue Interior

The same thinking process that was applied to the lines of the new Electra and the mechanical components tucked away under its new skin, was applied to the trappings of its new interior. It would be new and in many subtle ways different, but the sum of all the new parts would be comfortably Electra or Park Avenue. And, as such, familiarly

comfortable as well.

No reason, we reasoned, to design out even the smallest degree of comfort—or luxury or elegance or convenience, for that matter—simply because we were making it new. We didn't.

Wide, expansive seating for six full-size adults is covered with rich velour upholstery (your choice of five colors), and leather in the

seating area is available. The seats themselves are more supportive where they should be. Not hard—supportive. You get seating that is comfortable for short hops around town that also leaves you surprisingly relaxed and refreshed after several hundred cross-country miles. Every Electra/Park Avenue comes with a six-way power driver's seat, standard

Thinking of modern techniques and you probably think of assembly line robots, computer-controlled engine functions, exotic high-strength alloy metals and such. But it's unlikely you would relate these with Electra's luxury interior. We did. And the result is another example of how we have applied the latest scientific advances to the Electra tradition.

For example, the Electra's carpeting is cut and bonded to door panels dielectrically and sonically. For readers without an engineering degree, that means strong carpet joints, adherence to the under surface, and no wrinkles, without staples or glue. For the first time, windshield pillars are fabric covered, and there are no visible screws marring their surface

appearance. The headliner now extends all the way to the top of the windshield.

There are more obvious applications of high technology in the available Electronic Touch Climate Control, Electronic Cruise Control and a variety of Delco electronically tuned radios.

What this all means is really quite simple. The new Electra and Park Avenue are

definitely on the leading edge of automotive technology. By carefully applying the available technology—and coming up with some new twists of our own—we have created a smaller, lighter and in every way more efficient Electra and Park Avenue that make no compromise in styling, performance, comfort and luxury. A new Electra and

Park Avenue, a better Electra and Park Avenue, and every inch, every ounce an Electra and Park Avenue.



This is the Park Avenue Sedan fitted with the added luxury and elegance of available leather upholstery in the seating areas. Although the Park Avenue is trimmer, lighter and lower than the previous Park Avenue, interior dimensions are within an inch or so, and that means comfortable, elegant surroundings for six adults.

Interiors

Electra/Park Avenue
Seat Styles

	Electra	Park Avenue	T Type
1. Cloth 55/45 Notchback	S		
2. Cloth 45/45		S	
3. Leather/Vinyl 45/45		A	
4. Cloth 55/45 Notchback	S		
5. Leather/Vinyl 55/45 Notchback		A	



The Electra/Park Avenue instrument panel has been carefully designed to be as easy to read and use as it is handsome. The information you need to know is instantly communicated. Controls are located for quick and easy access. And it is all set off with woodgrain trim.



Somerset Regal

There has never been a Buick quite like the Somerset Regal: never one with such a pleasant blend of sport and luxury, in such a personal size, with such an avant-garde look. The Somerset fits into a very special niche in the Buick lineup between the slightly smaller Skyhawk and the slightly larger Century, and its purpose in life—your life—is to offer the

performance of a European sport coupe skillfully blended with the uniquely Buick attributes of high luxury and comfort, plus a bulging list of standard features.

We started with front-wheel drive, which is the most efficient way to package an engine and a transmission.

The standard engine is a 2.5 litre, electronically fuel-injected four-cylinder with a five-

speed manual transmission—a decidedly performance-minded pairing. There is also a specifically designed 3.0 litre V-6 with multi-port fuel injection that drives the front wheels through an available automatic transmission. The 3.0 with MFI also has CFI (computer controlled coil ignition) and a mass air-flow sensor.

But a sport coupe, even

with the required looks and the necessary powertrains, would not be worthy of the name if it went bobbing and weaving over the highways and byways. None of that for the Somerset. Up front is a fully independent MacPherson strut front suspension; the rear is supported by a special trailing axle suspension. Springs and shock absorbers at each

corner have been specially tuned for a firm, controlled ride. The Somerset can maneuver with a vengeance, thanks to the remarkable lateral stability the suspension design imparts, with no sacrifice in overall ride quality. The car is as competent and sure-footed on those twisty bits of two-lane backtop as it is quiet and comfortable on

ribbons of interstate.

Aerodynamics played a big part in determining the Somerset's unique new look. The idea was to create a design that would slip quietly and smoothly through the air, but still have an elegance and grace that plainly said it was a Buick. Mission accomplished. In profile, the car has a dramatic wedge shape accentuated

by a sloping, slice-the-air nose and raked-back windshield. Aggressive, for sure, but with the high, thin roof line, large quarter-window and vertical rear window, at the same time sophisticated and all Buick.

The Somerset Regal has body-color bumpers and thin rocker moldings, and when shod with blackwall tires and available styled

wheels, the emphasis is more on the car's sporty character. The top-of-the-line Limited, with chrome bumpers and body-color side moldings, shifts the emphasis toward luxury. But no matter where you want the emphasis to be, the all-new Somerset Regal promises an exciting new driving experience.



The Somerset Regal is an artful blending of technology, sport and luxury; and as this view of the Limited Coupe shows, there is more than a touch of excitement in the blend. The top-of-the-line Limited puts the emphasis on luxury.



Fitted with blackwall radials and alloy road wheels, the Somerset Regal puts the emphasis on sportiness and functionality. A 2.5 litre four-cylinder engine with five-speed manual transmission is standard on all Somerset Regals. With a multi-port fuel-injected 3.0 litre V-6 available.



The front-wheel-drive Somerset Regal—this is another view of the Limited—offers the handling and performance of a stylish sport coupe with the traditional Buick assets of luxury and comfort.

Somerset Regal Interior

A car says different things to different people, but one thing the Somerset Regal says to almost everybody is, "Drive me." True, every car says that, with a greater or lesser degree of enthusiasm. But when the Somerset Regal makes the invitation, it is an invitation to do more than just simply drive; more than get from point A to point B. It is an invitation

to experience driving, to really get into the steering and braking and shifting. That is because from the very beginning of the Somerset Regal concept more than five years ago, there was the understanding that the car would be a driver's car in look, feel, performance and overall character. You have seen how that aspect of the concept was

fulfilled in the aerodynamic shape, the performance orientation of the engine/transmission teams and in the suspension. The concept was carried through with equal determination—and success—in the interior. We don't think you can find a better designed, a more efficient, a more "driver oriented" interior. It is a very subjective thing, so it is diffi-

cult to write about. Better to experience it yourself. But until you get that opportunity, here is what you can expect.

Ergonomics is a scientific discipline that deals with the relationship between operators and their machines. It applies to giant stamping presses, to typewriters and to automobiles. It has to do with putting controls, gages,

switches and buttons where they can be reached and seen with the greatest efficiency. The science was most liberally applied in designing the Somerset's interior.

A pod, containing the most frequently used controls, is located within fingertip reach and features low-travel switches. Easy-to-read electronic digital instrumenta-

tion is standard on all Somerset Regals, and it includes a slick bit of high technology called a Multi-Gage which will give, at your command, readouts for voltage, oil pressure, engine temperature and, especially important in a car with a sporty outlook on life, engine rpm.

The controls for the radio are located on the top of the pod, away from the receiver.

The Somerset Regal's seats are designed to provide a high level of comfort with support in the lumbar and thigh regions.

Passengers are also considered. The right front seat slides forward when the seat-back is tipped forward, for easy entry to the rear seats. And rear seat heating and ventilation is aided by ducts that flow through the stan-

dard center console. Inside, everywhere you look, the new Somerset Regal is "user friendly." In all, it is one very nice place to rediscover the fun of driving.



Full electronic digital instrumentation, which is standard in every Somerset Regal, includes a tachometer plus readouts for oil pressure, voltmeter and engine temperature. Interior hardware in Limited models has a simulated woodgrain look that accentuates the car's luxury character; in the Somerset the trimwork uses brushed metal accents.



