



One Bad Buick GS

In September 1999 I joined the Buick GSCA and in March of 2000 I joined the Chicagoland chapter of the GSCA. Until recently I knew nothing about both of these Buick clubs and as you'll know from the story I'm about to tell you, I drove and loved Buick's long before either of these two clubs were founded.

In the spring of 1970 I bought a brand-new car for my 17th birthday when I was a junior in high school. The car was a 1970 Buick Skylark with a 350 V8 with a two barrel. It was a real nice car, but around 1972 I started hanging out at the local pool Hall and McDonald's and I was bitten by

the street racing bug. I street raced by Skylark a few times and was thoroughly embarrassed and humiliated because it didn't matter if I was racing a 396 Camaro or 400 GTO's, it was run what you brung. I vowed I would have my revenge. In early 1974 checking the want ads and the car section and I came upon this ad: "for sale 1970 Buick GSX 455 Stage I, 18,000 miles, mint condition \$2900. I bought the GSX that night, sold my Skylark the following week and what followed was the best four years of my life. The GSX was very fast in its completely stock condition.

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In 1-1/2 years I added the following: custom headers, Edelbrock intake manifold, Holley carburetor, Kenny Bell Mark II cam, and a Mallory dual point ignition. The GSX was so fast that when I street raced it had to race from a roll. From a dead stop in street tires I couldn't get traction no matter how hard I tried. A truly never lost a street race with this Buick. I came back and trashed every car that had embarrassed my Skylark. I ran the car a couple of times at Greatlakes dragway in Union Grove Wisconsin and with open headers and lousy traction the car ran 12.50's. Sadly, in 1977 I sold the car because I was getting married and needed the money.

Fast forward to August 1999. My wife was surfing the Internet and found this ad: "For Sale, 1970 Buick GS 455 Stage I, excellent condition." The only downside was it was in Tennessee, 600 miles from my home, but I contacted the owner and with my wife's blessing, I bought a one-way ticket and left on a Greyhound bus. The car was in great shape, but on the test drive it didn't run too good. I know I could get it running good once I got home (I make my living as an auto mechanic) and not wanting to pass up the great price, bought the car. I started driving the car home and 100 miles after I left and 500 miles from home I was cruising on the expressway at 60 m.p.h. and the car just died. It was 90 degrees, I had no tools and I was the middle of nowhere! I quickly checked it and found I was getting no gas. It was Sunday morning and I had to be back at work the next day. After about half an hour I flagged down someone driving a flat bed truck that just happened to tow cars cross-country for living! After practically begging him to take me all the way home, he finally agreed! Well, it cost \$625 to get the car in my driveway! The next day I charged the battery and found the problem. The car had an electric fuel pump, which previous owner had told me about, but he forgot to tell me about toggle switch under the dash. I founded it, gave it a flip and the car started! Needless to say, it was quite adventure. The car was in great condition! It is a genuine 1970 Buick GS 455 Stage I with the original BB transmission, power steering, power brakes, power windows, power door locks, bucket seats, floor shift, speed alert, factory AM/FM radio, and 86,016 original miles. I couldn't be happier and I think my license plate says it all, "1 BAD GS"!

I just installed TA Performance jet hot coated headers. There's nothing I like more than hearing a big block engine with headers! It's in such nice shape, I am tempted to show it but the trouble with that is show cars are never driven and when it's nice I like to drive and street race it. I have two teenage daughter's driving and a ten-year old son

playing soccer and basketball. That leaves little time for me to enjoy my Buick. Hopefully my son, John Jr., will share my love of Buicks in a few short years when he drives. Time permitting, I'll try to make some Tech sessions or cruise nights with our club.



John Lenzini
Highland Park, Illinois
Chicagoland GSCA, GSCA

Chicagoland Director's Garage

- Loyd Bonecutter

Is fall really coming.

With so many cruise nights, car shows and racing events to attend, this summer has gone rather quick. Having a Buick event did not necessarily mean rain. Here near the Great Lakes we have the coolest summer that I can recall. All our cruise nights were a real pleasure, with shut off the air-conditioning and roll down the window weather. The window down makes having a 455 with dual chamber flow masters even more enjoyable. Who needs a car radio with such sweet sounds.

