



“1-BAD-6”

How my 1987 Grand National came to be.

One day in January of 1987, I received an issue of Autoweek. On the cover of the magazine they showed the front of a 1987 Buick Grand National and the rear totally engulfed in smoke. The magazine read "Sideways at Any Speed". To make a long story short, I drove on down to the Buick dealer in my neck of the woods and put a deposit down on a 1987 GN. I ordered my car TOTALLY LOADED! The dealer informed me that my special order car was going to take 6-8 weeks to build. Two and a half months went by and still no car! I let another month go by since I really didn't want to take delivery while it was still snowing. By now springs was here and still NO CAR! I demanded my deposit back but the dealer refused stating that this was a SPECIAL ORDER CAR! I was left with no choice but to call the Buick Motor Division in Flint Michigan. After my discussion with Buick they instructed me to return to the dealer for a full refund. I returned to the dealer and was given a full refund. I then ended up going to Bauer Buick, which used to be in

Harvey to reorder my car. I reordered my car with every conceivable option I could get my grubby little hands on. This dealer guaranteed my car in 7-10 days. After 6 months and countless trips back and forth the dealer called and said an '87 GN had just arrived! The sales guy said that this was not the car I'd ordered but was given 1st dibs at it. When I arrived at the dealership, it was like the 1st time I'd had sex! The sales guy asked me, "Do you want this car"? In my most emotional voice I said "Hell Yea"! So to this day, 1-BAD-6 is NOT the car I ordered but maybe a blessing. GOTTA LOVE THOSE BUICKS!

When I purchased my GN new, at that time no one made much, if any speed or dress up parts. I began sending parts to a local speed shop to have them chrome plated. The work was "average" so I was forced to look elsewhere. In 1989 I trailered "1-BAD-6" to the GS Nats in Bowling Green to enter in the car show. I was the only one with a trunk dress up kit, big stereo, & 16" rims & tires.

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Please check the chapter web site for the latest information.

Chapter Info line

Call anytime 708-873-9277
A recorded message of events, meetings, etc.

Membership Policy & Dues

The Chicagoland Chapter of the Buick GSCA is open to all Buick enthusiasts and owners of Buick powered cars. Membership is \$20 per year, and includes a quarterly newsletter and much more. Apply On-Line at the chapter web site or send dues and membership form to:

Shari Bonecutter
4010 Raymond Ave.
Brookfield, IL 60513

Upcoming Events

December 2 - Annual Christmas Party

Saturday, 5p.m. Corner Clubhouse Bar and Grill
See the flier enclosed with this newsletter.

January 14 - Meeting and Technical Session

Sunday, 10a.m. ANS 2900 Soffel Ave., Melrose Park, IL
Mike Phillips and Charlie Evans will be discussing the big block motors.

February 2-4 - World of Wheels

McCormick Place, Chicago, IL

February 11 - Meeting and Technical Session

Sunday 10a.m. Precision Turbo and Engine. Hebron, IN
Mike Licht will be the featured speaker.

March 11 - Meeting and Technical Session

Sunday, 10a.m. ANS 2900 Soffel Ave., Melrose Park, IL
Ron Joseph will be the featured speaker.

April 8 - Meeting and Technical Session

To be determined.

May 13 - Meeting and Technical Session

To be determined.

June 15 - Meeting at the NATS

Friday at noon.
Chapter Tent, Beech Bend Raceway, Bowling Green, KY

For the latest event information, make sure to check the web site or call the Chapter Info line.

2001 GS Nationals Hotels

NATS DATES – JUNE 12-16, 2001

I know it seems early, but some of the hotels are already booked up! I booked 30 rooms at the **Best Western**, our usual hotel. You need to call **270-782-3800** and tell them you're with the **Chicagoland Chapter GSCA** – which is the name that the rooms are under. They will hold them until May 10, a month before.

I also booked 30 or 40 rooms at the **University Plaza**. To get rooms here, you will need to call **Connections** at **404-842-0000**, and ask for **Keith Seville**. He is handling the bookings during the Nats week. Here, too, it's under the **Chicagoland Chapter GSCA** name. So please don't wait until the last minute for these rooms!

Opinions expressed in this publication are not necessarily those of the GS Club of America, the Chicagoland Chapter of the GSCA, or any of the officers of these clubs.

Upcoming Newsletter Deadlines

February 15 - Samantha Rix Memorial Race
February 15 - Classifieds Deadline

“1-BAD-6”

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Needless to say I didn't win any awards or anything. I had



House of Powder do all my powder coating and had very good durability. The billet turbo cover and dipsticks are from a company called Kodiak West, which is out of business now. I also have the GNX dash which is from a company that's also out of business, Quality Engineering. My GN only has a Lubrant chip, K&N filter, Flowmaster exhaust & runs 13.40 @ 99mph with a 1.79 60ft time with Goodyear Eagle GSC tires. The stereo is a 2-time car audio winner and to date the car has approx. 50 trophies. By the way, I haven't entered the car in a show for about 4 years.



I will always keep in memory of my mom & dad, Ezequiel & Guadalupe. To date the car looks, runs, drives, and is better & faster than when GM had their hands on it. I also have a 1987 White Turbo T, "STRIP T", for racing that ran an 11.99 the day of the 2000 Buick Midwest Challenge. One for Show and one for Go! "Cudy" Godinez, Hammond, IN

Chicagoland Director's Garage

- Loyd Bonecutter

What a great summer season this has been, for automobile hobbyists. For our scheduled events we had one fall race called off due to a brief cold snap and one of the spring races cut short due to a brief shower. Almost all our chapter promoted or sponsored events had perfect temperatures for sitting outside in the sunshine. It could have not been better.

