

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

Volume 6 Issue 2 Summer 2000 Chapter of the Buick Gran Sport Club of America; 625 Pine Point Circle, Valdosta, GA 31602 912-244-0577



His and Hers Buicks

These are Rick and Kathy Scheri's Buicks. First we bought the 87 'T-Type Regal, purchased from my Buick dealer cousin, in June 1990. This car was driven as a daily driver for a year before realizing it was a WE-4, one of 1547 made; I quit driving it. In 1991 we started to show it in original/restored classes. We did this for two years. Then the modifications started, and have not stopped since.

First were the GNX rims with 245s on the front and 255 on the rear with KYB shocks, then the missing body bushings. Later came the chrome parts in the motor, such as a turbo shield, and the chroming has not stopped. Most of these goodies came from Kirban and Bowling Green Customs with some parts done in Sterling, IL. Engine modifications are minimal including a K&N filter, a by-pass hose and filter from the passenger side valve cover to the turbo, and hot wired fuel pump. The engine needed an engine anchor from Bowling Green Customs plus heavy-duty

intercooler hoses. An original 60,000 miles engine, which has never been apart for anything other than putting on chrome valve covers, was next. You could eat off this motor, except for the mess it would create.

The trunk has been carpeted with a kit from B.G. Customs. In 1997, off came the lacquer paint, the side moldings, and the rock guard from the bottom of the doors. On went a well prepared PPG-based clear coat show quality finish.

The stock exhaust system came off in 1998 and was replaced with a HP 113-3" stainless steel exhaust from Applied Technologies. The system has all been polished including the stainless Pit Bull muffler. At this point the bottom of the car was stripped and painted with Applied Technologies chrome cover added to the differential housing. The bottom of this car is shown with mirrors.

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His and Hers Buicks

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The inside of the car is all original except for a pillar boost gauge.

This car has never been raced; it is strictly for show. However, it has never been on a trailer - it has been driven to every show. Over the past years the car has acquired about 80 trophies ranging from Best in Class to Best GM of the Show to Best Engine. My greatest award has been an 8" piece of Plexiglas I won at the Hot Rod Powerfest in Joliet in 1999; it was one of only 35 specialty awards given. My name and car also got mentioned in Hot Rod magazine.

This is my toy and my wife just sits and rides in it without touching anything. Kathy said it would be nice if we had a car that we could take out for a ride; a car that she could drive and not be afraid to take if it was cloudy or on cruises with bugs and all.

Well, that's where the 1971 Boat-tail Rivera comes in. This car was purchased last year in Oregon, WI. This car is a dream to drive, with 55,000 miles on it when purchased. This is such a solid car that with some cleaning, painting and minor interior work it became a real cruiser. Kathy loves this car and regularly drives it, plus we go on many cruises throughout the summer in this fun car!

Other than the new tires and wheels, the Rivera is stock. The original paint is acrylic enamel-gold G-65. I cleaned and painted the engine compartment and put on new brakes, shocks, radiator, rear coils, belts, hoses and tuned it up. The unusual thing about this Rivera is that it has not one option. These cars were usually loaded. This was the first year for the Boat-tail Rivs.

We have shown this car at Peoria for fun and won, but consider this car a driver. Another highlight we had with this car was driving it to the GS Nationals in Columbus, OH last year. It was a blast with no air conditioning in the summer heat. We plan on driving it to the 2000 GS Nationals in Bowling Green and have plans for many more cruises."

Rick and Kathy are members of the GSCA (#2582), CCG-SCA (#225), Buicks of Central Illinois and the Blood Sweat and Gears Car Club of Illinois Valley. They are from Peru, IL, which is about 90 miles southwest of Chicago near Starved Rock State Park.

Chicagoland Director's Garage

- Loyd Bonecutter

Summer is Here.