Rally Insurance who sponsors a number of local village cruise nights, managed to give us several Buick/GS/GN nights this year. Chris Gatch our Cruise Director saw to it that most of these were well attended, with our Buicks scattered among all the other GM products. We had over 30 Buicks at the Elmhurst cruise on June 9th with a lot of help from the local BCA Chapter making an impressive showing. The Crystal Lake show, which is growing by leaps and bounds, likewise had a good showing by our northern members. Finally we filled the parking lot at the Lombard show providing an excellent showing of at least 32 performance Buicks.

Again our friends at the BCA helped the representation, with fine hardware from the 50s and those huge convertibles from the 60s. We appreciate our members taking time from their busy schedules to enjoy an evening out.

I am continuously amazed at the number of folks from Chicagoland that make the seven hours drive to the GS Nationals. Many just for Friday and Saturday. Our Chapter tent was a little off the beaten trail, so we were glad to see you stop by and say hi. To maximize the fun quotient for our volunteers, we chose to limit the Chapter tent hours from 10:00 am to 2:00 pm. This way many of us had an opportunity to watch a little racing or walk around visiting the vendors and swap meet participants. I so had so much fun the week seemed to last only a few moments. Waking up Sunday morning after the long drive home made the Nats seem like a real pleasant dream.

With the Resource Center no longer available due to a Church group using it, we need to find a new home for our regular meetings. For over a year now we have tried the patience of our vendors holding meetings at their place of business. That occasionally works out excellent, but we need a new home. Let us know if you know of a good place to hold our monthly Sunday morning meeting during the fall and winter.

With fall just around the corner it is time to seriously think about our Chapter volunteers for next year. As everybody knows a healthy organization must have a core of individuals to perform the necessities of running the chapter. This group must continue to expand to lessen the work on those who stay active, and those who eventually drop in the background to pursue other interests. In our quest for additional volunteers a nomination committee will be formed at our November meeting. This is a very important function that we must take very seriously. Last year we were blessed with the addition of Chris Gatch who handles the cruises very well. We will be looking for folks who can plan activities for our members to enjoy.

Our summer racing season will continue with the Midwest Challenge. From bulletin board discussions, and the number of folks asking about hotels in the area, it is sure to be the biggest and best ever. Sure hope Mother Nature continues to bless us with great weather. Be sure to hang onto the schedule that will be included with this newsletter. It contains information that may make your participation in the event more enjoyable. Hope to see you at the races.

Finally I have to extend my gratitude to all the volunteers that continue to make this a successful GSCA Chapter. From the folks like Shari and Kurt who keep the membership records and finances straight, to members who stand by us at many events to offer a helping hand. I'm sure we do not offer our thanks often enough. The next time you see one of our volunteers working an event, please take a little time to thank them for a job well done. We all have too many choices of things to do that fill too few weekends, so their participation says a lot about our Chapter.

Membership News

- Shari Bonecutter

Hi, Everybody! Has summer been going by in the blink of an eye or what? Between cruises, BCA car shows, and races, the time has been going fast. I'm not going to say much about the cruises because Chris and Loyd are covering those. I would like to thank everyone who comes out to support the club! I'm glad we get a fairly decent turnout for the Rally cruises, since they were kind enough to give us specific Buick GS/GN nights. The Lombard cruise was awesome, too. Hopefully we'll have these next year again! Chris Gatch has done a fantastic job in helping organize a lot of these cruises. So if you see him, give him a "thank you." I know Loyd and I do.

The car show turnout has been great, too. The BCA has been graciously extending an invitation to us for all of their shows, and have even included a class for the turbo cars. We've had a lot of members show up for these, since they know how to put on a good show. Food, door prizes, their great d.j.'s, trophies – it's been really fun.

We also had a fantastic turnout for the 4th of July Gorilla Day show in Woodridge. 60+ Buicks! What a sight! Frank did his usual great job of organizing this event. This year he bounced a bunch of the stuff off of me, and I have a new respect for the job that he does. That plus work and going to school and teaching school – I've not yet figured out how he keeps his sanity! Steve Russo worked his you-know-what off, too, as usual. He really does his best to make this a class act show. We had more volunteers than normal to stuff the bags this year, and stuffed 200+ bags in record time. Mary Ferrari found why I like to direct the traffic at this event – you get to see and **hear** every car! So the people that need to be acknowledged from our club are Frank and Steve, Dave Anderson, Mary Ferrari, Barb Pedrak, Kurt

Hoover, and Rich Fitzmaurice. Paul Brelie and Mark Holda helped identify cars for me, which is a big help.