This was an excellent cruise season thanks to the hard work of Chris Gatch. The racing except for one event went smooth thanks to the efforts of Bernie Rekus. Plus the car shows were marvelous thanks to Frank Jackowiak's skills and the gang at the BCA. We met our goal of providing interesting events for Performance Buick owners. Those of us who participated had plenty of opportunities to use our Buicks and were amply rewarded with great memories to get us through the winter.

Fulfilling experiences this year includes sharing club member's excitement in buying their first performance Buick, acquiring a long sought after car, working through a restoration, adding more chrome to their engine compartment, getting that trophy at a car show or making that first 12 second quarter mile pass. Specific exciting moments included; Tommy Turbo's first 9-second pass, Paul Brelie's first 12-second run, and Rich Fitzmaurice's 11.48 pass off the trailer after installing his AMP engine.

It was great seeing Steve and Debbie Jones find that great low mileage 87 Grand National after that famous Brookfield ride in Steve Ekstrom's intercooled Turbo Regal. Now their 85 GN named "Pride" has a sister called "Joy". Following Gary Goraczniak's extensive search then restoration of his GS has been really fun as he gives us updates whenever we meet. Sharing Mary Ferrari's excitement in the ride to Rockford to pick up her white Turbo T brought back great memories of buying our first Buicks all over again. This has really been a fun year, and I have the members of this club to thank.

Our winter line up should be rewarding as well. Our Christmas party will kick off the winter season events. This year it will be on the first Saturday in December at the Corner Clubhouse Bar and Grill in Woodridge. We are planning to start at 5:00 PM, and will offer GS National videos for entertainment until the karaoke starts. This year we will provide a full meal, so please come prepared for a great time. No need to bring a dessert or side dish this year. Please be sure to let us know you are

coming by calling the hotline at 708-873-9277 or Bonecutter's at 708-485-8477 and leaving a message.

Our January meeting will be at ANS performance in Melrose Park. Not only will Pete Barton show us his great shop, but Mike Phillips and Charlie Evans with Automotive Machine and Performance will be there to share their vast wealth of knowledge. Just ask Perry Carlini what he thinks of AMP's headwork on his now famous 10.16 second GS or Rich Fitzmaurice about AMP's turnkey engine in his GS that really flies. This meeting will be very important, as nominations for officers will be called.

For February we will be back at Precision Turbo and Engine, for election of officers with our regular meeting. For our Technical Session we will feature Mike Licht with Modern Muscle (on February 21, 2001 Mike will be joining Ramchargers racing team) and Bob Bailey who will share their knowledge of Turbo Regals with our members. Their products include the Scan Master, a MAF Translator, and the Turbo Boost Controller.

In March we will be back at ANS Performance for our March regular meeting and a Technical Session featuring Ron Joseph. Ron is well known for his great shop in New Jersey that is a one-stop solution for speed and great Turbo Regal drivability. Ron is well known as being a great guy who has helped a lot of Regal owners. We have a few local members who swear that his work is second to none.

We have not settled our April and May meetings yet, but make sure you hold open the second Sunday of each month for our sessions that will be announced in our spring newsletter. I'm very impressed with our winter line-up and hope to see you at our meetings.

World of Wheels

- Chris Gatch

We are looking for a few good cars! World of Wheels is right around the corner and we are looking for members who are willing to display their cars this year at our display. World of Wheels is being held this year at McCormick Place February 2nd - 4th. I have had many people ask me and express interest in this show and now is your chance to step forward and show off your cars. If you are interested please contact me before the 1st of the year. We only have 14 spaces available this year for our display so once again if you have interest please let me know. You can call me at (773) 776-4794 or email me at CGATCH@PORTER-ATH.COM and I will get back to you as soon as I can and I can discuss further information at that time. Space is limited so call today!

Membership News

- Shari Bonecutter

Season's Greetings! It feels a little early to be saying that, but I guess that's what it will be when you get this! So did you have fun this past year? I know Loyd and I did! We just finished up our race series for the year, with the last one at Byron. It was COLD, but we had a blast. We had 30 racers, with at least 37 spectators. I really appreciate everybody coming, since we had 14 cars in bracket 1 alone! We had a good mixture of big blocks and turbo cars, with some of our club's top V-8's showing up, like Tom Rix, Pat Sweeney and Perry Carlini. We had a great bunch of racers from Wisconsin, like Tom Wustrack, Keith Eagan, and Steve Reynolds. In fact, the Wisconsin racers were giving the Illinois people a run for their money! I'm sure that Loyd will write more about this event elsewhere. It was a great way to end the series.

We also had a great time at the Midwest Challenge. We limited our hours at the club tables, like we did at the Nats. Granted, this meant that we weren't always available, but this way we got to watch some racing! We really lucked out this year, with the weather. Yes, it was colder on Saturday, but it didn't rain! From what we heard, if you test 'n tuned on Saturday, you could have as many runs as you wanted. One member, Gary Goraczniak, finally got his 1965 Wildcat down the track. I think he's still smiling! Rich Fitzmaurice had his maiden voyage with the refreshed engine. The guys from AMP escorted it home from KY on Thursday, and a bunch of people thrashed on it to get it ready. He's another guy with a big smile that won't quit. My thanks go to Barb and Mary for helping out with the tee-shirts and memberships. Bud and Linda Sacauskas helped Bernie out with the pig roast - I'm sure they did well! The Indiana chapter did their usual great job with the car show. Thanks to everyone who participated!

