

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

An affiliated
Chapter of:

Buick Gran Sport Club of America
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A Wolf in Sheep's Clothing

Feature car crafted by Dennis Butt, co-owner of Pro-Trac Turbo Specialties

For Chicagoland Chapter members who participate in the Drag Race Series or were at the 1999 GS Nationals, this car should be a familiar site. At first glance one wonders "why is this blue Mustang in the Buick staging lanes". Although starting out as a humble 1988 Mustang GT, this machine has taken on a new personality.

Dennis Butt's fascination with Turbo Regals started in 1992 with the purchase of a 1985 T-Type with a blown engine. While rebuilding this engine he learned the ins and outs of Turbo Regals. Like the rest of us with the Buick bug he owns a number of these great machines. His wife Dana shares his enthusiasm with her need for speed via an 87 T-Type that is an 11-second car. In 1998 he took this hobby one step further by taking on evening work helping others find the speed they need. In his spare time Dennis crafted this great machine

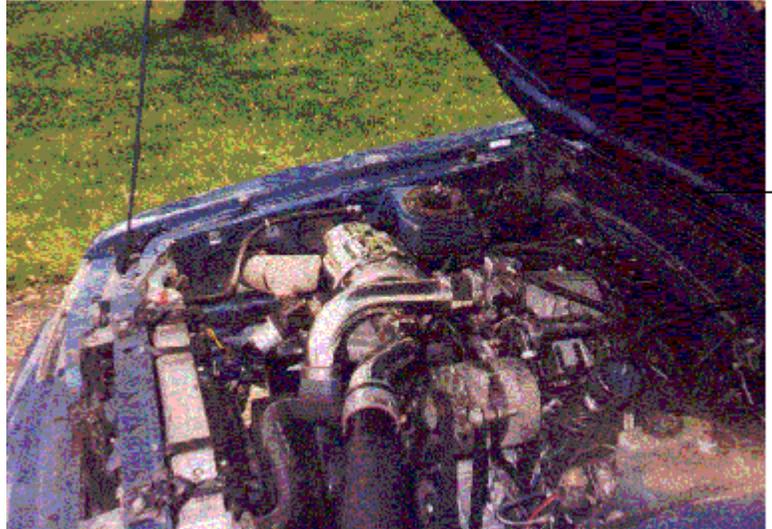
This project started in March 1998 with a \$1,000 investment for a blue over gray Mustang, purchased

specifically to receive a stock 87 Turbo Regal engine. It obviously was a busy summer since by August 1998 the now Buick powered Mustang made its first quarter mile pass. This first pass was the fastest for the day going a very respectable 11.66 at 116mph. With performance limited by a too loose torque converter, this piece was sent off to the manufacturer for adjustment. After reassembling, eight more passes were made on the car that fall, netting a best of 10.72 at 125 for 1998. This car is so well crafted all the original power accessories except cruise control and air conditioning still works.

In the pursuit of more speed, changes for 1999 included; a 62mm throttle body, an 0.82 a/r exhaust housing on the turbo, Accel DFI engine management, upgraded upper and lower control arms plus drag shocks in the back, and drag struts in the front. These changes netted a 10.47 at 128 mph the first time out in 1999. By the middle of August this Buick powered beauty had a best ET to date of 10.41 at 128.5 mph with a 60-ft. time of 1.41 seconds. Also over that winter a new stock color blue paint job on the Mustang made the car look as good as it ran.

After the 1999 racing season the Buick Turbo V6 was torn down for a winter check up.

Unfortunately the endplay on the crankshaft was found to be excessive, so a fresh motor is underway. A temporary Buick engine was installed in the Mustang for the 2000 World of Wheels in McCormick place. In the Chapter Buick display, the car won first place in the Super Stock Street category, proving the Mustang indeed looks as good as it runs.



List of Modifications:

- Original engine, a 50,000 mile stock short block from the factory never taken apart.
- Ported stock iron heads matched to a PT&E ported intake.
- 218 Race Comp .cam driven through a roller timing chain.
- PT&E TE-63-1 turbo with an 0.82 a/r exhaust housing.
- Pro-Trac custom made 3" downpipe that dumps under passenger side fender.
- Set of 55#/hr. injectors.
- Pro-Trac fabricated original location 15 row intercooler.
- Aluminum radiator.
- Accel DFI engine management system.
- TH Turbo 400 transmission upgraded with a transbrake and high stall 10" torque converter.
- Ford 9" rear end.
- Eight-(8) point roll bar installed by Pro-Trac.
- Sub-frame connectors to prevent the Buick power from twisting the Mustang.
- Fiberglass hood and rear hatch.