We had a decent turnout for the Brookfield car show. I was very proud of our club members. There were 6 trophies for the 80's stock and modified classes, and members Mike Blondin, Brian Squeo, Wayne & Marilyn Bacher, Paul Brelie, and Chris Gatch took 5 of the 6! Congrats, everyone!

The only race we've had this summer has been at Union Grove, the day before the B-O-P feature day. What an interesting day! It turned out to be the rain date for the "Imports", and we were really out-numbered! We did get a chance to get to know some of our Wisconsin members better. Thanks to everyone who showed – it was a small event, but I think we still had fun.

We also had a small turnout for the picnic, which makes me wonder if we need to re-think this event. Last year the weather was awful – 95+ degrees! This year was cooler, but we did change the date mid-stream. If you can give us any suggestions, they are more than welcome. We had about 28 people, which is fine. I enjoyed talking to those that came. We even had a new member – Scott Scrivner – drive from Madison, WI. We also had Steve and Debbie Jones from Rockford, and Steve Ekstrom from Sycamore. These guys came quite a distance, too! We had an impressive display of black cars in front of our houses, with about 3 GS's thrown in for good measure. Not as many as the first year we had this event at the house, but it didn't matter – they still looked good!

I've heard of a few new arrivals in our Buick family – congrats to Steve & Debbie Jones on their '87 GN, Justin Spina on the arrival of his GN (or T-Type – I forgot), Bernie on his new Black Beauty, and Johnny Gribble on his new lumpety-lumpety car!

I hope that if you have computer access that you're checking out our message board on the website. Wayne – a/k/a 18TR/Cylinders – has been writing some very funny reviews of some of the shows, races, and cruises. For such a quiet guy, he sure is entertaining! I've also seen some very knowledgeable people helping with the various tech topics – names like Charlie Evans, Perry Carlini, Pat Sweeney, and Joe Lubrant. It makes for good reading. It's also the place that Loyd and I tend to post changes to any events first. We try to call people that we think might attend events, but we can't get everybody. It is a very large club!

Speaking of which - as of today – 8/16/00 – we have 305 paid-up members! We have another bunch of new

folks to welcome, too. These are: Rob Arneson, Sycamore, IL; Fred M. Butalla, III, Orland Park, IL; Mark Candotto, Prairie View, IL; Tim Carlton, Highland, IN; Jeremy Centanni, Schererville, IN; Josh Cook, Schererville, IN; Gary Cozzolino, Downers Grove, IL; Tony Fogel, Freeport, IL; Wayne Fogel, Pearl City, IL; Ryan Forbes, Chicago, IL; Bill Grupp, Sleepy Hollow, IL; Joseph Guido, Oakbrook Terrace, IL; William Hunt, Sparland, IL; Robert & Delann Kee, Wonder Lake, IL; Scott & Terry Klemmer, Norridge, IL; Kurt Mahalko, Buffalo Grove, IL; Patrick Mayo, Oak Lawn, IL; Scott Mueller, Carpentersville, IL; Mike Mullen, Mendham, NJ; Thomas Powers, Riverside, IL; Matt Samoska, Woodridge, IL; Scott Scrivner, Madison, WI; Brian Squeo, Stickney, IL; Richard & Meloday Szalacinski, Milwaukee, WI; and Rick Wasmund, Hinsdale, IL. These people deserve a big welcome!

In closing, I'd like to again ask that you come up to the club tent at an event and say hi! Sometimes we're doing a head count. Sometimes I need a reminder of the face that goes with the name. Sometimes we've never met at all, and it's time to meet your officers. Just a howdy will do. See ya! *Stay Fast with Class!*

Cruise News

- Chris Gatch

Hello everyone! I can't believe that the summer is already half over and before you know it, it will be time to put our Buick's away for the winter! First off I would like to thank everyone who has come out and participated in the many cruise nights and shows that we had set up this year. I am really happy to see so many different people that come out to certain cruise nights that sometimes you don't see that often. We realize that all the cruise nights are not always in members "back yards" but that is why we tried to spread them out so that everyone can try and make at least one! With all the input that I had received this year I hope to make next years schedule even better than this years and that is going to be hard to do!