Speaking of the Indiana chapter, I need to explain our "water wars" that we've been having with them. It starts back at the 1999 Nats in Columbus. The Indiana chapter tent was next to us - down a ways, of course. They had to go past us to get to the bathrooms and everything else. Of course, they had a few golf carts, and they always had their chapter tee-shirts on. Well, to relieve the boredom, a few of us decided to buy some super-soakers and use the Indiana members for target practice. I know that we had great fun with it, and it really should have felt good, as hot as it was! So now that gauntlet was thrown down. Fast forward to the 2000 Nats. We

came prepared with the squirt guns, again, and water balloons. They forgot theirs, and had to buy some after a few squirts from us. They would try to sneak up on us – again on a golf cart, but we had foot soldiers to fight back. Yes, we got wet, but not as wet as they did. Then some of us were at Tumbleweeds on Thursday night. Someone remembered that they were having their chapter meeting at 7:00, and it was decided to go to their hotel around 8:00 or so. We had a small caravan with a red Yukon (not Tahoe, as reported), a rented Olds and a GN, all full of people, super soakers and water balloons. Most of them were sitting outside, and were actually quite close to the cars! After tossing the water balloons, Mark burst open the back doors of the Yuck Truck and hosed the director, Bill Burton! The Great Drive-By was achieved! We retreated, and spent the rest of the evening at our hotel's indoor pool. We expected retaliation that evening, but from what we heard, intoxication prevented any driving. I guess they tried on Friday night, but couldn't find us, even though we were at the outdoor pool. They had their children attack us a few times on Friday and Saturday at the track, but the foot soldiers (Barb Pedrak, Jen Hange and Paul Brelie) hosed them back. (It's really not a good idea to have the kids play – they get the cars wet!)

We were going to continue this war at the Midwest Challenge, but decided that it was too cold. So we declared a truce, and partied together at the hotel on Friday and Saturday nights. We set a new record for Jell-O shots – we went through at least 300 of the little cups. I have no idea how many Bill Burton had, but along with the 7-point beer that the Canadians brought, he was a hurting buckaroo on Sunday. So that's the story of the water wars. It will probably be continued next year.

Speaking of the Nats – Larry Miller of the North Carolina chapter is looking for some ways to make the car show at the Nats a better-attended event. One of the suggestions is to have several people help with the judging instead of people's choice. These people would have a simple form to fill out. Would you be interested in helping? Or do you have some ideas? Please let me know so that I can convey this information to him. Thanks!

We have one new arrival that I know of – Mary Ferrari's 1985 white T-Type. Several cars have gotten out of the "hospital" – Rich Fitzmaurice, Pat Sweeney, Scott Jakubowski, and Scott Pitts. These are the ones that I know of, and some of these still need tweaking.

We have a few new members to welcome - Brad Filippek, Tinley Park, IL; Robert Hogan, Chicago, IL; Larry

Farneda, Lyons, IL; Kelly Rogers, Chicago, IL and George Wolfinbarger, Kankakee, IL. Rolando Quintanilla of East Chicago and Bob Starzyk of Justice, IL both need to be welcomed back.

January will be the start of renewal time again, for a lot of you. Please check your label to see if you need to pay your dues. If you renewed in the first half of 2000, you will need to renew. A renewal form is included in this newsletter. Please, please fill this out and mail to me with a \$20 check made out to the "CCGSCA". Our address is 4010 Raymond Avenue, Brookfield, IL 60513. I really need a new form from everyone, since cars, addresses and phone numbers change. We'd also like to keep informed if your email changes. This seems to change a lot, so please let us know. You can email Loyd and I at loydb@enteract.com.

We've still got a lot of stuff coming up – the Christmas party, first of all. Please RSVP so that we have a head count. If we don't know that you're coming, we can't order food for you! We have several monthly tech session/meetings, and the World of Wheels. Please see Chris Gatch's article about this.

I'm going to get a few blocks of rooms from two different hotels for the Nats this coming year. I'm hoping to get some for the Best Western again, and we're going to try the University Plaza, too. Hopefully I'll have complete news at the Xmas party.

This has been a great year for the club. Please feel free to give us input about anything. I hope that our lines of communication are always open. We'd also like to see more people volunteer for any help that they can give. It will get stale with the same people all the time. Remember this is your club, too.

Happy Holidays to you and yours!

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@bwsys.net fax (413) 215-0744.

Cruise News

- Chris Gatch

Hello everyone!

Here it is again, the end of another season of car shows and cruise nights. Once again I would like to thank all of you who attended some of the wonderful cruise nights and car shows that we had this past summer. This was my first year as the cruise director and I personally think the year was great! We had a great time this year from the first show at Bauer Buick to the last show at Marquardt Buick and everything I in between. I would like to send out a big thanks to the Chicagoland chapter of the BCA for allowing us to join in all of their great car shows this past season. I hope to see a lot more people at these shows next year because they are not only free but they are a great way to show off our beautiful cars.

I am always looking for new cruise spots and car shows that we can attend as a club next year. If anyone has anyplace that they think would be a nice place to get together please let me know so we can plan something there next year. I had a request from some of the members to maybe set up some cruise nights that would be held during the week and not necessarily a place that other show cars attend. Another member suggested also that we do a real "cruise" where we would meet at a particular place and all go as a group to another place to eat or show the cars as a group. If anybody else has any suggestions please let me know because this is our club! I gratefully appreciate all the suggestions so far and I will see what I can set up for next years cruise schedule.

Our final cruise of the year was at Denny's in Mokena. This particular Saturday night was rather cold and I unfortunately wasn't able to attend. I appreciate all the members that showed up and bared the cold weather and brought their beautiful Buick's out. We had a lot of great shows this year but the topper had to be the finale at Marquardt Buick. This was a great show. The weather was perfect and there were over 150 beautiful show cars at the show (excluding mine but that is a different story). The folks at Marquardt along with the Buick Motor Division brought out a bunch of treats for all the people on hand. Not only did they bring the new SUV Rendezvous but they had also brought out the beautiful Buick Black Hawk. What a car (see our web site for some great pictures) the 455 fuel injected big block purred when they started it up for all the onlookers to see. Sleek styling from the Buick's of the past mixed with the technology of the Buick's from the present

make this a great looking car. I hope that they go ahead and make this car because it's awesome! We had around 15 club members in attendance with their cars on display. There were plenty of beautiful cars and it was almost impossible to pick out just one but congratulations go out to Wayne "Mr. Chrome" Bachar who won first place in the G Body class with his beautiful 87' *T-Type*.