The interior of the Somerset Regal—this is the Limited version—is as inviting as it is comfortable and efficient. The new-design bucket seats are especially supportive in the thigh and lumbar areas. Controls for the standard AM radio (that may be deleted for credit) are atop the full-length console, which is also standard. All switches, controls and gages have been located for quick, efficient operation.

Interiors

Somerset Regal Seat Styles

1. Cloth or Vinyl Buckets	S
2. Cloth Buckets	S
3. Leather/Vinyl Buckets	A



Somerset Regal
Limited

Riviera

After all those "practical" cars, those four-door sedans, and station wagons you had to have for all the time-honored reasons, it is time for something special—a car you actually want. After all, why wait to be good to yourself? And, to carry that thought to its logical conclusion, why wait to own a Riviera?

Riviera. The name is

special, and for over 20 years the name has stood for the most special Buick of them all. And Riviera for 1985 is every inch a statement of classic style, but at the same time so very, very contemporary with four-wheel independent suspension, front-wheel drive and engines with the latest high-technology features. Even turbocharging is available.

The 1985 Riviera is Buick's definition of "personal luxury car," a term that is rather loosely applied elsewhere these days, but definitely belongs right here, where it was created. You will understand the moment you slip inside. With an interior space that exudes a comfortable intimacy between driver and machine. It is a special relationship

that is uniquely Riviera's. You will feel it every time you slide in and settle behind the wheel.

There are three Rivieras, alike in most ways, but with some decidedly different personality traits.

The Coupe is the Riviera in the essence of the classic tradition; the T Type is the Riviera with the emphasis on performance; the Converti-

ble the Riviera that offers the unmatched pleasure of top-down motoring—sun in face, wind in hair, and on, and on.

The standard Riviera powerplant is a 5.0 litre V-8 that drives the front wheels through a four-speed automatic transmission with over-drive. A 5.7 litre diesel V-8 is also available for the Coupe. Power assisted front disc brakes and power steering

are, of course, standard. Combine them with four-wheel independent suspension and front-wheel drive, and Riviera is more than just beautiful. It is a car that wants to be driven.

The T Type goes even further in that direction with a state-of-the-art turbocharged 3.8 litre V-6 engine with sequential-port fuel injection that produces 200 horse-

power. It also has our Gran Touring suspension with stiffer springs, firmer shock absorbers, and special front and rear stabilizer bars for a very firm, controlled ride.

The Convertible is, in a word, stunning. The classic Riviera lines are given a new interpretation when the power top is stowed away. And when the top is down, the sun is bright and the road is

right, the Riviera Convertible gives a new interpretation to personal luxury car. This is the ultimate form of motoring in the grand tradition.

Three variations on a classic theme, three remarkable automobiles. If you believe hard work should be rewarded, you deserve a Riviera.



The Riviera Convertible takes all the luxury, comfort and elegance so much a part of every Riviera and adds to it the singular experience of top-down motoring. An unbeatable combination.



The Riviera Coupe combines the classic elegance of traditional Riviera styling with fully independent suspension, front-wheel drive and a standard 5.0 litre V-8 or optional 5.7 litre diesel V-8.

The Riviera T Type, like all Buick T Types, is equipped with the enthusiast in mind. Power is from a 3.8 litre turbocharged V-6 engine with SFI. The suspension has been fine tuned with firmer springs and shock absorbers for a responsive, controlled ride.



Riviera Interior

We have talked a little about the Riviera interior and about the unique ambience created there. But now let's be a little more specific and talk about the various parts that make up that very special environment.

Seats are singularly important in this special instance. They are, as they had to be, both comfortable and handsome. Deeply

cushioned and inviting, they are covered in cloth, or available leather with vinyl or a leather and suede combination. Then the door panels and carpeting are color coordinated with your choice of upholstery material. The result, due to the luxury materials and the subtle tones employed, is an interior which radiates that comfortably intimate quality we

discussed earlier.

The instrument panel has a classic woodgrain finish, with matching woodgrain accents on the doors. A full-length armrest on the doors contains a control panel for the standard power windows, electric door locks, six-way power driver's seat and remote mirrors. (A microprocessor-controlled "memory" seat is available; it

will automatically adjust the seat to your choice of two pre-selected seating positions at the touch of a button.) Other standard features include Electronic Cruise Control, air conditioning, Delco ETR AM-FM stereo radio with clock, tinted glass, tilt steering column and much, much more.

On the T Type's list of standard features, there is a

leather-wrapped sports steering wheel, an L.E.D. tachometer and L.E.D. turbo boost indicator. The convertible has leather-trimmed 45/45 seats and a center storage console.

But in addition to the quite complete list of standard comfort and convenience features, there are some optional features you may want to consider. The Astroroof is a power-operated glass panel in your

choice of silver, gold or gray tint that lets the outside in; the Delco GM/Bose Music System is tailored to the acoustics of the Riviera and uses state-of-the-art electronics and premium speakers to fill the interior with concert hall sound; Electronic Touch Climate Control employs advanced electronics, including a microprocessor and



Standard Riviera features include tilt steering column, power windows, air conditioning, electric door locks and Electronic Cruise Control.



Riviera's interior — this is the Coupé — is the epitome of comfort and luxury. Seating areas are upholstered in fine cloth, or, if you wish, leather and vinyl or leather and vinyl with suede. There is luxurious cut-pile carpeting, and the look of rich woodgrain enhances the instrument panel and doors.

Interiors

Riviera Seat Styles	Riviera Convertible	T Type
1. Cloth	S	S
2. 55/45 Notchback	S	S
3. Leather/Vinyl 45/45	A	A
4. Leather/Suede 45/45	A	A



Century

For 50 years the name Century has graced Buicks of outstanding style and quality. The 1985 Century combines those traditional values with leading-edge technology to create a mid-size automobile suited to today's demands.

The Century has a decidedly European flavor. Its styling is crisp and clean, and it shares its basic dimensions

with many of its trans-Atlantic contemporaries. And with the traction of front-wheel drive, a range of performance-oriented engines and computer-selected springs with independent MacPherson struts up front, the ride and road-holding qualities are definitely European in character. But the Century is more than that, combining the size,

the style, the driveability of fine European sedans with the attention to comfort, ride quality and luxury that have always been synonymous with the Century name.

For 1985, Century comes to you in a full lineup of coupes and sedans in Custom, Limited and T Type variations. All feature the latest examples of today's high technology: front-wheel

drive, a transversely mounted, computer-controlled engine and computer-selected springs. Century makes use of the latest developments in electronics to control its many engine and accessory functions, from fuel injection to the available electronic digital instrumentation.

The standard power-train for the Custom and Limited is a 2.5 litre electroni-

cally fuel injected four-cylinder engine paired with a three-speed automatic transmission. Optional engines include a 3.0 litre V-6 or a 4.3 litre V-6 diesel. And new this year is the advanced 3.8 litre V-6 with multi-port fuel injection and four-speed automatic transmission with overdrive.

Every Century is agile and responsive, thanks to

front-wheel drive, computer selected springs, front stabilizer bar, power rack-and-pinion steering and steel-belted radial-ply tires. And the Century T Type takes that performance quotient a step farther. The T Type, sedan or coupe, was designed for the enthusiast and the enthusiast's style of driving. From the decidedly European look of the blacked-out body trim

and special cast aluminum wheels, to the leather-wrapped sport steering wheel, a T Type says, "Let's go." The 3.8 litre V-6 with MFI and four-speed automatic are standard. The standard Gran Touring suspension has firmer springs, recalibrated shock absorbers and stout front and rear stabilizer bars for lateral stability. And there is quick-

ratio steering for instant response and close feel of the road. Lear Siegler bucket seats with adjustments for reclining and lateral and lumbar support are available.

The T Type designation on a Century's lean flanks speaks volumes to those in the know.



Contemporary styling and engineering are as one in the Century. The Century Custom Sedan (above) offers the advantage of front-wheel drive in a handsome, practical package. There is room for a family of six within those aerodynamic lines. Together with the gracefully sloping hood line, an elegantly formal roof and a dramatic rear end treatment with full-width tail lamps, it is easy to see why Century is the most popular Buick.