The weather is consistently warmer the road salt has long been washed away so we are into my favorite time of year. More importantly the cars of summer are out on the streets. Having a relatively mild winter we had our car out as early as John Spina's Technical Session. At this point our performance Buicks have been out now for spring-cleaning, two races and the local BCA Dust Off. What a great Buick summer this will be.

Our Chapter sponsored a great event filled Spring for our members. In March John Spina of Casper Electronics went all out for us at his shop with an excellent Technical Session. John kicked off an all star cast by covering electrical aspects of our cars. Tony DeQuick followed up by covering all the heat exchanger technology that has made Charged Air Systems a household name in the Turbo Regal world. Harry Hruska and Joe Lubrant of Precision Turbo and Engine, covered the technology side of our cars backing up these excellent presentations. If that was not enough we had Guy Arnold with TRX and Dennis Butt and Tom Slidowski with Pro-Trac Specialties on hand. There is not one area of our cars that one of these gentlemen could not answer a question on. With nice weather to bring out members cars it just could not get better than this.

Our April meeting brought members out in force for the technical session featuring Jimmy Hussion and Tom Hull with Jimmy's Transmission. I am always amazed at the knowledge and technology these men bring to the table. I still consider automatic transmissions magic. Personally I am only capable of taking them out, then putting them back into my car. Through these sessions Jimmy has taken a lot of the mystery out, plus I know what not to do when racing. As horsepower of our performance Buicks increase due to the products of PT&E, Charged Air Systems and Caspar Electronics we need Jimmy's crafted transmissions all the more.

The product of the year we predict will be the Mal-lender Racing Transbrake for the 2004R. This has gotten everybody excited and I'm sure will keep Jimmy busy this summer. When the members present were asked how many had a Jimmy's Transmission over a third raised their hand.

Our first racing event of the millenium at US 41 was on an overcast day that threatened rain. Fortunately we got the full event in without a hitch, and even got home

before the heavens opened up. Unfortunately the threat of rain kept many racers away. The tune and test session was excellent, with Dennis Butt and Guy Arnold helping many of us out in our pursuit of speed. Race Chairman Guy's Rosewood T with the Mallender Transbrake was there, but because of a bad fuel map on the Speed-Pro Engine Management System, he nor Mike were not running it. The bracket racing went off very smoothly with little waiting at the track.

Our fifth annual Samatha Rix Memorial Race was great as always. Well attended again some members were nervous about the rain in Chicago so we missed a few, but the ones who came had a wonderful day. Race chairpersons Liz and Kim Stasiak made the racers feel welcome and confidently guided the program through the day. Steve Blankenship gave great car care products in a handy carry bucket to the winners of each bracket and to our LaGrange Park member with the quickest reaction time. We really appreciate his thoughtful gift.

Members should thank Bob Bratcher for the use of his Midas Shop for our May meeting. Technical Sessions where our members can raise their cars on lifts to review the goings underneath are worth their weight in gold. This is a lot of fun. Showing on our cars the tips that Charlie Evans gave us on getting hooked up at the starting line made for a great technical session.

There will be no June meeting, as the GS Nationals will be held the last week of of the month. It is very exciting going back to BG, and with what I hear of the new schedule, it will be bigger and more better than ever.

Lastly do not forget our Gorilla Days car show on the 4th of July held in concert with the Woodridge Police Department. This is second only to the Midwest Challenge for member participation. Frank Jackowiak works hard on putting together the best goodie bag in Dupage County. Make sure you take a couple of hours out of your busy holiday schedule to visit us at the show, preferably in your Buick.

Please be sure to take advantage of the cruise and racing schedule this summer. Am looking forward to seeing all our members at least once in the course of the summer. As I get to know more of the folks who own performance Buicks, it only reinforces my understanding we are the best automotive group around.