I would like once again to thank everyone for a great year. The season is over but keep those cars shining because next year is right around the corner and will be here before we know it. Have a great and safe holiday season and hope to see you all "cruzin" next year and to *Keep Going Fast With Class!*

So you want to buy a Buick Turbo!

- Devin Tornow

Dennis Kirban of **Kirban Performance Products** has done it again! His new book, "**KIRBAN'S GUIDE TO BUYING A USED 1986 OR 1987 BUICK TURBO REGAL**", is well worth the price of admission of \$19.95 plus \$5 shipping and handling. The book is 200 pages with over 160 photos that outlines everything you ever wanted to know about buying a 1986-87 Turbo Regal. It really helps if you are out on the prowl to find that special *Turbocharged adrenaline junkie's dream* that won't turn into a nightmare. Dennis has been intimately involved with the 86-87 Turbo Regals for many years and has sold over 230 cars. He knows what he is talking about as he has seen a large number of TRs cross his path. Even if you are not in the market it could even help you find some problems on your TR that need to be resolved before it becomes a major issue! You'll be surprised by what you find out that you didn't know. This book is highly recommended.

Don't forget "**Kirban's Guide To 1986-87 Turbo Regals**" book at \$34.95 and his monthly newsletter called "**Grand News**" that is very helpful to the Turbo Regal owner. Kirban also has one heck of a catalog with tons of stuff I can barely scratch the surface. Dennis has been and is still working to make available items that are no longer available for TRs, kind of like a restoration source for these 10 - 13 year old cars. Kirban's catalog is \$3.00 and it includes a 10% off coupon. Contact: **Kirban Performance Products, 1482 Sugar Bottom Road, Furlong, PA 18925-1407 (215) 348-8571 fax (215) 345-0538. <http://www.kirbanperformance.com/>**

“Heard from the Pits”

- Roger Van-Scoyk

Winter is coming! Greetings to all, yes it is that time of year again. The racing season will have come to an end by the time you read this (at least for those of us whose cars are broken.) I know I've said it before "*If you aren't breaking parts, then you're not seriously racing*" Some of you may be lucky enough to race until the snow flies up here in the Chicagoland area. Many times during the early spring and late fall I and many of you have been waiting in those staging lanes with cups of Hot Chocolate or Coffee trying to keep our hands warm. That goes especially for those of us who have chosen to eliminate the weight of the heater core & Blower motor housing. Burrrrr!!!! What a price the hard core racer pays to go racing. That's what happens when the need for speed gets into da blood. All chit chat aside, onto better things.

Preparation For Winter! Storage

FUEL - STABIL is a good gasoline additive to put in your gas tank. It helps to stabilize our now unstable oxygenated blend of pump gas that we have to use in our street cars. Without a gasoline stabilizer, it will begin a metamorphosis that resembles a varnish like consistency. This is less likely to happen with the Premium brands such as: Amoco, Shell, or Mobil. Fill up the tank to reduce the space where Condensation can form. Condensation (water) will form in the fuel system during storage of over 30 days and can cause corrosion (rust!) to attack fuel system components.

Racing fuel must not be allowed to remain in your car's fuel system. After a few days the light Aromatic solvents tend to evaporate away and what is left is no longer a high octane base fuel. That is why **Racing fuel must be stored in sealed containers**, not vented to the atmosphere otherwise it is no good for future use. Been there, done that! If you do not drain the fuel system of your street rod, then I suggest (in addition to adding a gasoline stabilizer to the gas tank) that you try to start and run your car's engine at least once a week for about 15 to 20 minutes. Don't forget to open that Garage door and let in some fresh air while you warm up the street rod. Running the engine often helps to keep the seals lubricated during the long winter storage. It's also good for the transmission seals too! That first blast down the 1/4 mile in the spring is a bad time to find out your trans seals are brittle, dried out, and not sealing properly. OOPS!!!

If you are not storing the car on jack stands in the garage, then by all means when there is no snow, drive that car around the neighborhood for 15 to 20 minutes. Not over 40 mph for the first 5 minutes. Give things a chance to warm up & become lubricated *slowly* first! This is usually a far better option (again if weather allows) than just letting the car sit under a car cover outside or perhaps in the unheated garage.

BATTERY!!! Some people remove their car's battery and place it in that Warm Basement or Garage. That is ok if it is in a place where the temperature is constant and any acid seepage from the battery's case will not eat away at anything valuable. Especially clothes! - Mysterious Moth type holes in clothes are often caused by Battery acid. Treat the exterior of the battery with Baking Soda and water paste to Neutralize the Sulfuric Acid before handling the battery. A Trickle Battery charger will keep it charged during storage.

TIRES? Over the months of storage tires have a tendency to develop slow pinhole type leaks. Keep tabs on the tire pressure during storage. Other than regular Radial type tires, the bias ply style or racing tires & slicks are very sensitive to improper storage methods. They must be inside out of the weather & Ozone. Ozone promotes sidewall cracks. Slicks and soft compound tires must be stored laying flat! Flat spots can ruin a set of \$ 500.00 dollar slicks in a short period of time. I store my car on jack stands in my garage too avoid this problem. Again - Been there, done that, don't want to do that expensive mistake any more! The jack stands provide a cheap cure for flat spots on tires - Racing or otherwise.