Some of our bigger cruise nights and shows this year have really been a success. Our first big summer kick off was downtown Elmhurst. It was a beautiful night and we had a great turn out of GS & Turbo cars as well as many members of the Chicago chapter of the BCA with their fine vintage Buick's.

Our first really big show of the year was the 4th of July "Gorilla Day's Show". This show as usual was a big success and once again we have to thank Frank

Jackowiak for his hospitality and time for putting this show together! We had a rough count of over 60 Buick's show up and a total of 209 for the entire show! It was nice to see all the different cars but it was even nicer to see a sea of turbo cars up front where they belong!

Once again we have to thank Frank and the many volunteers from the club who make this show possible.

Next is the biggest turnout for a cruise night that we have had yet! This was downtown Lombard. Let me tell you they went all out for us and I can't wait to go back next year again! They blocked off the bank parking lot just for the Buick's and it was so nice to tell all the other people that tried to sneak in there that this is for Buick's only! Boy it's so amazing that so many people thought their cars were Buick's that night and wanted to get in that lot because that was the place to be. The band American English rocked the night away and there were plenty of food places to enjoy. We had a total of 33 cars show up and I think this will be a major cruise night for years to come. Our most recent show was in downtown Brookfield. This was a rather nice show and we once again had a great showing for our club. Out of the six trophies in the 80's stock and modified classes five of the awards went to club members. Not bad for those "*Monte Carlos*".

One final note on the Brookfield show is that Rich and I finally got our slushies that we have been looking for ever since the Gorilla Day's show.

The one show that I would like to point out that is coming up is at the *Midwest Challenge* on Saturday September 16th. This show is sponsored by the Indiana Chapter and is a really nice show. They have quite a few classes and awards for all types of Buick's and it has been a really good show since the Challenge started. The final show of the year is on Saturday October 14th at Marquardt Buick in Barrington. This show is hosted by the BCA and promises to be good one to end the season.

With the summer coming to close faster than we know it I would just again like to thank everybody for coming out and supporting the club as well as showing off their beautiful cars. We still have quite a few cruise nights and shows coming up so just check the web site or your copy of *Fast Times* for the shows or cruises near you! Once again I hope to see you at some of the cruises or shows and to *Keep Going Fast With Class!*

Midwest Challenge Web Site

<http://buickmidwestchallenge.homestead.com/>

The third annual Buick Midwest Challenge will take place this fall on September 15th, 16th, and 17th (Friday through Sunday) at U.S. 41 International Dragway in Morocco, Indiana. The Chicagoland chapter of the GSCA conceived and hosts of this fantastic all Buick event for the Midwest. All Buick enthusiasts, especially Chicagoland, Indiana, and Michigan GSCA members, should attend this event especially if they are only a short drive away.

Being past editor (three years) and present contributing editor for the Chicagoland GSCA, I have attended, supported and promoted this feature Chicagoland chapter event. One way I have supported this event was by documenting the Midwest Challenge on film! I snapped over 350 photographs in 1998 and over 150 in 1999 (rained out on Saturday) of Buicks Buicks Buicks! While the club has a set of these pictures, I have attempted to share these pictures with other Buick enthusiasts by passing along computer CDs of the scanned pictures. Since this is near possible to do for everyone, I have created a web site

(<http://buickmidwestchallenge.homestead.com/>) that features the huge number of photographs. So far I have posted images from 1998 for easy viewing by anyone with a computer and Internet access (if you don't have access try your local library). The photographs from 1999 will follow when scanning can be completed, a long task. Please take a time to browse and enjoy the images and provide me with some feedback. With your help in 2000 we can make this the best one yet! See you in 2000 at the Buick Midwest Challenge!

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"Heard from the Pits"

- Roger Van-Scoyk

This article we will discuss the sometimes-boring subject matter known as **S-A-F-E-T-Y!** Yes having seen some unsafe Drag Racing at a track, I feel compelled to stand upon my little soapbox and make a comment.