Improvements for 2000 to make the Buick V6 powered Mustang even faster:

- Fresh 3.8 Buick stock block with J&E pistons, steel main caps, and steel main stud girdle, by Pro-Trac.

- PT&E PT-70 turbo.
- Liquid intercooler.
- SpeedPro engine management system.
- MSD ignition system.
- Set of 84#/hr. fuel injectors.
- And a anti-sway bar to keep the Mustang going straight under Buick power.

World of Wheels Results

Chicagoland Chapter GSCA for the third consecutive year had a great display of Performance Buicks at the World of Wheels. This is a great middle of winter diversion held on February 4, 5 & 6, 2000 at McCormick Place. A great time was had by all that participated, and drop by to see Performance Buicks clean up again

Tom Slodkowski - 86 GN in racing form; 1st Place - Competition Stock 82-90

Joe Harrington - 87 GN; 2nd Place - Competition Stock 82-90

Tom Slodkowski - 86 GN in racing form; 3rd Place - Competition Stock 82-90

Guy and Mike Arnold - Maroon '87 T-Type; 3rd Place - Competition Stock 82-90

Dan White - 455 powered 81 Regal; 6th Place - Competition Stock 82-90

Dennis & Dana Butt - Buick V6 Mustang; 1st Place - Super Stock Street 88-98

Rich Fitzmauric - 87 GNX; 2nd Place - Altered Restored 73-94

John Spina - White Cobra - Turbo V6; 2nd Place - Hand Built Sports and Street Achievement Award

Kurt Hoover - 67 GS / Skylark; 6th Place - Altered Restored 58-72

Christopher Gatch - 87 GN; 8th Place - Current Conservative Hardtop 80-89

Marylyn & Wayne Bachar - 85 Designer Turbo Regal; 4th Place - Altered Restored 87-88

Steve Glyzewski - Blown 72 Skylark; 2nd Place - Late Conservative Hardtop 72-73

Dan & Beata Albrecht - 72 Black GS 350; 4th Place - Late Current Restored 68-72

Joseph Tomac - Turbo Trans Am; 2nd Place - Current Production Restored 79-84

Chicagoland Director's Garage

- Loyd Bonecutter

Ground hog day has just passed and the critter saw his shadow somewhere as always. It is not time to take the cars out yet, but it is sure is getting closer. About the time the cold weather hit our members come out in force for the January meeting and technical session. Would like to thank member Bob Bratcher for use is his Midas Shop, Mike Phillips and Charlie Evans with Automotive Machine and Performance and Jim McGowan owner of the Quadshop for their great job. Please remember these excellent folks when it comes time to upgrade your Buick. Sure hope I did not spread the flu bug that was trying to take over. That to me was the worse of the Y2K bug.

Our 14 members who braved the weather and put on a fine showing at the World of Wheels should be congratulated. The competition in some of our classes was very tough, but as a club we walked away with 11 trophies. John Spina got two for his wonderful car GN Venom.

We have an exciting series of technical sessions lined up for this spring. Our annual trip in February to Woodstock for Tom Andresen's Technical Session is always very popular. This meeting is doubly important for the election of CCGSCA's officers for 2000. For March we are heading to Mundelein where John Spina will host a session on automotive electrical systems, with Tony DeQuick discussing his latest heat exchanger

technology. In April Jimmy with Jimmy's Transmissions will cover his developments in creating a transmission tough enough to take our Buick engine punishment. Finally in May we are back to the Midas shop for Charlie Evans to cover performance suspensions to get those low 60 ft. times. These series of meeting will be informative and help keep us from going stir crazy while our rides are in storage.

For the summer activities Bernie has cooked up another great series of races. We have one scheduled at Union Grove at the request of a number of our Wisconsin members. We welcome all to join in the fun. There are plenty of members willing to help those getting started or trying to get their car tuned for those famous low Buick ETs. Archie Anderson has mentioned a need for a couple of clinics held in concert the races for our members who want to learn about racing and supertuning.

Chris Gatch our new cruise chairman and Shari have started the legwork on a great cruise season. Chris is one serious cruiser who we constantly met last summer while checking out the cruise scene. With his phoning known cruise spots to determine their summer plans, and your help in finding those new places, I'm sure the cruise scene this summer will be better than ever.