The T Type is the Century for enthusiasts. Special black-out trim and aggressive blackwall radiats on styled wheels make the performance statement; the Gran Touring suspension backs it up.



The Limited Coupe adds even more standard luxury features. The graceful front end, the solid, surefooted stance and the generous rear quarter windows all combine to produce a highly distinctive and functional appearance.

Century Interior

The combination of traditional Buick values with today's leading-edge technology is evident in the Century's interior. The first thing you'll notice are the high levels of standard luxury and comfort. The three-place notchback front seat in the Custom is covered in hand-stome cloth. The Limited's 55/45 seats are covered with specially selected velour cloth

upholstery, and the T Type has supportive cloth-covered buckets. Leather trim is available for the Century Limited and T Type, and Lear Siegler cloth buckets are a handsome, and functional, option on the T Type.

Settle into the seat of your choice, and once you have experienced how modern seat design and construction techniques have

resulted in new levels of comfort, notice the leg room. That is one of the many advantages of front-wheel drive. There is no big transmission "hump" to infringe on interior space, and no driveline tunnel to straddle.

Less noticeable at first glance than the luxurious seats, but certainly no less important, is the special attention we at Buick paid to

"human engineering" when the Century's interior was designed and laid out. Human engineering, or more technically ergonomics, has to do with designing and locating controls and gauges and switches in a most efficient manner. The Century instrument panel is an example of ergonomics properly applied. A multi-function lever on the steering

column puts controls for high beam/low beam, turn signals, and windshield wipers/washers within fingertip reach. To the right, the standard AM push-button radio (that may be deleted for credit) and controls for heating and ventilation or available air conditioning are within a short, easy reach, and everything is plainly labeled and simple to operate.

The steering wheel has been sized and positioned for driving comfort, and the spokes angled down so the instrument panel is not obscured. Ergonomics is clearly a contemporary application of the old saying, "A place for everything, and everything in its place."

As extensively equipped as Century Custom, Limited and T Type are, don't over-

look the optional equipment you can select to make something good even better. After determining the powertrain and interior trim, you may want to consider one of the special Delco ETR stereo radios; a six-way power seat in combination with a tilt steering column lets you tailor the seating/steering ergonomics to your specific preferences; tailor

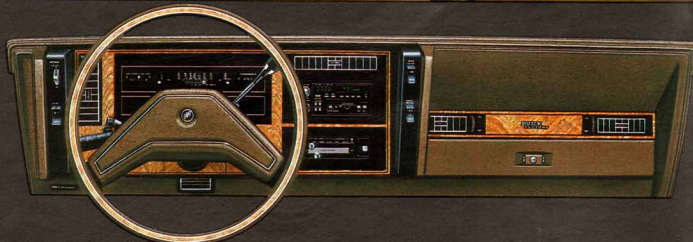
ride and handling with the heavy-duty suspension or the even more sporty Gran Touring suspension. There is even a rear deck luggage rack. But no matter how you order your new Century coupe or sedan, it's sure to be one pleasant combination of tradition and technology.



Interiors

Century Seat Styles

	Custom	Limited	T Type
1. Cloth Notchback Bench	S		
2. Cloth 55/45 Notchback	A		
3. Cloth Buckets	A	S	
4. Cloth Lear Siegler Buckets		A	
5. Cloth 55/45 Notchback	S		
6. Cloth 45/45	A		
7. Leather/Vinyl 45/45	A	A	



Slide into the wide, comfortable interior. Here is luxury in the Buick tradition. The quality of materials and the workmanship are clearly evident. But the luxury isn't blatant. It is subtle and refined and definitely international in look and feel. Cloth is the standard upholstery material, leather with vinyl trim is available on the Limited and T Type models, and special Lear Siegler buckets can be added to the T Type.

The theme of subtle elegance is carried out in the Century's instrument panel which has been designed to put everything, including the standard Delco AM radio (that may be deleted for credit) within easy reach.



There is really no secret to the Buick Regal's immense popularity. The Regal is a beautiful car. Its lines are classic, formal, yet aerodynamic. And the beauty is not just skin deep. Those crisp, clean, elegant lines surround an interior for which adjectives like sumptuous, luxurious and comfortable are perfectly suited. And, digging a little deeper, you uncover beauty of another kind: mechanical. Every Regal has been equipped with the hardware to make it perform and ride in a way that is very much in keeping with its name. Regal is, in a word, regal.

This year Regal comes to you in three coupe versions: Regal, Regal Limited and T Type. Actually, make that four, because there is a very special version of the T Type—but more on that in a moment.

It is simply not fair to call the basic Regal basic. It is anything but. The standard engine is a 3.8 litre V-6 with automatic transmission. Every Regal has power steering and power assisted low-drag front disc/rear drum brakes. The springs are computer selected for optimum performance characteristics. And P195/75R14 whitewall radial tires are standard equipment.

The Regal and Regal Limited are personal luxury cars with a time-honored sense of luxury about them. The Regal T Type, however, gives that emphasis a decided shift toward high performance. There are, fat,

P215/65R15 blackwall radial tires on cast aluminum wheels. There is blackout trim around the windows and headlights and a special treatment for the taillights. The engine is a 3.8 litre V-6 with SFI. It is turbocharged. And its SFI designation stands for sequential-port fuel injection. Buick engineers worked with Bosch of Germany to develop the SFI system which delivers a precisely metered and timed injection of fuel directly into each cylinder. Turbocharging boosts the engine's

output an incredible 81% over the normally aspirated version, and that puts 200 horsepower churning through the T Type's standard four-speed automatic transmission with overdrive.

But horsepower isn't the Regal T Type's only story. Buick's performance champion rides on a special Gran Touring suspension that includes higher-rate springs and shock absorbers, a rear stabilizer bar and diffuser front stabilizer bar. There is fast-ratio power steering and a 3.42:1 performance rear axle ratio. With that kind of performance potential under the hood, and those kinds of suspension components under each fender, the Regal T Type becomes the kind of machine that turns angry twists and curves into docile straightaways. It gives a whole new meaning to getting from here to there. The steering is quick and precise, and there is a special contact with the road feeding back into your hands; you can almost feel those big radials grabbing handfuls of highway. And you can most definitely feel the turbo motor doing what it does best,

which, you may have guessed, is making horsepower. The Regal T Type offers a most serious motor-ing experience.

Inside, the T Type's performance orientation is carried out with a standard turbo boost gage with L.E.D. readout and L.E.D. tachometer. And multi-adjustable bucket seats are available for the ordering.

That extra special version of the T Type mentioned earlier is the dramatic Buick Regal Grand National Coupe. It has the T Type's performance equipment, but takes it all a step further with a dramatic, aggressive all-black exterior (even the windshield wipers are flat black), special black-painted aluminum wheels, a firm-ride suspension and a host of standard features, including new two-tone, cloth bucket seats.

Regal Grand National. Pure performance and the looks to go with it. The theme is black with the grille surround and special styled alloy wheels offering the only contrasting highlights. Under the hood a 200 horsepower turbocharged 3.8 litre V-6 with SFI can move the Grand National from rest to 60 mph in eight seconds on the test track.

The 3.8 litre turbocharged V-6, one of the most advanced pieces of engine technology available today, is also found in the business end of the Regal T Type. Performance is the key here, with the horsepower working with the standard Gran Touring suspension which makes the T Type a world-class high-performance sports coupe.



The Regal Limited puts the emphasis on personal luxury in a mid-size coupe. The lines are classic, the luxury appointments abundant. The Regal Limited is Regal in more than name.



Regal Interiors

Remember those adjectives perfectly suited to describing a Regal's interior: sumptuous, luxurious, and comfortable? The photographs on these two pages should give you a pretty good idea of what we are talking about.

The Regal offers a standard notchback seat, 55/45 notchback seats or buckets are also available. The

standard seat in the Regal Limited is a limited level 55/45 notchback, but you can order 45/45 leather-trimmed seats. The door panels will be trimmed to match your choice of seat style and trim.

A multi-function control lever on the steering column is standard on every Regal. It puts controls for turn signals, headlamps, high/low

beams and windshield washer/wiper at your fingertips.