It was obvious that some people had no experience at a Major event. Yes we always need new blood to keep the sport moving along. However, this time **SAFETY**

took a vacation. Both racers and Track Personnel were violating Safety Rules. Since my car's engine was not finished, I was not able to participate in the racing event which took place. Being free from the stress of trying to test n' tune a car presented an opportunity for us to observe the race track operations. The following is a list of Safety Rule violations that were noted:

1. Some racers without HELMETS
2. Kids in the car with dad, racing down the 1/4 mile.
3. Shorts being worn instead of LONG PANTS while racing.
4. Certain days Racing was allowed to take place without an Ambulance on the race track grounds.
5. An empty Ambulance parked on the racetrack grounds with no EMT personnel seen for a day.
6. Debris on the track due to the track personnel not paying attention, requiring spectators to wave at them or walk on the racetrack to get the Debris. Dangerous!
7. Racers without a Fire jacket.
8. No SFI approved SEAT BELTS.
9. Fast cars without Roll bars or Roll Cages.
10. Racing with windows rolled down.
11. No track personnel with a Radio on the top end of the 1/4 mile to clear the track.

A racer had a heart attack as he was going thru the timing traps on the top end. He had managed to put the brakes on. The car went off the top end of the track and thru a sand trap which slowed the car to a crawl. The car then came to rest with the front bumper against a tree. 2 kids riding their bikes near the area saw the racer's car still running. They went over to investigate. The racer was slumped over in the seat unconscious or dead? The racer was wearing Nitro patches for his heart condition. Approximately 30 minutes had elapsed by the time the kids found the racer. At 7:15pm (45 minutes later) the Ambulance passed us on it's way to the racetrack.

Yes we will never know whether or not the racer who died could have been saved had there been immediate Medical personnel at the track. It is just a sad thing that happened.

The No name track and it's personnel should be nominated for an Academy award. Their performance as an imitation of Barnem & Baley's 3 ring Circus was truly remarkable. As a result of what I observed, I will not race a car at that No Name track again.

In Closing I will say this, when we race at an authorized Drag strip there is often no way to know how fast

the car next to you runs or whether that person's car has the required Safety equipment. **Therefore, it is your responsibility to have the proper Safety equipment for your car.** Safety of all of us rests in our hands.

Be safe or be 10 toes up! Respectfully, Tech Advisor Smith, AKA Roger Van-Scoyk

Year 2000 Nats

- Shari Bonecutter

So I thought that I'd try something for this issue. I sent out a few emails and asked for impressions of this year's Nats. I sent this email to a good cross section of members. There were a few "seasoned" members; some whose first time was Columbus, and some who were rookies. Here are the responses I received:

I thought the 2000 Nats were much better than the 99' Nats. My favorite thing was the amount of cars that were out cruising the streets. I like cruising with a bunch of cars. I liked the ride to the track, too, when you got out of town. That area was great. It is good to remember the people and the stories too.

- Paul DuBois

I think this Nats was the best ever. The date change to June is a great idea. My only concern is the depletion in the show car field. I believe in going fast and looking great too. I hope that racing is not becoming the priority over appearance. I know how expensive they both are; I hope one is not being sacrificed for the other. I did not participate this year, so I really got to relax and enjoy everything. The prices of cars seem to be on the rise, based on what I've been seeing, Nats included. I think the GSCA is doing a good job

- Pat Sweeney

The one thing I didn't like was the NO PARKING in or near the vendors, let alone club member areas. Other than that, it was a warm welcome to return to Bowling Green. Loved the atmosphere!

- Dan Godinez

I loved the location of the track and grounds. I thought the area was very scenic compared to Columbus (anything is better than a dust bowl). I was surprised at the consistent quality of the cars, meaning they looked good and weren't a bunch of bondo buggies. It's nice to see 'track' cars also competing in the car show. I was happy with the Hot Air class in the car show. There was a good (initial) representation of cars in this category.

I was finally happy to see decent restroom accommodations. I didn't know the updated ones existed until I had been there for 2 days. There should have been directional signs...good restrooms to the left, bad restrooms to the right.

Everyone was up beat, happy, and friendly. People were willing to assist, help out, and provide guidance.

Finally, I thought the Chicagoland GS Club represents the epitome of Buick owners and friends.