I firmly believe our crew will provide the avenues, information and opportunity for our members to have the best Buick summer in Chicagoland ever. See you at your favorite event.

Club License Plate Sale

We have an inventory to clear out!! All old plates are now \$5.00 a set. (plus shipping if mailed)

1997 - 122, 128, 131, 136, 162, 173, 178, 179, 183, 192, 193, 196

1998 - 119, 127, 129, 130, 132, 134, 136, 147, 148, 152, 153, 154, 157, 158, 159, 160, 161, 162, 168, 192, 193

1999 - 81, 93, 94, 98, 103, 117, 119, 139, 142, 143, 144, 146, 147, 148, 151, 152, 153, 154, 161, 168, 170, 172, 175, 177, 178, 179, 182, 183, 184, 189, 190, 191, 192, 193

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@bitwisesystems.com fax (413) 215-0744.

Dues Increase

Dues will be \$20 if you wait until April 1 to renew. If you've not renewed yet, this issue will be your last one. June 1 will be the cut-off date.

PLEASE RENEW NOW!

Membership News

Shari Bonecutter

Hi, everybody! Happy New Year! I know that Christmas is just a distant memory, but I hope that everyone had a good holiday season! We had a great Christmas party, with about 70 attendees. There were so many dishes that voting was difficult, but we managed. The trophy winners were Rick Pastorelli's girlfriend, Jen Hange, for her stuffed mushrooms, and Carol Nunes for pumpkin pie. Yours truly won for my broccoli salad. We had quite a few of the race trophy winners show up to claim their prizes. Plus the guys gave a rather stirring rendition of "Bad to the Bone", thanks to Bud's cousin, Kim, and her karaoke equipment. The Jell-O shots, courtesy of Barb Pedrak, were gone in about 15 minutes. All in all, I think a good time was had by all.

BREAKING NEWS - DUES ARE GOING UP TO \$20 AFTER APRIL 1. The newsletter costs are more than the dues, so we're going to have to raise them. We're giving you another month to get in for \$15 before they go up. You all know that it's still a bargain compared to other clubs - you know the math. So if you want to save some money, renew now! Please send a check made out to "CCGSCA" to me at 4010 Raymond Ave., Brookfield, IL 60513.

We've had some more new members. Please welcome Ryan Rieck, New London, WI; John DeCoudreaux, Chicago, IL; Zackory Anderson, Marseilles, IL; Steve Glyzewski, Midlothian, IL; Peter Kopec, Park Ridge, IL; Mario Reyes, Summit, IL; Joseph Tomac, Darien, IL; Paul Jay, Elmhurst, IL; David Bamford, Dearborn, MI; Mike Bamford, Sterling Heights, MI; Jason Stasiak, Lostant, IL; Gregg Cisneros, Edgerton, WI; John Kopala, Elgin, IL; Mark Kischkel, Tinley Park, IL; Roy Mattox, Attica, IN; Walt Judy, Neenah, WI; Jon Payne, Northlake, IL; James Juskenas, Chicago, IL; and Scott Jakubowski, Frankfort, IL. Welcome!!

This hasn't been the best of years so far for member's fathers. My husband's father passed away in January, as did Rick Pastorelli's. Barbara Pedrak's father died in December. I'm sure everyone offers his or her condolences.

Get well wishes go to Pam Peters, who had a horrible car accident in December. Paul Dubois is on the mend after back surgery - looked pretty good at the World of Wheels!. On the brighter side, Bud and Linda Sacauskas welcomed a son, Robert Kenneth in November, and big sister Kaitlin couldn't be more proud. Congratulations to Tom Analitis and Debbie Kelly, who got hitched. That's about all I know about. If there's something going on with your life that you'd like to share, let me know.

Bernie's been working on the race schedule, and Chris Gatch and I have been working on a cruise and car show schedule. Please note that Route 66 has not finalized their schedule yet, so the dates with them are TENTATIVE. We have two ways to check on things - the Hot Line and the Website. The phone number and web address are on the inside front page. So please check if the weather looks bad, or if you're just not sure of a date.

I thought that everyone knew that we lost the Woodridge Resource Center as our meeting place, but I'm apparently wrong. So PLEASE, PLEASE read the schedule thoroughly for names and directions of meetings and tech sessions. If someone has a suggestion for a free meeting place with lots of room, please let one of us know.