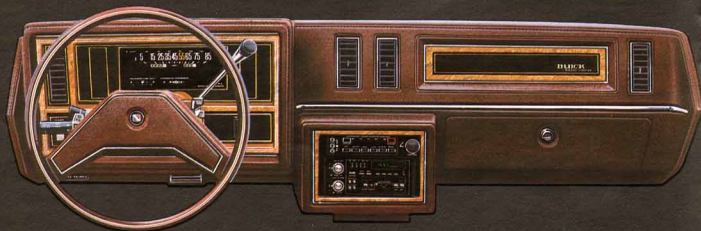
You can add to Regal's basic complement of luxury, comfort and convenience features from a long list of available options. There is manual air conditioning, (standard on T Type) or Electronic Touch Climate Control with high-tech touch controls and speeds; elec-

tronic digital instrumentation; Electronic Cruise Control; Delco ETR (electronic tuned receiver) AM-FM stereo radio with cassette player, graphic equalizer and extended range speakers; six-way power seat; remote-control mirrors; hatch roof; and much, much more. Choose your Regal and then enjoy equipping it just for you.

The distinctive high-

performance theme dramatically conveyed by the Grand National's all-black paint scheme, aerodynamic front and rear spoilers and special wheels and tires, is carried out inside Buick's performance champion. Bucket seats with dark gray cloth inserts and black cloth bolsters not only look great, but provide the kind of lateral support for legs and

upper body an enthusiast driving an enthusiast's machine demands. The Grand National is fitted with a hand-filling, three-spoke, leather-wrapped sport steering wheel. The instrument panel includes a trip odometer, an electronic tachometer and turbo boost gage, and a special Grand National identification badge.



Interiors

Regal Seat Styles	Regal Limited	T Type
1. Cloth Notchback Bench	S	S
2. Cloth 55/45 Notchback	A	A
3. Cloth Buckets	A	A
4. Cloth Lear Siegler Buckets	A	
5. Cloth 55/45 Notchback	A	S
6. Leather/Vinyl 45/45	A	A

This is luxury in the Regal tradition. Wide, comfortable cloth-covered seats with a fold-down center armrest are standard; and in the Limited, above, the interior is accented with bright moldings and simulated wood-grain inserts. Comfort and luxury in an inviting, personal-size package.

The Regal Limited's instrument panel is a study in elegant line and form. Wood-grain trim emphasizes the Regal's luxury character. Electronic digital instrumentation is available.

Skyhawk

At first blush, Skyhawk is really a very practical car. It is compact, it is lightweight, it uses a small, efficient engine to drive its front wheels (refer to the EPA mileage estimates and engine supplement chart included with this catalog). But there is something else going on here. The name Skyhawk does not exactly conjure up the image of a Plain Jane econobox.

There is that aerodynamic wedge profile—handsomely aggressive and sporty. And look inside. Those form-fitting, reclining bucket seats, and an instrument panel packed full of gauges are rather broad hints that Skyhawk is a driver's car, not just a plain vanilla transportation module.

And if Skyhawk's basic configuration isn't sporty

enough, there's the Skyhawk T Type Coupe. The grille is blacked out, and the headlamp housings, door handles and locks and outside mirrors are black. You can choose silver, red or white for the upper body, the lower body is charcoal. Forged aluminum wheels carry fat blackwall radial tires. Inside there's a leather-wrapped sport steering wheel and full instrumentation.

The basic powerteam is a 2.0 litre, electronically fuel injected four, mated to a four-speed manual transmission that is ready for some serious motoring. But to really get an enthusiast's juices flowing, there is an available 1.8 litre turbocharged powerplant with multi-port fuel injection that pumps out 150 healthy horsepower. That means 0 to 60 mph in 8.5

seconds, according to Proving Grounds tests, which makes the Skyhawk T Type one of the quickest machines around these days.

But the T Type isn't for everybody, so let's take a look at the other Skyhawks. The Skyhawk Custom and Limited come in both coupe and sedan versions.

With a 3.66:1 axle ratio and electronic fuel injection,

even the standard 2.0 litre powerteam leans toward the performance side. Or, you can opt for the available electronically fuel-injected 1.8 litre overhead cam four-cylinder that drives through an available five-speed manual transmission. Or, if you prefer, you can order an available automatic transmission for either engine. The suspension, and related

items, are an important part of the Skyhawk's sporty persona. Rack-and-union steering and power assisted brakes—vented discs in front—are standard equipment. The Skyhawk's independent front suspension uses MacPherson struts and a stabilizer bar; the semi-independent rear suspension is the trailing crank-arm type. Standard tires are

P175/80R13 low profile blackwall radials. Bits and pieces like those go together to give any Skyhawk highly impressive riding characteristics. The T Type goes a couple of steps further with P195/70R13 blackwall radials, a quicker steering ratio and a firm-udup Gran Touring suspension which, by the way, is available in any Skyhawk coupe or sedan.



If you like your driving fun a little less aggressively dressed than the T Type, there's the Skyhawk Custom Coupe. With available wire wheelcovers, blackwalls and chrome trim, as shown here, the theme is definitely classic.



One look and this Skyhawk T Type's performance-oriented mission is obvious; distinctive two-tone paint, low-profile blackwall radials, blacked-out body trim. And, should you want it, a 150 horsepower turbocharged OHC engine is available. On the test track, it moves the T Type from rest to 60 mph in 8.5 seconds.



The Limited Sedan offers all the Skyhawk's sporting virtues with the added convenience of four doors.

Skyhawk Interior

Skyhawk may be small and it may be sporty, but it is still a Buick. And, as the Buick tradition dictates, that means something special is going on inside Skyhawk, as well. Nicely appointed is a good way of putting it. In the Custom you have velour and woven cloth on the seats and door panels. There is a decidedly luxurious quality in the velour cloth chosen for

the seats and doors in the Limited. The bucket seats—with reclining backs and adjustable headrests in every Skyhawk—are designed to provide firm, comfortable support for thighs, lumbar area and upper body. You will thank us for the extra care given seat design when you finish a long day behind the wheel of a Skyhawk. And so will your passengers. If you

are wondering how there can be so much leg room in a small car, the answer is front-wheel drive. There is no fat transmission "hump" and no driveline tunnel fighting you for—and winning—floor space. You and yours will find the inside of a Skyhawk a truly comfortable place to spend time.

It is convenient, too. As we said going in, Skyhawk

is a driver's car, and that means more than the right combination of engine, transmission, suspension, and the like. It means creating an environment for the driver that enables him to control everything that is going on in the most efficient way possible, and that involves putting levers, buttons, switches, dials and gauges where they can be seen and reached.

A driver wants, and needs, information. The Skyhawk Limited and T Type instrument panels are awash with dials and gauges. On all Skyhawks there is a multi-function lever on the left side of the steering wheel within fingertip reach. The standard push-button AM radio which may be deleted for credit, plus the controls for heating and ventilation, are just to

the right of the steering wheel, clearly marked and easy to see. There is an upshift indicator on the instrument panel that illuminates to tell you when to go into the next gear for optimum fuel economy with the manual transmission.

And there are additional convenience options you can order: power windows, Electronic Touch Climate

Control, electric door locks, remote controlled mirrors, Electronic Cruise Control, lighted vanity mirrors and more. And don't forget the "good sounds." We have quite an availability of Delco electronically tuned radios and special speaker packages.

Skyhawk. A driver's car, and very much a Buick.



The Skyhawk's instrument panel, in keeping with the car's sporty, fun-to-drive character, is filled with easy-to-read instruments on Limited and T Type models.



Every Skyhawk is generously fitted to traditional standards of Buick comfort and luxury. This is the interior of the luxurious, yet sporty, Skyhawk Limited. The standard reclining bucket seats are cloth covered and designed for long-distance comfort.

Interiors

Skyhawk Seat Styles

- | | Custom | Limited | T Type |
|------------------|--------|---------|--------|
| 1. Cloth Buckets | ☑ | ☑ | ☑ |
| 2. Cloth Buckets | ☑ | ☑ | ☑ |



When the Skylark was introduced a few years ago, the world realized a new generation of American automobiles was here—a generation which said the era of front-wheel drive, efficient engines, functional design and sophistication in line and form had arrived. And indeed it had. Now all those new-era attributes are no longer the exception in American automobiles, but the rule. The future forecast by the Skylark is today.