- Debbie Jones

From Marilyn Bacher:

- 1.The number of vendors seems to have diminished a bit over the years.
- 2.The support from the Corvette Museum to our Buick people was super. We should try to get more Vette's to show up & race against us if they happen to be in town the same time we are.
3. I was glad to see our Chapter people shorten their time manning the tent so they could enjoy more racing and all the other things that go on at the event.
- 4.Thanks to Scotty's for supporting us racers and having enough race fuel available - and at good prices.

From Wayne Bacher:

- 1.We've been attending the Nats since 1993, and Bowling Green and its people are the nicest, friendliest people you'd ever want to meet.
- 2.The one bad thing about the Nats: I NEVER have enough money with me to buy all the Buick parts I want. And, I can't keep whippin' out the old charge card - I'm pretty deep in that hole already.
- 3.Best Nats event improvement: AIR CONDITIONED RESTROOMS AT THE TRACK THIS YEAR! THANKS BEECH BEND RACEWAY!!!
- 4.Nats events to add next year:
Wet T-Shirt contest (women participants only)
Speedo Bathing Suit contest (men weighing over 200 lbs. only) (should be great for laughs!)
- 5.Most memorable quotes heard at the Nats:
"Is that a 3" downpipe in your pocket, or are you just glad to see me?"
"Did you see the size of that guy's Plenum?"
"Are you sure a hamburger warming on the GN's manifold is good for a 1/10 sec. in the quarter, Paul?"

Thanks, Shari. And, it's OK to edit or delete anything you want, since I know you have certain moral standards, and I have a great lack of them.

(Well I couldn't decide, so I printed them all. – ed)

Well I really have nothing to compare the Nats to. But the only thing I can say - it was amazing. Everyone was so easy to talk with and I never realized how many Buick turbo cars could be in one place. The University Plaza would be a very high recommendation on list of hotels to stay at. The only thing I would change about going is actually having my car there and not in the shop. Hope this is what you were looking for.

- Scott Jakubowski

I was disappointed in the lack of safety and the NHRA rule violations at the Nats. Yes, this was my first year. On the up side, I met and greeted some of the greatest people in the world.....Buick owners. I will go back but I would be afraid to race my car there.

- Carl Creque

About our Accolades At the Always Amusing nationals, Are there Any Adverbs that can Accompany Accomplishments Achieved Across the Agriculturally green Acres At bowling green?

Before we Begin our Broad explanation of a Beautiful Beer drinking, Balloon-Busting vacation, I would like to Boast about my Best Burnout with my Beautiful Bride Beside me in the Burnout Box.

Boy was that Bitchin!!!

- Paul Brelie

(And this one goes one, but I think that's all I'll add.)

So what did you think? I personally had a blast, after feeling guilty about passing up disabled Gary Pote on 65. (We really thought the car was empty!) I loved all the "welcomes" that were on the hotel marquees and various commercial buildings. We even had the following posted on our message board: *"On behalf of everyone here at Raceworld, we wanted to tell you guys and gals how much we appreciate the time you spent here with us at Raceworld. We look forward to next year's event, and hope you had as much fun her as we did having you. I believe of all the groups that visit us through the year you guys drive our cars better than any of them. But I guess you would since you drive the baddest hot rods on the planet. Thanks again."*

I liked all the coverage in the newspapers – daily, I think? The hotel was, as usual, good to us, except for hiking up the prices the week that the Nats were announced. The restaurants were very accommodating, even for big groups of 20 or so. The track setup was pretty good, except for the "new" entrance. What was up with that? I've heard that a few cars were hurt in that process!

We were very sorry to hear about the death of Joe Turner.

One of our members, Joe Harrington, had his GNX on display at the Corvette Museum. That was very cool. Plus I have no clue how many of our members were in the finals, but there were sure a bunch. Tom Slodkowski, Dan White, Perry Carlini, Joe Lubrant – what a group of fast cars and great drivers! I'm sure there's more.