We survived another World of Wheels! We had a major audio assault on Friday night; thankfully it was turned down on Saturday. Many of you guys showed up and said "hey"! Our club showed pretty damn good, too! 11 out of 14 cars had trophies! We had lots of help that needs to be thanked. Board members Frank Jackowiak, Kurt Hoover, Don Easton, Barbara Pedrak, Mark Holda, Steve Russo, and Renee Bosma, all helped set up, take down or just generally hold down the fort. Member Mary Ferrari helped, too. Members Paul and Linda Breлие helped watch the cars during the award ceremony, as did Dana Butt, Janine White, Steve Glyzewski's friend,

Sharon Gatch, and the board members. This is an important job at WOW, as this is the time that people's cars are messed with. So everybody that stayed on their feet for hours - THANKS!!

One last thank you for Mark and Barb. These two have pretty much been Loyd's and my right hand throughout the year. They've made most of the events, and worked hard along side of us. When you see them at something, please include them in your thanks that you've so generously given Loyd and I. They are very hard workers!

Well, that's enough prattle for this time.

Cruise Night At TOOT's in Bowling Green

-Joe Harrington

I have been planning a Cruise Night for us Buick People at TOOT's in Bowling Green. Those that have been to BG are familiar with the establishment. Those who have not been to BG, it is sort of like Hooter's. Anyway, I have been working with the manager, who is very happy to accommodate us. The cruise is tentatively planned for Tuesday evening June 27. Time is to be determined. I'm working on getting a sponsor or two. The manager said they usually will have about 150 cars on one of their big cruise nights. I told him I don't think it would be a problem to break that record. Don't let me down. Cruise will be Buicks only and will be open to any GSCA members, both from Chicago and Nationally. I know it's early in the week, but what a way to start off the GS/GN Nationals. Besides, it is the only open day/evening available.

Beefing up the Lifter Valley of the Buick Big Block

- Ron Rygelski

Many Buick racers, myself included, have been experimenting with lifter valley mods to strengthen and improve the performance of our Buick engines. This mod is nothing new--it was alluded to in at least one issue of the old Kenne-Bell publication "Buick News", and has been seen (you have to look carefully) on some of the harder running Buicks at past GS Nationals. Bob Gilleland, of Performance Concepts told me of this awhile ago. Still, it has remained somewhat cloaked in secrecy, as if you've got to belong to some elite group in order to be clued in on how it's done. This is really unfortunate, as it offers some real benefits if done correctly. Here's what it has to offer:

1) Strengthens the block: The Buick lifter valley is an open web design. This is very weak, and contributes quite a bit to the block's tendency to flex under load. By sealing and reinforcing the lifter valley, flex is greatly reduced and the block is noticeably more solid. Even my machinist commented on how much stronger the block was afterward. Also, this will significantly reinforce the lifter bores, helping to prevent damage when using a big roller cam.

2) Reduces oil aeration: The open web design allows all of the oil from the top of the motor to be drained directly over the camshaft and crankshaft which are spinning at (hopefully) high rpm. This whips the oil into a froth even before it is returned to the pan, where the spinning crank continues to beat the hell out of it. After it's good and whipped-up, it's sucked out of the pan by the pick-up and sent to the bearings where it stands little chance of lubricating anything because of all the air it contains. By sealing the lifter valley and draining the oil externally to the pan, a good bit of this monkey motion is eliminated and aeration is kept to a minimum.

3) Frees up horsepower-. When the oil from the top of the motor is drained over the spinning cam and crank and aerated, it turns into something that more resembles a milkshake or cotton candy than engine oil. Having to pass through this mess puts considerable drag on the crank throws and draws quite a bit of horsepower. Bob Gilleland claims he saw a dyno verified 32 horsepower increase on his Stage 3 7500 rpm motor. I believe it. In

my application, a Stage I that shifts at 6200 rpm, the et slips say I picked up a solid 20 horsepower.

Here's what you'll need:

First, make a trip to Grainger's (an industrial supply house), and pick up three pounds of a new epoxy from Devcon called Titanium putty, and one pound of Devcon flowable Steel Filled epoxy. The Titanium putty is extremely strong and has the exact same coefficient of thermal expansion as cast iron. It will set you back about fifty bucks per pound (trust me--it's worth every penny). The flowable epoxy is used to provide a nice finish for oil drainback and will cost you about twenty five dollars.