A Skylark is many things in a small package. It's a dependable, economical family car. It's a small luxury car that some even call Buick's "little limousine" in recognition of its luxurious, spacious interior and its big-car ride.

The Skylark is also a proven package that has benefitted and continues to benefit from constant refining based on the experience of millions and millions of owner miles. And yet, a design that has been on the road long enough to be so thoroughly refined, is still on the leading edge of automotive technology.

The refinement, as we said, goes on. This year Skylark is offered in two sedan versions: Custom and Limited. There's a handsome new grille, and a new look for the rear end with revised tail lamps, a new center applique and the license plate moved from the trunk lid to the bumper. There are new exterior colors, new upholstery fabrics and designs. Subtle changes and constant improvement keep the Skylark fresh and new.

Power for the front wheels is provided by a standard 2.5 litre four-cylinder engine with electronic fuel injection. Or you can power your Skylark with an available 2.8 litre V-6 with two-barrel carburetion or a 2.8 litre high-performance V-6 with multi-port fuel injection. Under-hood refinements this year include new hydraulic engine mounts that reduce the transfer of engine motion and vibration into the body structure, thus making the Skylark even more quiet, more "little limousine-like" than before.

The mechanical components that keep this proven package on the leading edge include power rack-and-pinion steering, low-drag front disc brakes, and independent front suspension with MacPherson struts. A Skylark is nimble, easy to park and maneuver, and, to top it all off, fun to drive. A performance-oriented Gran Touring suspension that handles the road through fat, P205-series radial tires is also available.

Proven and dependable. Front-wheel-drive technology. Comfortable room for five. And a delight to drive. Skylark has it all.



The Skylark Custom Sedan (above) offers the look, the feel and the luxury appointments of a much bigger Buick in a practical, easy-to-maneuver and fun-to-drive small car. Front-wheel drive, of course. And the Skylark Custom is an easy Buick to own.



The Skylark Limited Sedan adds just the right touches of luxury in just the right places. The result is a small sedan that has understandably been called Buick's "little limousine."

Small on the outside, big on the inside has always been a Skylark trademark. A lot of the credit for the remarkable amount of leg-stretching interior roomness goes to its compact front-wheel-drive layout. The Skylark's engine and transmission make one neat underhood package; there is no big transmission "hump" or driveline tunnel taking up

floor space. Combine that with wide, comfortable seats and Skylark's squared-off, formal roof line, and you get a generous helping of leg, shoulder and head room. Every Skylark interior—and the variations you can create are many—is a study in comfort and attractiveness. The Custom offers a notchback front seat, special cloth is standard on the

Limited notchback seat and cloth upholstered buckets are available for both models. The Skylark's instrument panel has a handsome woodgrain appearance with the simulated woodgrain repeated as accents on door panels and available center console. The instrument panel has been carefully designed to have all instruments and switches where

they can be easily seen and reached. There is a multi-function control lever on the left side of the steering column. Full instrumentation, including an L.E.D. tachometer, is available as an option. Seats, seat and shoulder belts, even the belt buckles are color coordinated on standard as well as optional trims. You can equip your

Skylark from an extensive list of performance, comfort and convenience options that let you mold its character to your personal satisfaction. For instance, if you want to pursue Skylark's luxurious side, you may want to add such available features as rear-seat reading lamps, electroluminescent coach lamps, electric trunk lock release, six-way power seats,

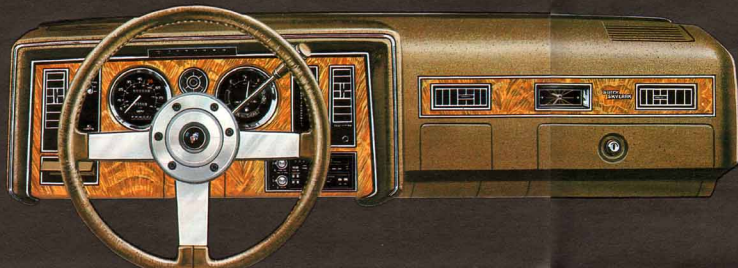
power windows, and power door locks. If you want to enhance the Skylark's sports sedan character, go for the Gran Touring suspension with its aggressive P205/70R13 radial tires, add bucket seats, tungsten halogen high-low beam headlights, full-length opening console, sport steering wheel and instrumentation package with tach.

That is one of the many beauties of the Buick Skylark. It is so wonderfully versatile. A small luxury car, an economical family car, and always fun to drive.



Small on the outside but big on the inside has always been the Skylark way. But the interior is not only big enough for five; it is comfortable and luxurious as this look inside the Limited reveals. The Skylark accomplishes one very important thing: it is a small car that is still very much a Buick.

The instrument panel in the Skylark Limited is elegantly trimmed in simulated woodgrain.



Interiors

Skylark Seat Styles

1. Cloth Notchback Bench	S	Custom Limited
2. Cloth Notchback Bench	S	
3. Cloth Buckets	A	
4. Cloth Buckets	A	
5. Cloth Bench	A	



LeSabre

There is a notion going around that as many cars have gotten smaller and lighter, the full-size American car, the traditional family car, has quietly disappeared. Not true. At Buick, the full-size car is alive and well, and its name is LeSabre.

Here is a car that offers the fundamental virtues of front-engine/rear-drive with traditional room and comfort

for six adults. And the LeSabre steadfastly maintains another tradition, *trunk room*. Under that sculptured rear deck lid is more than 20 cubic feet of luggage area.

The LeSabre's lines are comfortably familiar. Instead of sharp angles and dramatic wedges, there are elegant, subtle and tasteful fender lines graced by a formal roof. LeSabre looks

strong, solid, secure, and it is. Under those graceful lines is a stout, full-perimeter frame.

Although the standard 3.8 litre V-6 engine provides a remarkable combination of economy and performance, we know there are those who prefer the power and flexibility of a V-8, so for them we offer a 5.0 litre gasoline V-8. And, there is also

available a 5.7 litre diesel V-8. A three-speed automatic transmission is standard with the V-6, but the two V-8s are teamed with an available four-speed automatic transmission with overdrive. At cruising speed, this transmission shifts into an overdrive fourth gear that lowers engine speed while cruising.

The optional diesel

engine is equipped with a Cold Climate Package that includes two heavy-duty batteries for cold weather starting. When the 5.0 litre V-8 is ordered, Power Master Brakes are automatically included. This new braking system uses a separate hydraulic brake booster instead of taking boost from engine vacuum. And, for traction under most driving

conditions, all-season radial tires are also standard.

A smooth, comfortable ride has always been an important, and expected, aspect of a full-size family or business car, and the LeSabre's suspension has been carefully designed with those requirements in mind. But if a little more lateral control is desirable, two suspension options are available:

the heavy-duty suspension and the sporty Gran Touring suspension. You can also equip your LeSabre with automatic level control. Despite the trend toward lighter cars with smaller engines, there are still hefty boats and campers to be towed, and LeSabre is up to the task. Properly equipped, LeSabre can tow a trailer weighing up to 5,000 pounds.

So forget the notion the traditional, full-size American car has gone away. It lives on in the LeSabre in the time-honored tradition of Buick comfort and luxury.



The LeSabre Limited Collector's Edition Sedan and Custom Coupe (above) are full-size automobiles that keep alive an important big-car tradition in America. The styling is classic, the look formal. Every LeSabre is equipped with a long list of standard features that make it a value leader in the full-size field. The Collector's Edition adds to the luxury, and the value. There is room inside for six adults. And V-8 power is available. The ride? Just what you would expect: soft, smooth and quiet. Buick understands the full-size tradition, and LeSabre is the result.

Open the door of any LeSabre and you will be immediately impressed by two things: the spacious, leg-stretching room for six and the high level of standard luxury. LeSabre is a full-size car, no doubt about it. And LeSabre is luxurious.