Loyd and I got to see more racing, and look at the other vendors, for a change. For that, we need to thank Kurt Hoover, Rich Fitzmaurice, Paul & Linda Brelie, Tom Mogler & Kris Ripberger, Barb Pedrak & Mark Holda, Mary Ferrari, Chris & Anna Gatch, Scott Jakubowski & Chris & Glenn, Steve & Debbie Jones, Bob & Carol Nunes, Rick Pastorelli & Jen Hange. These people all helped sell and wait on people, cart the tent down to KY, put up and/or take down the tent, fold and pack t-shirts, tote stuff around, make trips into town for good food, get ice, defend the booth during water-gun fights, fill water balloons, and just keep the rest of us entertained. Barb and Mary, in particular, were the most helpful. Thanks, guys, for helping make the Nats more pleasant for all of us!

More Goods-Services-Helpful Hints

Jax Seat Covers located in South Milwaukee specialize in 85-87 GN Upholstery, Seat Upholstery, Floor Carpet, Sunvisors, Upper Doorpanels, Headliners, and Custom Headrests. Call Paul Bostron at 414-744-1907 or e-mail at Turbota870@aol.com for pricing.

Contact Lyle Simons for auxiliary gauge pods for Turbo Regals. His latest product is a gage pod which replaces the a Turbo Regal T-top center trim cover. The replacement panel matches the texture and color of the OEM panel and can be installed in minutes. The two pods are angled towards the driver for optimal viewing. Check out www.mindspring.com/~lotek/ttop1.jpg and

www.mindspring.com/~lotek/ttop4.jpg Lyle Simons may be reached at Lo-Tek Engineering; 328 Crestview Drive; Durham, NC 27712; 919-479-0749; lotek@mindspring.com; <http://www.mindspring.com/~lotek/lotek.html>

A1 Cardone rebuilds Powermaster units. A1 Cardone is available at 1-800-777-4780 for customer service and 1-888-280-8324 for their tech line with a web site at <http://www.cardone.com/>. Dan Schmitt Product Manager - Brake Division at Cardone has helped members get rebuilt Powermaster units through resellers including Autozone (\$175 with exchange) and Advance (Parts America for \$190). Car Quest has these units listed, but want \$316 with exchange for the unit. According to Tom Slodowski (turbotom_2000@yahoo.com), Car Quest also carries Standard Motor Products rebuilt MAF sensors for \$86 with exchange. Part # MS 7866.

Hank Terry has new GM PowerMaster Electro Hydraulic brake unit motors (GM PN #18011279) available for \$129.95 without core. Does not include; accumulator, switch, hoses, tubes, master cylinder, reservoir or brackets. For more information refer to <http://turbocars.tripod.com/> or contact turbocars@yahoo.com, 216-896-2292 or write: Hank Terry; 3480 Cannon Rd.; Twinsburg, OH 44087.

Ran into Joseph Serritella with D-Electrical Rebuilders at the BOP swap meet this spring. They are located at 1775 Armitage; Addison, IL 60101; phone number 630-953-0720 and will rebuilt your Buick starter or alternator. Not only stock applications but also high output stock appearing alternator and high torque starter. Another source for high output or chrome alternators may be found at <http://www.powermastermotorsports.com/> Mark Hueffman at mhueffman@snet.net or www.buickgn.com is an authorized distributor for TURBO REGAL CUSTOM PARTS by Kevin Williams.

Video compilations from the GSCA GS Nationals available for purchase from the GNTTYPE web site. Currently the 1996 (\$13.00) and 1998 (\$18.00) tapes are available for immediate shipment. The 1997 and 1999 tapes are being readied for professional duplication and will be available shortly. Each tape is packed with 2 solid hours of action from the GS Nationals of the corresponding year. The footage included is a compilation of home video taken by Buick enthusiasts like you. Each tape includes racing, show cars, street action, and parking lot antics! Some of this action will NOT be found in the 'professional' tapes you've seen before. Each compilation was digitally edited professionally duplicated for the highest possible quality. No junk! Scott Keller - skeller@stlnet.com or keller@gnttype.org More information about these tapes can be found at: <http://www.gnttype.org/merchandise/natvideos.html> or write GNTTYPE; P.O. Box 27877; St. Louis, MO 63146-1377

A Chicagoland G-Body Club was formed 4-4-2000 by Duke Gavrilovic; 5500 Lincoln 109w; Morton Grove, IL 60053; 847-583-1956; DukeG442@aol.com with a URL at <http://hometown.aol.com/dukeg442/ChicagoPerformanceGBodyClub.html>. Club mainly exchanges cruise scene information for the northern suburbs. Their charter considers a performance G-body a Monte Carlo SS, El Camino SS, 442, Hurst Olds, Cutlass GT, LV3, Pontiac Grand Prix 2+2, Grand National, GNX, or Buick Turbo Regal.