Next, it's off to the hardware store to pick up a short (about 30 inches) length of 1 1/2" PVC drainpipe and about three feet of 1 / 2 inch PVC water pipe.

Finally, from Summit or Jeg's we're going to order four -6 x 1/4" mpt straight fittings, two -6 straight hose ends, two -6 90 degree hose ends, and a three foot length of -6 braided hose.

Here's how it's done:

With the block bare, unmachined, clean, and minus the cam bearings, follow these steps:

1) Prep the lifter valley: This stuff is only as good as the bond between the cast iron and the putty, and that depends on the prep work. The lifter valley has a grayblack "crust" that must be removed with a die grinder and 36 grit sandpaper rolls. I also found that a 3-M product called 'Rolock discs' which are small grinding discs made to fit a die grinder worked well. Prep every square inch of the lifter valley as though you were prepping a body panel for filler.

2) Install the PVC forms: Slide the length of 1 1/2" PVC pipe through the camshaft journals. It will just fit. Cut a few pieces of cardboard to fit over the drainback holes from the inside of the block. Apply grease to the side of them that will be facing the lifter valley and use the 1 1/2" pipe to hold them in place. This keeps the epoxy from getting through the drainback holes. Then cut 16 small pieces of 1/2" PVC water pipe. These will fit tightly into the lifter bores and keep the epoxy from running down there. Grease them and tap them into each of the lifter bores with at least an inch sticking out.

3) Level the block: Self-explanatory. Also, I should mention that the fumes given off from the epoxy as it cures are highly toxic, so this job is best done outdoors.

4) Pour the lifter valley: Begin with the Titanium putty. This comes in two equal parts that must be mixed together to make one pound of material that has the consistency of peanut butter. After mixing, you've got about 10 minutes to spread it in place. Use three pounds, mixed one pound at a time, and fill the entire valley front to back. Finally, use one pound of Devcon steel filled flowable epoxy to finish the job. This is self-leveling and will leave a nice smooth finish. Let it dry for at least a day.

5) Drill vent holes and install stand pipes: Drill three 3/8" vent holes (one front, one center, and one rear) through the now solid lifter valley (don't drill through the casting) to allow for crankcase ventilation. Install short standpipes in the holes, I like to use 3/8 aluminum tubing for this (threaded into the valley).

6) Install drainback lines: Drill and tap two holes at the back of the block at the top of the pour and install two of the -6 fittings in them. At the bottom of the block, on either side of the rear main, you will find a location suitable to install the remaining fittings. Drill (a slight angle is required), tap, and install the remaining fittings. Now, make up two short lengths of -6 braided hose to connect the lifter valley to the sump, using the two 90 degree hose ends at the top and the straight hose ends at the bottom. The whole deal fits nicely behind the flywheel, and nobody will be the wiser unless you tell them. If you like, instead drilling through the bottom of the block you can install a pair of fittings in the oil pan directly above the sump. This is a tight fit though, and

can be leak prone, so I prefer to go through the block.

That's all it takes. Because this significantly changes the characteristics of the block, I suggest filling the valley before any machine work is done. See you in the lanes.

Ron and L.J. Rygelski
Performance Products-Red Line Synthetic Oil
<http://www.redlineoilracing.com>
rlracing@sgi.net

Things discovered about our wonderful cars:

Buick Rally reproduction wheels are available for 1965-79 Buick in Chrome with black centers have the correct 5 x 4 inch bolt pattern and are available in Sizes: 14x6, 14x7, 15x7, 15x8, or 15x10 from: Vintage Tire Hotline at 1-800-251-6336 or <http://www.coker.com/wheels/wheelrim.html>

For reproduction 1965, 66 and 70 GS center caps right here in our back yard try Mitch Romanowski @ 847-705-5761

GNX style wheels are available from Classic Industries 800-854-1280 or <http://www.classicindustries.com>. Their front GTA 16"x 8" alloy wheels with black centers have a zero offset that is correct for Turbo Regals. Last price available for these were \$139 each or 4 for \$499.

Enkeis GNX style wheel caps are available from American Racing that also fit Kirban's GNX type wheels. Part Number is ARE# 89 8064 available through any part jobber who knows his stuff.

For those with the stock Grand National wheels with the tire machine indentations Jim Lyon owner of Trudesign Wheel, Inc. (800-621-6436) can repair these.. They cut the center sections out and weld them to new 8 inch by 15 inch DOT approved shells with any offset desired.