Custom models have notchback seating covered in a new velour cloth with a woven fabric trim in an array

of colors new this year. The new-for-'85 LeSabre Limited Collectors Edition has plush loose-pillow seats in velour fabric. All seats have extra-comfortable full-foam construction, and every LeSabre has cut-pile carpeting and elegantly trimmed door panels. Instrument panels have the look of real wood to complement the easy-to-read instrumentation.

There is a multi-function lever on the left of the steering column that puts frequently used controls—wiper/washer, high/low beam, turn signals—right at your fingertips. To the right of the steering wheel, within easy reach in the center of the instrument panel, is the standard AM push-button radio which may be deleted for credit.

Remember, luxury is a way of life with LeSabre. Standard features include remote-control left and manual-control right door mirrors. The Collectors Edition has electroluminescent and flood lighting for the instrument panel, a two-way adjustable power driver's seat, additional acoustical insulation for an even quieter ride, and a "headlamps on"

indicator and warning chime. On the mechanical side, standard LeSabre features include power steering, low-drag power front disc/rear drum brakes, steel-belted radial-ply whitewall tires, computer selected coil-spring suspension and a full-perimeter frame.

The LeSabre of your choice can be personalized from an extensive list of

extra-cost options, and we would like to take a moment to point out a few of the really special ones.

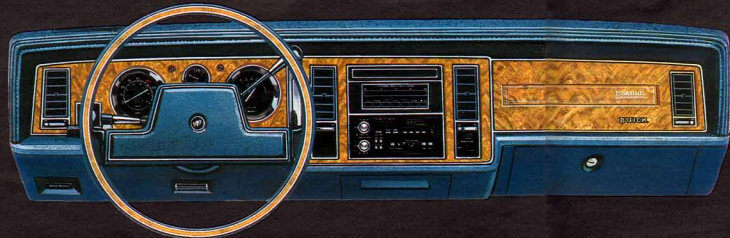
Power reclining seat-backs mean both driver and passenger can adjust their seatback to the most comfortable position. Combine that feature with six-way power adjust for the seats, and the seating positions available are numerous.

Electronic Touch Climate Control is state-of-the-art air conditioning. Power windows and door locks are a convenience any driver can appreciate, especially when the LeSabre is carrying a full complement of kids or business associates. And although every LeSabre comes with a Delco AM radio, don't overlook the big selection of other Delco

radios, some with electronic tuning, cassette deck and even a graphic equalizer. LeSabre. Continuing a proud tradition of full-size comfort and luxury. If that tradition is what you want, with no compromises, LeSabre is the car for you.



Now you are behind the wheel of a LeSabre Limited Collectors Edition. The first thing you probably noticed is the handsome sweep of the simulated wood-grain instrument panel. But also notice the easy-to-read instruments and the placement of most-used controls: they are right where they should be for quick and easy access.

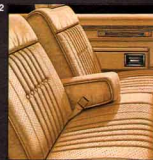


No compromises inside a LeSabre, just luxurious full-size room for six full-size adults. The new Collectors Edition, shown here, has plush velour upholstery on the soft, loose-pillow seats and simulated wood trim on the door panels. Standard LeSabre features include an AM radio (that may be deleted for credit), remote-control outside mirrors, and, on the Collectors Edition, a six-way power driver's seat.

Interiors

LeSabre Seat Styles

- 1. Cloth Notchback Bench A
- 2. Cloth 55/45 Notchback A
- 3. Cloth 50/50 Notchback S
- 4. Leather/Vinyl 50/50 Notchback A



Electra Estate Wagon

The Electra Estate Wagon is ample testimony that we see no reason to sacrifice even the slightest bit of driver or passenger comfort in creating an automobile with a large load-carrying capacity. Or, to put it another way, the Electra Estate Wagon is a station wagon with passenger car luxury and comfort.

Make no mistake about

one thing. This station wagon is capable of carrying people and/or cargo in rather large numbers. Order the available third seat, and there's room for eight adults inside. Fold the second seat and you're looking at a cargo area of almost 88 cubic feet. There are few station wagons in the world that can match that pair of numerals.

The Estate Wagon has

two sources of power. A 5.0 litre 4 bbl. V-8 is standard, with a 5.7 litre diesel the available powerplant. Both come fitted with a four-speed automatic transmission with overdrive.

This is an Electra, which means that with the traditional Electra luxury and style comes an extensive list of standard equipment. The 55/45 notchback seats are

velour covered, and there is a six-way power adjust for the driver's side. For the rear seats, Buck gives you a choice of upholstery material. You can have the same material used on the front seats, or you may specify an easy-to-clean vinyl that makes practical sense if your wagon will undergo the rigors of frequent cargo and passenger carrying.

Other standard features include a tilt steering column, a quartz crystal digital clock, electric door locks and power windows, and a remote electric lock for the tailgate. Air conditioning is part of the Estate Wagon's array of basic features that also goes on to list tinted glass, door-edge guards, vinyl wood-grain applique on the expansive sides, aluminum wheels

and a luggage rack.

The Electra Estate Wagon definitely carries on the Buck tradition of luxury; and don't overlook a significant factor. With that long list of standard features — and we've only mentioned the highlights here — it would be difficult to find a station wagon anywhere that is more value-packed.

If station wagon practi-

cality and utility is a need, and traditional Buck luxury and comfort a desire, look no further than the 1985 Electra Estate Wagon.



The luxury and comfort of a sedan with the utility of a full-size station wagon is what the Electra Estate Wagon is all about. There's more than 87 cubic feet of cargo space when the rear seat is folded, and in consideration of that load-carrying capability, the standard engine is a 5.0 litre V-8. Standard features include air conditioning, power door locks and windows, woodgrain vinyl applique on the sides and luggage rack. The tailgate, with remote control lock and power window, opens two ways.



Interiors

Electra Estate Wagon
Seat Style
1. Cloth or Vinyl 55/45
Notchback



Electra

S

LeSabre Estate Wagon

After an absence of a year, the LeSabre Estate Wagon returns to its familiar position in the Buick family. The LeSabre Estate Wagon is everything a station wagon should be: roomy, comfortable, classically handsome, and endowed with a large measure of standard luxury features.

With almost 88 cubic feet of cargo capacity when

the second seat is folded, the LeSabre Wagon can take care of the hauling chores. And with that kind of cargo capacity comes standard V-8 power in the form of a 5.0 litre engine with four-barrel carburetion. A 5.7 litre diesel V-8 is available. Both of these engines drive the LeSabre Wagon's rear wheels through a standard four-speed automatic transmis-

sion with overdrive.

On the outside, the traditional Buick look is accented by the distinctive LeSabre grille and polished aluminum wheels with white-wall radial-ply tires. Standard mechanical features include power assisted front disc/ rear drum brakes and power steering. In the comfort and convenience department, standard equipment includes

air conditioning, a power window in the two-way tailgate, a Delco AM radio that may be deleted for credit, tinted glass, lockable storage compartments and a carpeted load floor.

The standard 55/45 notchback seats can be ordered in your choice of cloth or vinyl upholstery, or, at no extra charge, cloth for the front seat and durable

vinyl for the second seat where kids and cargo typically do their thing.

And speaking of seats, the LeSabre Wagon offers the roomy comfort for six you expect in a full-size automobile, but with the addition of the optional third seat, passenger capacity goes up to eight.

The LeSabre Wagon's extensive list of standard

features puts it squarely in the luxury category, and also makes it one of the best buys in a full-size wagon. But even with all those standard features, don't overlook the option list. Some careful selecting there can increase those luxury and value levels considerably.

So, if a full-size station wagon, value-packed with standard features and

endowed with traditional Buick elegance and style is what you want, why look any further?



Value-packed is one description of the LeSabre Wagon, thanks to a long list of standard features. But don't forget adjectives such as full-size, luxurious and, like any station wagon worth the name, versatile. Add an available rear-facing third seat and the LeSabre Wagon can carry eight passengers in sedan-like luxury and comfort. Or fold the rear seats and take advantage of more than 87 cubic feet of cargo area.