Membership News

- Shari Bonecutter

Hey, everybody! By the time this gets out, it will be the Nats month! I'm starting this 2 months to the day that it starts! Paul Brellie sent me a weather forecaster for the Louisville, KY area, and so far it promises to be hot and humid. I guess that after last year in Columbus this won't feel too different. We're going to have a smaller tent this year. (since the bleachers at Beech Bend are covered.) We'll be selling tee-shirts, what's left of the license plates (see note later), and maybe cup cozies. **The booth will only be open from 10:00 – 2:00 every day.** After all, us board members had to pay for registration and spectator tickets, too! We're all hoping to have a great time this year!

This year has been a little different for me. Since we no longer have access to the Woodridge Resource Center, we've been having our meetings/tech sessions at the various vendors place of business. This is a change of pace for me. I'd not been to Precision Industries, Andresens, or Caspers before, and I'm impressed. Now I understand why the guys enjoy going to these places so much. I've been to Jimmy's and Bob's Midas shop before, and like all our vendors, everyone seems to have a first class place! The wives go out of their way to make us welcome, too. Mrs. Andresen braved a snow storm to put together a spread for us, and Sue Spina kept the food coming at Caspers. A big thank you for spoiling us goes to the vendors and their wives. We really appreciate it.

We'll have had our first two races, by the time this gets out. We had our first race on April 16 at US 41. The weather looked threatening, but we drove down anyway. Others braved the mist, too, and were glad that they did. Guy Arnold did the honor of being chairman, along with helping under the hood of a few cars. We had about 12 racers, but a few more test 'n tuners. The weather cleared and we actually got sunburns. It was really great to hear the roar of the 455's, the whine of the turbos, and smell the rubber. **SPRING IS FINALLY HERE!!!**

Then summer arrived by the time that we had the Samantha Rix Memorial Race, May 7 at Byron, IL. This is one of our more popular races. Liz and Kim Stasiak were great at gate greeters and co-chairs. They even loaned us their tent! Frank Jackowiak and Mary Ferrari helped big time with stuffing things into cars and transporting it to the track. Wayne and Marilyn Bacher were chief hot dog and pop servers, and did a fantastic job. If you want to see a funny commentary on all this,

check out the website under Club Events on the Bulletin Board. We had about 25 racers, with a total of about 70 members and family attending this event. That's a lot of hot dogs! We also want to thank member Steve Blankenship. He very generously donated 4 buckets of cleaning supplies that went to the three bracket winners, plus the lowest reaction time. It was really nice of you, Steve.

Several of us attended the BCA car show in South Holland on May 6. They really put on great shows! Many thanks go to Don Adams, Gary Goraczniak, and Dan Weiler for a great time. You and your co-horts do a great job.

Get well wishes still go to Pam Peters, who is still healing from an accident. She has to get better – her Turbo T is calling! I also want to extend our heartfelt sympathy to Debbie Jones on the death of her mother.

We've had more new members! Please welcome Ray Bailey, Hazel Crest, IL; Marino Bertoncini, Jr., Chicago, IL; Robert Bezingue, Carol Stream, IL; Mike Carter, Carpentersville, IL; Steve Dickerson, Lake in the Hills, IL; Larry Ford, Gary, IN; Jeff Froberg, Bensenville, IL; Larry Gayles, Peoria, IL; Rod Gonzalez, Waukesha, WI; Richard Gorczyński, Frankfort, IL; Darren Greving, Willowbrook, IL; Steven Hedquist, Lincolnwood, IL; John Hixon, Lockport, IL; John Lenzini, Highland Park, IL; Clark Lumsden, Dixon, IL; Gary L. Moyers, Elgin, IL; Gary Muscat, Dundee, IL; Frank Oresnik, Catawba, WI; Tim Palmisano, Burr Ridge, IL; Andre Rivecco, Rolling Meadows, IL; Xavier Rodriguez, Plainfield, IL; Nathan Rux, Naperville, IL; Charles Sunter, Lyons, IL; Stan Trybula, Oak Lawn, IL; and Tom and Yvonne Wustrack, Beloit, WI. Also a big welcome back to John T. Danegelis, Wheaton, IL and Jamie & Christine Patrick, Lindenhurst, IL. Thanks to everyone who also renewed.