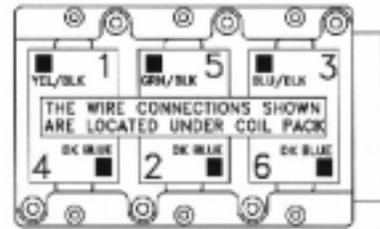
WANTED:

Chicagoland GSCA Cover Cars!

Here is your chance to *share your special Buick* (or Buick powered) vehicle with other club members. **Don't just sit in the Grandstands hiding your ride, get it published!** You don't have to worry about it being unfinished it's still of interest!

Write up a nice story of how you found your ride and what makes it special to you. You can include the specs but don't forget the story. **Show us what makes your adrenaline flow when you drive your Buick.** We also need some good pictures of your Buick! **SHOW IT OFF!** Please send all articles with pictures (will be returned) to: Devin Tornow; 5123 N. Merrimac Ave.; Peoria, IL 61614-4657; (309) 693-7506 e-mail: DJTornow@bitwiseways.com fax (413) 215-0744.

1986-1989 TURBO 3.8



IGNITION MODULE: GM 24503624
 COIL PACK: GM 24502008
 GASKET: GM 25526450



CAM SENSOR: GM 25516915
 CRANK SENSOR: GM 12537109
(C) COPYRIGHT 1989 CASPER'S ELECTRONICS, INC.

Turbo Regal Coil Pack Wiring

Member John Spina of Caspers Electronics reports that he receives a number of calls each week regarding the colors and location of the wiring under the turbo 3.8 coil pack. The diagram at the right should eliminate most questions about the coil pack wiring. This diagram is also available via the Internet at the address: <http://www.casperselectronics.com/images/ccci-layout.jpg>

Classified's

***** For Sale *****

- 455 parts for sale: Stage 1 Fuel pump (new, never been on a car); Kenne Bell C 118 Cam and Lifters; Offy intake; Holly 850 DP; Etc. Also 6 60's vintage big car chrome road wheels. Nick Sansome 773-586-4787
- For Sale - 1971? Buick 350 engine. Complete minus carb and B.O.P. TH 350 Trans Complete. Need to clear garage. \$100.00 for both. Adam (709)424-2508
- For Sale - 1987 Grand National engine. Complete engine, 25,000 original miles. Asking \$2300.00 Call Tony at (708) 458-4693, or leave a message.
- For Sale - "NEW" Buick "455" Stage 1 Block. Short block, Crank, Pistons, Cam. \$1200.00 OBO. Call Tom (847) 742-7718
- For Sale - "Direct Scan" Data system for 1986-87 Buick Turbo Regals (used) once. \$150.00. Call Tom (847) 742-7718
- For Sale - A.N.S. Inside car boost control & solenoid. Will go to 24# Boost. (used) \$75.00. Call Tom (847) 742-7718
- For Sale: RMI-25 Cooling System Treatment by Radiator Masters Inc. Get rid of your Redline Water Wetter (breaks down after 6 months causing damage to your cooling system). I know I had battled yearly cooling system problems / leaks for more than a few years until I figured it out! RMI-25 cleans and protect your cooling system while lubricating your water pump. Safe for all metals, plastics, hoses and seals. Compatible with all types of antifreeze/coolant solutions and metal-based stop leaks. 8 oz. bottles (1 treatment) \$7 each + shipping. Devin Tornow, 5123 N. Merrimac Ave.; Peoria, IL 61614-4657 (309) 693-7506 djtornow@bwsys.net

***** Wanted *****

- Buick Turbo related literature, Buick Dealer Sales Albums 1985, 1986, 1987 & others (64-72), Buick Sport Wagon Literature 1964-1972. Devin Tornow, 5123 N. Merrimac Ave.; Peoria, IL 61614-4657 (309) 693-7506 djtornow@bwsys.net

Classified Ads are free to members.

To Submit an ad, type or clearly write it up and send it to:

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 Woodridge, IL 60517
 Or e-mail him at TType87@aol.com
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