Interiors

LeSabre Estate Wagon Seat Styles

1. Cloth or Vinyl Notchback Bench
2. Cloth 55/45 Notchback

Estate
S
A



Century Wagons

Sad but true. All too often the translation of a handsome sedan into a station wagon results in something less than an aesthetically pleasing vehicle. Happily, however, that simply was not the case when the Century Station Wagon was created. The result of that transformation, first introduced last year, is a station wagon that has few

peers in looks. The Century Wagon, which is available in Custom and Estate versions, has an elegantly contemporary look artfully combined with the front aerodynamic wedge shape of the Century sedans and coupes.

A station wagon's assigned mission is to carry cargo and/or passengers in abundance. To that end the Century Wagon provides

comfortable room for six passengers with the standard seating arrangement, or add a rearward-facing optional third seat to create room for two more. With the rear seats folded there is more than 74 cubic feet of cargo area available, which you can easily access through the rear liftgate or the easy-opening rear window.

A 2.5 litre, electronically

fuel injected four-cylinder engine is standard, or you can order the optional 3.0 litre V-6 gasoline engine, the new 3.8 litre multi-port fuel injected V-6 or the 4.3 litre V-6 diesel. A three-speed automatic transmission is standard, while automatic transmission with overdrive is available. And of course the Century Wagon is front-wheel drive.

The Custom Wagon comes with a cloth or vinyl covered notchback bench front seat. If you wish, the front seat can be upholstered in cloth, with the rear seat covered in durable vinyl at no extra cost. The Estate Wagon can be ordered with either a cloth 55/45 front seat, or handsome available 45/45 cloth-covered seats. Both wagon models have

a split-back second seat which means one-half of the seatback can be folded for lengthy cargo, leaving the other half available for a passenger. Lockable storage compartments in the rear quarter and under the load floor are available. The load floor, by the way, is carpeted.

There are some important options you may want to select when ordering your

Century Wagon. Remember the rearward facing third seat, and then consider power vent rear quarter windows, a rear window wiper/washer, an air deflector to keep the rear window clean, and a useful (and handsome) roof rack.

A Century Station Wagon is, like any station wagon worth its salt, a practical, versatile vehicle

capable of carrying lots of people and/or cargo. But it's also very sedan-like in its appointments and ride and handling qualities. And, as we said, quite good looking. Hard to beat a combination like that.



Interiors

Century Wagon Seat Styles

	Custom	Estate
1. Cloth or Vinyl Notchback Bench	S	
2. Cloth or Vinyl 55/45 Notchback	A	
3. Cloth 55/45 Notchback	S	
4. Cloth 45/45		A



The Century Wagon, in Custom and Estate versions, combines the style and front-wheel-drive technology of the Century sedan and coupe with the versatility of a mid-size station wagon. Access to the 74.4 cubic feet of cargo space is through a top-hinged liftgate. Load-floor carpeting, a rear compartment light and a split-back second seat are standard.

Skyhawk Wagons

The sportiness and the high fun-to-drive level of the Skyhawk sedans and coupes are very much a part of the Skyhawk station wagons. They, too, offer front-wheel drive, a standard 2.0 litre, electronically fuel-injected four-cylinder engine with four-speed manual transmission and contemporary aerodynamic styling. And there's an optional 1.8

litre engine with a five-speed manual transmission combination that's even more performance oriented. It's obvious that a Skyhawk Wagon, in Custom or more luxurious Limited trim, is not your average go-to-market station wagon. But, along with that basic Skyhawk sporty appeal is, after all, the utility of 64.4 cubic feet of cargo capacity.

Skyhawk Wagons have a one-piece, top-hinged liftgate for easy loading and unloading. A rear window air deflector is built-in. The folding rear seats are split so you can carry long cargo and still have a seat for a passenger.

The Custom Wagon has contoured front bucket seats while the Limited's seating is a luxurious cloth-covered front bucket seat with a

folding front-seat armrest. Both models have reclining front seatbacks and operating console standard.

The Skyhawk Wagon has rack-and-pinion steering, power brakes and computer-selected coil springs. There's a multi-function control lever on the steering column and, on the Limited, additional instrumentation. A Delco push-

button 2000 Series AM radio that may be deleted for credit is also standard equipment.

Station wagons have a specific assignment: to carry driver and passengers in sedan-like comfort while offering the versatility of quick conversion into a hauler of substantial loads. The Skyhawk wagon handles that dual assignment with ease, and that's enough to

please any wagon owner. But this wagon offers more. Thanks to its smaller size, its independent MacPherson strut front suspension and its precise steering, the Skyhawk wagon adds maneuvering ease to its passenger and cargo capabilities. And it does it all with the flair of a sports sedan.

Skyhawk Wagons are conclusive proof you don't

have to give up cars that are fun to drive when your situation dictates a station wagon.



Who says station wagons can't be fun? Not Buick. A Skyhawk Wagon (this is the Custom version) has the personality of a sports sedan—including the nimble handling—to go with the utility of a wagon. As in the sedan and coupe, reclining front bucket seats are standard. Behind the steering wheel is a Limited instrument panel filled with gauges and dials. The shift lever for the standard four-speed or available five-speed or automatic is on the floor.

Behind the one-piece lift-up tailgate is room for 64.4 cubic feet of whatever you need to carry. The folding rear seatback is split; you can slide long items in on one side and still have room for a back-seat passenger.



Interiors

Skyhawk Wagon Seat Styles	Custom	Limited
1. Cloth Buckets	S	
2. Cloth Buckets		S

Custom
Limited



1985 Buick Century Features

1985 Buick Powertrain and Chassis Features

A—available
S—standard

	Antennas	Glass	Lamps	Locks	Mirrors	Moldings	Paint	Racks	Roof Treatments	Stripes/Tapes	Wheelcovers	Wheels	Wipers
	Air deflector Automatic Tinted, front Bumper guards Tinted, Soft-Ray Crotch lamps Crotch lamps Turn-signal Turn-signal—high/low beam Illuminated entry Remote control, electric Remote control, manual Shield body color Door edge guards Protective side, black Wide rockers Woodgrain vinyl Woodgrain vinyl applique Deck lid luggage Floor Astroturf Vinyl Hugobol Heavily padded, full Landau vinyl Landau vinyl Vista Vent glass P175/60R13 Steel W/W (all-season) P185/75R14 Steel W/W (all-season) P185/60R13 Steel W/W (all-season) P195/70R13 Steel W/W (all-season) P195/70R13 Steel W/W (all-season) P185/70R13 Steel W/W (all-season) P195/75R14 Steel W/W (all-season) P195/75R14 Steel W/W (all-season) P205/60R14 Steel W/W P205/60R14 Steel W/W P205/70R13 Steel W/W (all-season) P205/70R13 Steel W/W (all-season) P205/75R14 Steel W/W (all-season) P205/75R14 Steel W/W (all-season) P215/60R14 Steel W/W P215/60R14 Steel W/W (all-season) P215/65R15 Steel W/W (all-season) P225/70R15 Steel W/W (all-season) P225/70R15 Steel W/W (all-season) Spill-sealing W/W Spill-sealing W/W Shield covers with trim traps Aluminum wheels Chromed-plated wheels Shield, color keyed wheels 2-speed delay Tadpoles												
Skyhawk													
Custom	A	A	A	A	A	A	A	A	A	A	A	A	A
Limited	A	A	A	A	A	A	S	A	A	A	A	A	A
T Type	A	A	A	A	S	A	A	A	A	A	S	A	A
Skyark													
Custom	A	A	A	A	A	S	A	A	A	A	A	A	A
Limited	A	A	A	S	A	A	A	A	A	A	A	A	A
Somerset Regal													
Somerset	A	S	S	S	A	S	A	A	A	A	A	A	A
Limited	A	S	S	S	A	A	A	A	A	A	A	A	A
Century													
Custom	A	S	A	A	A	A	A	A	A	A	A	A	A
Limited	A	S	A	A	A	A	A	A	A	A	A	A	A
T Type	A	S	A	A	A	S	A	A	A	A	S	A	A
Regal													
Regal	A	S	A	A	A	A	A	A	A	A	A	A	A
Limited	A	S	A	A	A	A	A	A	A	A	A	A	A
T Type	A	S	A	A	A	S	A	A	A	A	S	A	A
LeSabre													
Custom	A	S	A	A	A	S	A	S	A	A	A	A	A
Limited C/E	A	S	S	A	A	A	S	A	S	A	A	A	A
Electra													
Limited	A	S	S	A	A	A	A	S	A	A	A	A	A
Park Avenue	A	S	S	S	A	A	A	S	S	A	A	A	A
T Type	A	S	S	A	A	A	A	S	A	A	A	S	A
Riviera													
Riviera	S	A	S	S	A	A	A	A	A	A	A	A	A
Convertible	S	A	S	S	S	A	A	A	A	A	S	A	A
T Type	S	A	S	S	S	A	A	A	A	A	S	A	A
Wagons													
Skyhawk Custom	S	A	A	A	A	A	A	A	A	A	A	A	A
Skyhawk Limited	S	A	A	A	A	A	S	A	A	A	A	A	A
Century Custom	A	A	S	A	A	A	A	A	A	A	A	A	A
Century Estate	A	A	S	A	A	A	A	A	A	A	A	A	A
LeSabre Estate	A	A	S	S	A	A	A	A	A	A	A	S	A
Electra Estate	A	A	S	S	A	A	A	S	S	A	A	S	A