INTERIOR. It is a good idea to place an open box of Baking Soda inside of your stored car since it's windows will be rolled up. The Baking Soda will help to absorb mildew, musty smells that develop during long storage periods. A couple of car air fresheners of your favorite scent is not a bad idea either. **Warning do not repeat the following scenario:** Brother-in-law has a 1969 Buick GS 400. He purchased it about 5 years ago. Jet black in color and was in very good condition, all original. Car is stored in his unheated garage. About 3 years ago the family got a Belgium German Shepherd puppy. Just in case you are not familiar with this breed of dog, they grow to about 150 lbs. as a full sized adult dog. Since my sister runs a child care business from her home, the puppy was placed in the garage with the Buick. Said brother-in-law made the mistake of leaving the car's windows rolled down all the way. The adventurous puppy decided to climb in and out of the 1969 GS 400. Scratching the doors with it's paws & collar each time.

This totally ruined the cars paint job. To add insult to injury as the saying goes, the puppy proceeded to chew up the rear seat vinyl material. All of the Vinyl seat material & door side panels must now be replaced in order to have the interior match. Estimates are \$1000 dollars. A good paint job is in the neighborhood of \$2500 dollars. That equals \$3500 dollars in damage. When he bought the car he only paid \$3800 dollars for it. As you have deducted the result has been costly!!! The dog remains a family pet as it is hard to blame the dog for the damage. Lonely unattended animals can perform serious damage in a short period of time. Don't let this happen to your car!

ANTI-FREEZE. Do we need to flush out that old Anti-freeze and put in some new Prestone or Peak? Check it out - A cracked Engine block and other damaged parts, is not my idea of a good time. Spring Surprises Suddenly Stimulate Serious words of Scrutiny. How's that for S words Paul?

CLOSING COMMENTS

This year's Racing program was better than last year. Our club met the challenges with great success. It is difficult to get certain race tracks to co-operate with our chapter. Numerous members have voiced their opinion concerning why we don't hold more events @ the premiere track known as Route 66 in Joliet, IL.

I recently talked to our director who told me that Route 66 wants \$30,000 dollars to have an exclusive one day Buick event. This boggles the mind and is totally ridiculous. Plain & simply put, it is apparent that Route 66 no longer wants our Chicagoland Buick GSCA chapter at their racetrack. Too bad it's such a nice track. They won't see my race car at their track. A boycott tends to send a strong message. As you see, it's just not possible for us to charge \$600 dollars or more per car (based upon a mild 50 car turn out) to have a (1) day event @ Route 66 in Joliet, IL.

For the 2001 racing season, a one day event has been discussed for an out of state track, such as one we have had a Byron dragway . The track being considered is the Wisconsin International Raceway. It is in Kaukauna, Wisconsin and is an IHRA sanctioned track located about 215 miles north of Chicago. I suggest that groups caravan or convoy up there together as not all persons going would have the luxury of trailering their cars. I have checked and there are at least 6 major hotels within 10 miles of the track. Now all we need is to identify a date. Perhaps we can co-ordinate other out of state or similar events making other road trips interesting.

Cordova, IL., Martin, Mich., Milan, Mich., Norwalk, Ohio etc. and others.

Our Staff certainly can't be thanked enough in writing for the wonderful job they perform making our club functions happen. Recognition for these people who work so hard doesn't come often enough. All of the events have to be scheduled. This is a great task indeed. Volunteers & P-A-R-T-I-C-I-P-A-N-T-S!!! make the events possible. SPONSORS also help us financially to accomplish our events. Please patronize our sponsors when you can. My hat is off to all of our hard working staff & volunteers that help in all the ways (unseen at times) they do. Thanks to all of our people for another significant year in the life and times of the Chicagoland Buick GSCA chapter's success!

Happy Holidays to all until we meet again!

Tech Advisor Smith

AKA Roger Van-Scoyk

Club member Races at Indy

- Jason Stasiak

After many years of watching my father race, helping on the sidelines, and try to intimidate Paul (ha ha), I decided that it was about time to have my own play toy. The Golden Hot Rod was born. The car is all heart and no soul; the car in reference is the 1981 Oldsmobile Cutlass with the Buick 350. I have raced at the track a time or two before - I've been racing my '91 S-10 and even the Golden Hot Rod with the 231 V-6. However, this was my first full race "season."

My dad and I race at Byron Dragway and participate in their "Street Eliminator" bracket class. This class is for your "true" street cars. They must have mufflers, d.o.t. approved street tires, and of course, license and insurance. Otherwise, anything goes. The bracket has time limitations as our classes do with our point races. In street eliminator the break point is fourteen seconds and slower. At the end of the point race season, the top five in the class earn a shot to race at Indianapolis Raceway Park to represent the track against nineteen other tracks. These tracks consist of four other states and one track in Canada. This would take place the third weekend in September.

The first two races we went to I had gone to the quarterfinals and the semi finals. Things were going better than I could ever have hoped. The car is winning money back, but more importantly, is extremely consistent, within seven hundredths anyway. How much happier can a guy get? The next couple of races did not go

nearly as well. However within the points game I had been floating the top three! I began to realize I was going to have a problem soon. After the fifth points race I had gone to the quarterfinals again and all of the other big dogs went out early. I was extremely happy to now be in second place in the point standings. BUT, we had a problem. When I went home after the race that glorious day, my fiancée asked how I did. I told her there was good news and bad news. She was happy about the quarter final loser news and the fact that it was a possibility that I could qualify for Indy. She was not extremely happy with Indy being the sixteenth and seventeenth of September, also the same weekend as the Midwest Challenge. That was the weekend after our wedding resulting in the honeymoon weekend. After a surprisingly short conversation, we decided it would be the perfect end to a honeymoon. All men need an understanding woman like this!!!

In floating through the rest of the season, as luck would have it, I finished in a three-way tie for second. I was locked in for the trip to Indy. Yippee!!!