Chris Gatch has put a lot of time and effort into setting up cruises with various towns and organizations. Please see the cruise schedule elsewhere in this newsletter. Rally Insurance was generous enough to set up Buick/GS/GN nights at their various cruises. Please help us make these great cruises by attending. Chris got us a great night at Lombard, with a band playing that night. They would like a tentative head count, so if you could please call Chris at 773-585-3322. We've also got the car show schedule put together. There are many more cruises and car shows out there, I know. We tried to pick some in various areas, to mix it up. Please note that the board members try to make it to as many events as possible, but can't always do so.

O yeah – a note on the license plates. We cut back on the order this year, because we have to return what we don't sell, at our expense. So we only ordered 150. By the time this newsletter comes out, all reserved numbers should be claimed. The plates are now \$27, and we have to have a copy of the registration and your driver's license number FOR EACH SET OF PLATES. Please call Barb at 708-442-5580 or me at 708-485-8477 for a form to be mailed to you. The plates will be good from June 1 – July 31. Also of note – ALL THE OLD LICENSE PLATES ARE SOLD! So unless you had called us and asked for us to hold certain ones for you, they're all gone.

So enough of this. Everyone stay cool, and GO FAST WITH CLASS!

“Heard from the Pits”

- Roger Van-Scoyk

Summer at Bowling Green!

Greetings racers one and all. As we watch our Chicago Summer approach and the leaves on the trees slowly appear, Racing season is here!

In this issue's column we will take a look at the **SCIENCE!!! of Rearend Gear Ratios**

Many factors must be taken into consideration when selecting a Rearend gear ratio. In the past there have been many discussions (Arguments?) that a Turbo Regal would not run well with a 4.10 gear. NOT! "Been there, Done that!" It Works!

With the right diameter tire it is a reality, especially with an Overdrive Transmission.

Many racers will not tell you their speed secrets. I know of many Bowling Green participants who have successfully used this Rearend gear ratio. Their cars ran 9's & 10's with no problem. Yes not all of the cars were driven on the street, most were ***Trailer Queens!***

Camshaft

Now you might think that a Camshaft wouldn't be something to consider. Oh contraire! You need to know where the camshaft RPM range starts and ends. Most mfgs can tell you this info. However all Engine combinations will vary. A dyno pull can give you the info on Horsepower & Torque peak figures so there is no guessing. Engine REDLINE (Max RPM) is usually determined by Connecting rods or Valvetrain components (Valve float, Springs & Lifters etc.) Your Engine's Redline is an absolute **"Need To Know" Item.**

Torque Converter

A speed secret for racing applications that I have found which seems to work a majority of the

time is: A good Racing Torque Converter builder will generally suggest that a Stall speed of 500 rpms above the Engine's Torque peak be used.

This allows the car to leave the starting line @ Peak Torque & in a range that develops substantial horsepower. Hopefully a good 60-ft time will result if your chassis has been set up properly. In theory we like to keep the engine in the Horsepower band as the car goes thru the gears down the 1/4 mile. TORQUE is what moves things & Horsepower creates that needed Torque. A good Torque Converter will compliment the desired RPM for that special camshaft & Rearend gear ratio.

Tire Size

This is one area that pays for all of us to do our Winter off-season homework. A good rule of thumb is to use the biggest Width & highest Diameter that your rear fenderwells will allow before clearance problems develop. **You must do the mathematical calculation to determine if you need to change the Rearend Gear Ratio as you change the Tire's Diameter.**

Here comes "Murphy's 2nd Law":

"If you change 1 thing it will in effect change 5 other things" Another way of thinking of it is the infamous "Domino Effect"

Note * Tire Radius is the Diameter divided by 2. The Actual Radius will change as you take Air out of the tires. To determine the Actual Radius measure from the center of the axle to the ground with the weight of the car on the tires, not supported by a jack or jack stands, but on the ground!