	Batteries	Brakes	Engines	Engine Features	Steering	Suspensions	Transmissions
	Heavy-duty Power reserve Power windows 4 wheel disc 1.8 litre OHC EFI 1.8 litre OHC MFI turbo 2.8 litre 2.8 litre MFI 3.0 litre MFI 3.8 litre MFI 3.8 litre SFI turbo 4.3 litre diesel 5.7 litre diesel Catalytic Converter Computer controlled coil/spirit (CPI) Cooling, heavy duty engine/transmission Decarbon, heavy duty High torque motor High air flow sensors Mass Air-flow Sensor Radiator, heavy duty Power Electronic level control Jury duty Gear, Torque Stabilizer bar, Rr Torsion bar, Fl Automatic Automatic w/overdrive 5-speed manual						
Skyhawk							
Custom	A	A	A		A	A	A
Limited	A	A	A		A	A	A
T Type	A	A	S		A	A	S
Skyark							
Custom	A	A	A		A	A	A
Limited	A	A	A		A	A	A
Somerset Regal							
Somerset	A		A		A	A	S
Limited	A		A		A	A	S
Century							
Custom	A	S	A	A	A	A	A
Limited	A	S	A	A	A	A	A
T Type	A	S	A	A	A	S	S
Regal							
Regal	A	S	A	A	A	A	A
Limited	A	S	A	A	A	A	A
T Type	A	S	A	A	A	S	S
LeSabre							
Custom	A	A	S	A	A	A	A
Limited C/E	A	A	S	A	A	A	A
Electra							
Limited	A	A	S	A	A	A	A
Park Avenue	A	A	S	A	A	A	A
T Type	A	A	S	A	A	A	A
Riviera							
Riviera	A	A		S	A	A	A
Convertible	A	A		S	A	A	A
T Type	A	A		S	A	A	A
Wagons							
Skyhawk Custom	A	A			A	A	A
Skyhawk Limited	A	A			A	A	A
Century Custom	A	A	A	A	A	A	A
Century Estate	A	A	A	A	A	A	A
LeSabre Estate	A	A	A	A	A	A	A
Electra Estate	A	S		S	A	A	A

Safety Equipment

Occupant protection.

Manual lap/shoulder belts for driver and right front passenger (driver side includes visual and audible warning system).

Manual lap belts at each rear seat position (and center front, when applicable).

Energy-absorbing steering column.

Passenger-guard inside door lock handles.

Safety interlocking door latches.

Safety armrests.

Inertia-locking, folding front seat backs.

Energy-absorbing instrument panel.

Energy-absorbing tops, front seats.

Safety strength seat attachments.

Smooth contoured door and window regulator handles.

Dual sun visors.

Laminated safety windshield glass and tempered safety side and rear window glass.

Head restraints, driver and right front passenger (adjustable/integral).

Pressure lock radiator cap.

Accident avoidance.

Side marker lights and reflectors.

Parking lamps that illuminate with headlamps.

Backup lights.

Windshield defroster, washer and dual-speed wipers.

Four-way hazard warning flasher.

Directional signal control and lane change feature.

Inside rearview mirror with vinyl-bonded glass.

Brake system with dual master cylinder and warning light.

Outside, left, rearview mirror (right also standard where applicable).

Starter safety switch.

Dual action hood latch system (except on Electra).

Low-glare finish on instrument panel top, inside windshield moldings, wiper arms/blades, metallic steering wheel surfaces.

Tires with built-in tread-wear indicators.

Audible brake lining wear indicators, all disc brakes.

Safety road wheel rims.

Self-adjusting brake feature.

Illuminated heater and defroster controls.

Illuminated windshield wiper and washer controls (if on instrument panel).

Pressure-relief fuel cap.

Anti-theft.

Audible reminder for ignition key removal.

Anti-theft steering column lock.

Remote inside hood release.

Anti-theft key system (separate key for ignition only).

Visible vehicle identification number.

"Let's get it together... buckle up?"

Every new 1985 Buick delivered by a Buick dealer in the United States comes with a one year, \$10,000 seat belt insurance certificate from MIC General Insurance Corporation at no additional charge. \$10,000 will be paid to the estate of any occupant who suffers fatal injuries as a result of an accident involving that vehicle while wearing a GM seat belt. Buckle up every time you drive.



Buy or lease a Buick.

Many Buick dealers offer you the opportunity to buy or lease a Buick. Ask about their leasing arrangement. It may be right for you.

The GM Protection Plan.

It offers service protection in addition to that provided by GM's new-vehicle limited warranty. Coverage is currently available only in U.S.A. and Canada for the 1985 model year. See your Buick dealer for details.

Important:

A word about this catalog.

We have tried to make this catalog as comprehensive and factual as possible and we hope you find it helpful. However, since the time of printing, some of the information you will find here may have been updated. Also, some of the equipment shown or described throughout this catalog is available at extra cost. Your dealer has details, and before ordering, you should ask him to bring you up to date.

The right is reserved to make changes at any time,

without notice, in prices, colors, materials, equipment, specifications and models. Check with your Buick dealer for complete information.

A word about assembly, components and optional equipment in these Buick products.

The Buicks described in this catalog are assembled at facilities of General Motors Corporation operated by Buick or GM Assembly Division. These vehicles incorporate thousands of different components produced by various divisions of General Motors and by various suppliers to General Motors. From time to time during the manufacturing process, it may be necessary, in order to meet public demand for particular vehicles or equipment, or to meet federally mandated emissions, safety and fuel economy requirements, or for other reasons, to produce Buick products with differently sourced components than initially scheduled. All such components have been approved for use in Buick products and will

provide the quality performance associated with the Buick name.

With respect to extra cost optional equipment, make certain you specify the type of equipment you desire on your vehicle when ordering it from your dealer. Some options may be unavailable when your car is built. Your dealer receives advice regarding current availability of options. You may ask the dealer for this information. GM also requests the dealer to advise you if an option you ordered is unavailable. We suggest that you verify that your car includes the optional equipment you ordered or if there are changes, that they are acceptable to you.

A word about updated service information.

Buick regularly sends its dealers useful service bulletins about Buick products. Buick monitors product performance in the field. We then prepare bulletins for servicing our products better. Now you can get these bulletins too. Ask your dealer. To get ordering information, call toll free 1 (800) 551-4123.

A word about engines.

Some Buicks are equipped with engines produced by other GM divisions, subsidiaries or affiliated companies worldwide. See your dealer for details or please refer to the Buick powerteam engine chart on the insert provided to your dealer with this catalog.

A word about the Buick Product Information Center.

If you are interested in further details about the contents of this catalog or any Buick product, we have developed a personal, informative communication service called the Buick Product Information Center. For information, call toll free 1-800-85-BUICK (1-800-852-8425). We can tell you everything you need to know to make an informed decision to buy.