The wedding and all went off without a hitch, for those who care. My wife and I left the beautiful Door County, Wisconsin at 9 Friday morning, and drove home to Peru, IL (6 hr drive). We rested and repacked the bags and met up with my parents and my two new brothers-in-law. We then drove to Indy (another 4 hours) and got to our hotel at 10:00 p.m. Man, what a long day! The track opened at seven on Saturday morning and we were the first in line to get in. It is a Stasiak trait to be at least fifteen minutes early. I had my first and only time run at 8:15. Due to nerves, I neglected to pull the shifter into low gear and left the car in drive. I was going to have to guess the dial-in today! Round 1 of eliminations began around 2. I thought maybe I really didn't have it so bad - everybody else will be guessing as much as I am with the six hour span between runs. That made me feel a lot better. I had a .535 reaction time and the run was going great until I shifted into third. I completely missed second gear! I pulled back down to second and noticed the shift light was on. The tach was stuck at two grand; the shift light stayed on the entire run after the sixty-foot mark. The new Z-28 (hate 'em) hit the brakes and I almost got him.

Oh well, we always have next year, right?! As long as I still have my loving and understanding wife who understands this sickness I have for racing my Oldsmo/Buick. I will also need my dad to help me build, maintain, and help with advancements to the hot rod to intimidate Paul!

Compression Corner

- Izzy Makenitup

Technical Tips from beyond "THE FAR SIDE"

In the search for new techniques to make your Buick run faster, I have found one which may be worthy of your attention.

H.R.E.D.T. (Heated Rubber Extended Duration Technique)

We all know that heating your tires in the burnout box makes their rubber soft and sticky for good traction at launch. But after you leave the starting line, they start to cool off rapidly – especially with the increasing wind velocity blowing on them as the car goes faster and faster. The result – they don't grab as well anymore. This is evidenced by them chirping sometimes when the trans shifts into 2nd & 3rd gear. The solution – use the HREDT. Accomplish this by having a muffler shop bend a piece of piping (that will slip over your existing tailpipe) into a question mark shape. Done properly, it will slip over the stock-exiting-position tailpipes and point directly at the tread surface of the tire, about 1 inch away from the tire. The hot exhaust gases pouring out will keep the tire surface hot, and therefore sticky, during the whole mile run.

DISPELLING A SAFETY CONCERN

Many of you racers have expressed a health fear due to the fact you have changed your fuel regulator yourself and worry about if you spilled any Mercury during the process. All this has come to light since NICOR admits that Mercury may have spilled during the changing of many customers' meters and regulators, and it is well known this silver, liquid-like element causes health problems in people. Well, don't worry. The Mercury used in the Buick regulators was a Green solid – not a Silver liquid. And, if you had spilled any, you'd have an extra nose growing out of the side of your head. Now – you don't have an extra nose, do you?

Miniature Buick News

- Devin Tornow

These days it is almost impossible to keep track of all the collectible Buicks out there. Racing Champions has made so many different kinds of Buicks in almost every way, shape, form, and variation that most people just give up (myself included). What is real disheartening is that most Racing Champions variations have nothing to do with the muscle Buicks we have grown to love (Wrestling, fishing, cartoons, NASCAR (sorry no

Buicks), etc.). The other trait is that almost all of these cars have very little quality built into them. There is one exception to this rule.

Peachstate Motorsports has been producing the Buick Regal Series in high quality as part of the 1/18th scale Muscle Car Series. Each Car comes in a well packaged and protected box with a serial numbered window sticker (there has been a few errors on the window stickers though). A nice car for the Turbo Regal enthusiast! The first car was the 1987 Grand National which now cannot be had for less than about \$300 (or over 5 times the original price)! I was surprised our TRs appreciated that much! Later issues are still close to their issue price. Here's a run down of the Regal series.

Here is more info on the 1/18th scale Buick Regal Series: 1987 GN (#8001, qty 3528), 1986 White T-Type (#8002, qty 4548), 1987 GNX (#8003, qty 8547), 1985 Burgundy T-Type (#8004, qty 3312), 1986 GN (#8005, qty 5196), 1987 Regal Turbo T, Grey Metallic due Feb 2001, 1985 GN (#8007) TDB. The '85 Burgundy T-Type is still available according to the mailing I just received. Peachstate Motorsports/ Georgia Marketing & Promotions; P.O. Box 570; 45 Polite Road; Winder, GA 30680, Info: 770-868-1042, Order: 800-536-1637, Fax: 770-867-0786 <http://www.peachgmp.com/>

There is help on the horizon for all those Buick nuts wanting to get up to date in their collecting of Buick collectibles. "*A Guide to Buick Diecast and Collectibles*" by Joey O'Connor is 276 pages with over 700 photos of what else, Buick Diecast and Collectibles! Information on Buick diecast and plastic cars, postcards, models, posters, placemats, press kits, literature, books, magazines and more! A **special Chicagoland GSCA Member deal** has been arranged. The book is only 19.95 + 3.55 shipping, that's \$23.50 and get you can get an extra book for only \$10.00 more, two for only \$33.50 total. Mail your check or money order for \$23.50 (for 1 book) or \$33.50 (for 2 books) made payable to: The Buick Diecast Club, Post Office Box 39234, Greensboro NC 27438, Fax (253) 276 7285. You can print a form on the internet from <http://www.trishield.com/ChicagoLandBookSpecial/> , If you don't have internet access, just make sure you put 'Chicagoland Chapter Member' or your club number/id and their name and address on a piece of paper or a 3x5 postcard with their check or money order.

2000 Buick Midwest Challenge

- Devin Tornow

The third annual Buick Midwest Challenge is now another great part of Buick history. The event was blessed with beautiful weather at U.S. 41 International Dragway in Morocco, Indiana. Thanks again to the Indiana GSCA chapter for hosting the car show!