Global West offers bushings for Turbo Regals to work with the heat of the Down Pipe .replacing the inner bushing sleeve. with brass instead of nylon.. GW may be contacted at www.globalwest.net

K & N makes a pre-filter sock that slides over the 9" K & N type filter typically found on Turbo Regals. Made of polyester it can be washed in soap, solvents or gasoline. It's very durable and is advertised to filter down to .005 microns. Not inexpensive at \$18.00 to \$20.00 dollars, but does not appear to affect MAF readings and will keep your filter from getting all that under hood dust and crud in it... K & N part # re-0810pk.

The Restoration Station makes interiors for Turbo Regals. They now also make a leather set for the GN in the stock colors. Seat covers, headliners, dash mats, trunk carpets, car covers at 516.935.0775

Jeff Moses of Auto Custom Carpets. indicated "ACC's newest venture will be manufacturing complete interiors for '82-'99 F-body Camaros, Gbody Monte Carlos, Buick Grand Nationals and T-Types." 800-633-2358 or <http://www.accmats.com/index.htm>

Russell Speedbleeders make brake bleeding easy. These little spring loaded check valves replace the bleed screw, so you merely crack open and pump the brakes to do the job. No more dragging your wife out to pump the pedal with coordinated wrenching on the bleeder screw. Available zinc plated or brass these come with thread lock and dust caps. Presently they are available at motorcycle shops for \$13.00 a pair. Russell Performance Products 904-253-8980. or http://www.russellperformance.com/performance_plumbing_tech_manual.htm

Classified's

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

- 1969 California G.S. "350" # matching, most emblems, interior panels and seats VGC, headliner bad, needs grill, (non G.S. hood and air cleaner) dual exhaust and crash pad VGC. Extra front bumper, engine runs strong, trans good, for resto-or parts. \$750.00 OBO Lou (847) 670-1769
- A.N.S. fuel pump w/hoses and bracket \$75.00; 3 1/2" exhaust dump Race only \$50.00; New ATR exhaust temp kit, cost \$140.00 Sell \$90.00; ATR TPS tester \$15.00 Steve Payne (309) 633-1431 (IL)
- TA 455, 1.6 Roller Rockers \$400.00; new 455 Main Studs \$40.00; 68 GS Hood Scoop \$40.00; 68 400CID Engine \$150.00; TA Designed STG 2 cam, Springs and Lifters (used)\$150.00; Complete set 1987 manuals \$30.00; STG 1 455 Heads, fully ported, complete ready to go with TA 850 intake \$1500.00 OBO; 2-15X7 sport wheels \$40.00; new 10" 3500 stall trans-King \$375.00; new 400 trans-King brake \$299.00 Call Mike (708) 597-5025 after 6:00 Pm (M-F)
- 71 Skylark parts. Front hood, VGC. Also front and rear bumpers W/ tail and marker lights, VGC. Some Misc. dash parts. Call Bill (847) 732-8013
- 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) \$6 each + shipping. Devin Tornow, 5123 N. Merrimac Ave.; Peoria, IL 61614-4657 (309) 693-7506 djtornow@bitwisesystems.com
- For Sale: Peachstate Motorsports 1/18th scale diecast BUICK GNX. 3rd in the 1999 Buick Series, beautiful detail with all the actual GNX mods. Each limited edition car comes in a custom box with a serialized certificate. Quantities limited. RACING CHAMPION BUICKS: Motor Trend Mint; 1970 Buick GSX #186 (white/black) 1/9,998 made \$5.00, 1987 Buick Grand National #181 (silver) 1/9,998 made \$7.00, HOT ROD Magazine Series; 1970 Buick GSX #112 street machine (green/white/blue) 1/19,998 made \$4.50, 1987 Buick Grand National #101 (dk green) 1/19,998 made \$4.00. Shipping extra. Devin Tornow, 5123 N. Merrimac Ave.; Peoria, IL 61614-4657 (309) 693-7506 djtornow@bitwisesystems.com
- 6 Cases (36 Bottles) SUPER 104 Octane Booster, asking \$140 or best offer. Lou Slessinger 216-671-0972, pager / voice mail 216-552-4661

***** Wanted *****

- 70 Skylark parts- front core support- front fenders and doors. Call Bill (847) 732-8013
- 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@bitwisesystems.com

Classified Ads are free to members.