You may have to adjust the air pressure to equalize the distance for both rear tires.

The following formula can help determine your car's effective Final Drive Ratio.

168 is a constant for the formula.

MPH x 168

Tire Radius x Rearend Gear Ratio = Eng RPM

This formula will give you an idea of what RPM the Engine is turning based upon a 1: 1 final drive ratio of the transmission. If you use Overdrive the Engine's RPM must be multiplied by the Overdrive Gear Ratio to get the Actual Engine RPM.

Some Slicks can actually grow Diametrically with Centrifugal Force as a car accelerates down the 1/4 mile. This depends upon the Tire Width & Mfg. Just watch a Top Fuel Dragster doing a burnout to heat up those Large slicks and you will see their Diameter & Width change!

Tire size combined with Rearend Gear Ratio will give you an accurate value of what your car's Engine RPM will be as you cross the Finish line.

Torque Converter slippage or Final Gear clutch pack wear in an Automatic Transmission sometimes adds a few hundred RPMs to the Finish line RPM.

This is extremely important as you don't want the Engine "winded" (out of RPM) before you cross the finish line. An Engine will generally pull to a certain Rpm. Buick engines don't like high Rpm unless their built to perform above 5500 rpm

Above that RPM you are only wasting Time & Expensive Engine parts!!!

Too many racers end up changing Rearend gear ratios without doing enough research. This was the "Old School" way of finding the correct Rearend Gear Ratio. It was very costly and required lots of Test & Tune hours at the local 1/4 mile track.

All of us need to Bench Race on a Computer via Quarter Jr. or other computer program designed to simulate 1/4 mile Drag racing. For those of you not having a Home PC, the use of the Moroso Horsepower Slide Rule Type of Calculator is also accurate. (About \$ 15.00?) Generally the Quarter Jr. Computer program for a PC is accurate to within a couple of tenths (.02) of a second (+) Plus or (-) Minus.

It is about \$ 100.00 dollars. Believe me the Quarter Jr. Computer program is well worth the financial investment. It can save you allot of trips to the track, changing expensive parts, TIME, & DOLLAR\$\$\$!

Weight

Yes some of us need to shed a few pounds, myself Included. **It is absolutely imperative that you know what your Car's Race weight is.**

And just what is the definition of a Car's Race weight? Put quite simply it is the Race Configuration of your car with You strapped in waiting at the starting line of the 1/4 mile for the Christmas Tree to turn Green for the first pass of the day!!!

The shedding of 100 lbs. = 1/10 is only a good rule of thumb for cars running High 11's and slower.

About 12 years ago, A Young Pete Barton from ANS asked me one day why I had switched to Light weight Aluminum Weld Wheels on my GN?

I explained the answer as this: Physics!!!

That's right, the one class in High school or College which most people did not pay much attention to. It's like free horsepower! Soon after that Pete's GN had light weight Aluminum Weld Wheels too.

Rotational Weight (Dynamic Mass) & "Dead weight" (Static Mass) consume horsepower.

Basically A lighter car will run quicker down the 1/4 mile without an increase in Horsepower.

Enough Rocket Science for now.

A note of interest I will be testing An Aluminum Drive-shaft on 4 of our club members Turbo Regals this season. As we compile the data from this research you will

be informed of our progress.

By the time most everyone reads this we will be less than 30 days from the Y2K NATS, back home in Bowling Green, Kentucky Later!

Roger Van-Scoyk AKA "Tech Advisor Smith"

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 Trude-sign 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@bitwiseways.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@bitwiseways.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@bitwiseways.com

Classified Ads are free to members.

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

Monte Yackle
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Woodridge, IL 60517
Or e-mail him at TType87@aol.com
Note: No ads will be taken over the phone.

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.

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