I met even a ton more Great Buick people whom with I loved talking BUICKS! Hey! All of you that I talked to about doing a *FEATURE CAR articles* for an issue of the *Fast Times*, **PLEASE DON'T FORGET!** All the CGSCA members would love to hear about your vehicles so here is your chance! That includes Gary with his 1965 Wildcat GS and the guy and his son with the Turbo powered Dune Buggy (crazy man!), sorry I forgot your names. I got the great pictures now I just need the stories! See my notes about cover cars in this issue of *the Fast Times*.

This year I was able to document the Buick Midwest Challenge for the third year in a row but with one exception! There was only one roll of film involved this year with the remaining images being **digital!** I snapped some great shots this year with over 500 photographs total for the 2000 event including a few cover cars! This sure beats scanning photos and they were on the web within a week!

THANKS to all those Buick nuts that have stopped by and **signed the web site guest book** on my Buick Midwest Challenge web site! It sure puts a smile on my face! The site has averaged over 1000 hits over the last few months! COOL! I realize it is next to impossible to see all the images unless you have a high speed Internet connection (try your local library). To help out I plan on offering all the images on a CD but this will take some time to get accomplished and get the images set-up. With three years of photos that's almost 1300 pictures!

Please stop by and SIGN the GUEST BOOK.

<http://buickmidwestchallenge.homestead.com>

Take a time to browse and enjoy the images and **provide me with some feedback**. See you at the 2001 at the Buick Midwest Challenge!

Classified's

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

- 87' Buick GN, 030. over V6 3.8 block, ported heads, TA49 turbo, TH350 trans with manual valve body and 3500 stall, 42.5 injectors, Weld and stock rims with slicks, runs low 11's, \$8500.00 obo. Call Ken (708)557-1448.
- 1987 Turbo T WE4. Excellent paint, mint interior, 73,400 miles. KB ram air & Hi-Lo fan, aux fuel pump, line lock, ESP coil pack, 10 mm wires, Green Stripe Injectors, GNX intercooler, Turbonetics adjustable wastegate, 160 thermo, plenum spacer, Garrett stage two turbo, knock detector, trans cooler, Applied Tech headers, 2-1/2" Hooker exhaust, Rancho sway bars, urethane bushings, Lakewood shocks, Hotchkis boxed rear control arms, rear springs, rear air bag, 16" GNX wheels. pinion snubber, driveshaft loop, ect. All original parts included and working. Have all literature, window sticker, receipts, ect. \$14,500 firm. Call Greg Parsons 815-398-3475 Rockford, IL.
- rust free right door for 73-75 regal&GS(with glass)\$150.00 obo. rust free deck lid for 74&75 regal&GS\$125.00obo 74&75 regal&GS L&R1/4 panel ext +taillight fillers \$75.00 tailamps,74GS(fair) \$50.00,74 regal (nice) \$50.00. two,74GS grilles+one 74 regal grille \$75.00 for all. 73-75 GS H/L doors \$35.00,73-75 regal H/L doors \$25.00, \$50.00 for all. mis side marker lamps, 74 regal &GS (4) \$25.00 factory gauge cluster 74 GS unknown history \$25.00 NOS door belt mlds,73-75 GS ®al,L&R, \$100.00,obo. DAN WHITE 219-836-5584 leave message or E_mail stage2dan@aol.com.
- 1965 GranSport HDTP. New white paint w/blue bucket interior. 401 rebuilt .30 over w/mild Poston Cam & Lifters - Offy intake 2 - 4 Brls - Sport Wheels w/14" Goodyear Eagles - 3:36 Posi - Buick Tach - 2SPD Turbine 300 Trans. 123K. Restoration & Rebuilds Done in 1987. 4 Time Winner At the GS Nationals. Show or Drive. A Fun Car. \$10,500.00; 1972 Lincoln Mark IV 24,000 Miles. California Car. Triple White w/Leather. Beautiful Like New Cruiser. Rides Like a Cloud. Have Some New Toys and These Two Cars Simply Aren't Being Driven. \$9,600.00. Call Glenn Dempsey 800-346-4266 Refer to Buick Cars when calling.
- 1964 425 ci Nailhead Motor - 76,000 original miles. This engine ran good when removed from 1964 Riv. Complete carb to oil pan, including original Turbo 400 Trans -Manifolds - Starter - Alt - Fan - Pulleys - Power Steer Pump - Trans. Lines. \$750.00; 1965 401 ci Nailhead Motor - 74,000 original miles. This is a 65 Gran Sport Motor that also ran good when removed. Complete with original Turbine 300 Trans. Minus oil pan - left exhaust manifold - Motor Mounts. \$500.00; 1969 350 GS Motor - with Complete 4 Speed from fan to drive shaft. Everything needed is there. I drove this car in, so I know it's all good. \$850.00; I set of Nailhead Rocker Shafts W/Rockers and Push Rods \$75.00; 1 pair Heads off 1964 Wildcat w/valves - Springs - Exhaust Manifolds. These came off a factory 2 - 4 Brl 425 ci. \$150.00; 1 pair NOS 70 -

72 Rear Quarters for GS/Skylark HDTP. \$850.00 each; I new 455 Z - Bar for 4 Speed \$150.00; 2 good GS 350 Engines. Complete \$200.00 each. Call Glenn Dempsey 800-346-4266 Refer to Buick Parts when calling.

- 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
- 2004R from 83n Hurst Olds, universal housing, works good. \$250.00. Turbo 350 built, shift kit, deep pan. \$350.00. Call Chuck Leone (815) 730-1790
- Peachstate Motorsports 1/18th scale diecast 1986 BUICK GN. 5th in the Buick Series, beautiful detail. Here's your chance to get the GN you missed the first time around! Each limited edition car comes in a custom box with a serialized certificate. Devin Tornow, 5123 N. Merrimac Ave.; Peoria, IL 61614-4657 (309) 693-7506 djtornow@bwsys.net
- 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 w/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. Press Releases, Concept Car info and Press Releases. 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:

Monte Yackle

8007 Everglade.

Woodridge, IL 60517

Or e-mail him at TType87@aol.com

Note: No ads will be taken over the phone.

Tech Tips

- Chris Gatch

For those of you looking at getting your alternator's rebuilt or starters done Joe at D-electric is the place to go. I was looking for a chrome alternator and it seemed that nobody had them or they were a ton of money. I got Joe's name from the last newsletter and I just want to say he was great. He took the time to explain the prob-

lems to you and make sure you get what you are looking for. I know another member that I had recommended to Joe and he was very satisfied also. So if you are looking for that specialty chrome, powder coated or high output alternator I would recommend D-electric (630) 953-0720.

Another place I found that sells new aftermarket brake booster/master cylinder set-ups is MP Brakes (888) 251-2353 out of North Carolina. The unit is kind of pricey at \$495.00 but if you are looking at new product they have it.



Camshaft Sensor Adjustment

- John Spina, Casper's Electronics

First, remove all six spark plug wires from the coil pack. Make a note of which one goes where. Raise the car so you can look under the engine and locate the harmonic balancer. This is the round steel hub directly under the water pump and behind the belt pulley. On the harmonic balancer, there is a line cut across the width at one location. This is the timing mark. Rotate the engine until the timing mark is visible at the bottom of the engine. Using a piece of scotch tape, draw a pencil line across one end, and exactly 1-15/32" away, draw another heavier line. Align the first line on the timing mark, and place the tape in the counter clockwise direction on the hub. When the tape is in place, there should be a pencil line exactly 1-15/32" to the left (counter clockwise) of the original timing mark. Now, remove the two phillips screws that secure the cam sensor to the cam drive

assembly. You will see a steel collar with a notch or window taken out of it. Rotate the engine until the window is facing the driver's side of the car. Now, locate the plastic timing mark indicator just above the harmonic balancer. There is a zero arrow in the window indicating TOP DEAD CENTER (TDC). The marks are numbered 0, 4, 8, 12, 16, 20. Rotate the engine by hand until the pencil line lines up with the (0) timing mark indication TDC (see illustration). The timing mark is now aligned to 25 degrees AFTER TDC. Slightly loosen the bolt that secures the cam sensor drive shaft to the engine block. Put the cam sensor back on and tighten the screws. Unplug the connector to the cam sensor and slip a fine strand of wire into the middle (B) pin of the connector, then plug the connector back in. This fine strand of wire should exit the connector. Connect the positive side of a volt meter to this wire, and the negative side to the engine ground. Turn the ignition switch to ON and observe the volt meter. Slowly turn the cam sensor clockwise until the volt meter shows 5 or 6 volts. Now, slowly turn the cam sensor counter-clockwise until the volt meter drops to zero. Do not turn any further than this, and carefully tighten the bolt. Remove the wire in the connector, and re-install the plug wires into the coil pack. The engine is now timed properly.

Buick Regal GNX Show Car

- Devin Tornow

The Regal GNX, Buick's new high-performance show car, is designed to celebrate the heritage of the Buick "boosted" V-6 engine. The car name "GNX" honors the quickest production car of its day - the limited-build 300-horsepower intercooled and turbocharged 1987 Regal GNX.

Similar to its namesake, the GNX show car combines premium features while delivering significant power, but updated for the 21st century. The GNX show car debuted at the 2000 Specialty Equipment Manufacturers' Association (SEMA) show in Las Vegas.

In contrast with the original GNX, which was turbocharged, the GNX show car features a high-output supercharged V-6. Buick first offered production supercharged engines in 1991. Over the last 10 years Buick has been the world's leading supplier of supercharged automobiles.

"I doubt any auto manufacturer has derived more performance through the technology of supercharging and/or turbocharging the V-6 engine than Buick," said Mark D. Hines, Regal brand manager. Buick ushered in the modern era of mass-produced V-6 engines in 1962 with the Buick Special claiming Motor Trend Magazine's Car of the Year honors.

Engine output for the GNX show car is increased 20 percent over the production Regal GS. The engine delivers 300 horsepower at 5200 rpm and 300 lb-ft of torque at 3600 rpm. Increased power is derived through a custom intercooler, specially built cold air-box induction system, and custom headers which direct exhaust through a stainless steel exhaust system with catalytic converter and a Borla muffler.

The GNX show car has been lowered 1 1/2 inches from the production Regal GS. Custom-made polished aluminum spoked 18-inch HRE wheels and low-profile 255/45ZR16 Michelin performance tires provide a powerful, aggressive stance.

The body incorporates ground effects all around and is finished in a two-tone metalflake Star Black over a Silver Smoke gray lower trim. The effect of the paint scheme represents midnight under a starry sky. A custom body-colored mesh screen grille with monochromatic Buick tri-shield logo completes the look.



A raised, functional integrated hood scoop featuring three operational portholes on each side contribute to the performance nature of the Regal GNX show car. The GNX's portholes, a Buick original design introduced in the late 1940s, keep the engine compartment cool for the high-performance supercharged 3800 V-6 engine.

The famous Buick porthole theme is extended to the rear of the Regal GNX show car where three polished stainless exhaust tips exit through a center opening in the rear fascia. A three-inch high rear spoiler and a stainless exhaust heat shield in the fascia surrounding the exhaust tips complete the rear view.



Baer racing brakes provide stopping power.



The steering wheel, door panels, and shift knob and boot are finished in Star Black leather to compliment the exterior paint color of the GNX show car. A monotone Buick tri-shield is embroidered into front and rear seat headrests. The GNX moniker is embroidered into the front floor mats. The instrument panel insert and the driver and front passenger door control panel areas are painted exterior body color. Front and rear seats are trimmed in Star Black and gray leather.

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