



Slipage

The fact that previous to owning my GN, I used to have an '83 Monte Carlo SS and had "my doors blown off" by a Grand National on the highway, was what first brought my attention to these awesome Turbo Buicks. At that point, I began reading articles about these Buicks and immediately knew that I had to get one. So, I sold the Monte SS and ordered my '87 GN back in December of '86 and the car was delivered on 4/3/87 to Vidmar Buick in Joliet, IL. I'm lucky enough to say that my car has never been driven in rain or snow since day one.

Back in May of '87 I was forced to move to the Detroit Metro area as my job transferred me out there. For any of you folks that haven't heard about the street racing that takes place on prestigious Woodward Ave., let me tell you that it was wild out there. I happened to live within a mile of Woodward Ave. and every time I took my car out there, man these people wanted to race. At that time my car was pretty much stock but it still gave most of the cars on Woodward Ave. "a run for their

money"! I remember like it was yesterday racing Mustangs, Corvettes, Camaros, Porches. Heck once I even was next to a Lamborghini and we both jumped on it at the same time but traffic wouldn't allow us to really go at it for very long.

As most folks had experienced, back in the late '80's there were many companies selling "go fast" parts for these cars. I was initially confused at which equipment to purchase for my GN. I went through various computer chips the first year or two that I owned my GN. Finally after moving back home to the Joliet area, I was at a local car show in Plainfield, IL. back in the summer of '89 and met a young man who identified himself as an employee of a company out of Melrose Park, IL. (Ron Pilati), ANS Performance.

Soon after that, I paid a visit to their shop and spoke with the owner, Ken Barton about various things that

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made sense to do to my GN. After a few visits to ANS, all the sudden my GN was (in my opinion) FAST! This car was fun to drive and virtually impossible for me to "keep my foot off the gas pedal!"

Well, a few years passed until that fatal Saturday morning in the spring of '97 when I forgot the boost was still set at 23lbs and with that 1,000 watt car stereo blaring, I put a hole the size of a dime in piston #6, duh! And to think I always said this kind of thing would never happen to me! Well, after a rebuild by ANS, that 'ol stock motor made 602HP on the ANS Dyno! To the best of my knowledge, at that time this was the first stock block ANS ever re-built that broke the 600HP plateau. Unfortunately at that time I didn't have the extra cash for a steel crank and within a short time, this sucker "spun a bearing". At that point, I no longer trusted the stock motor and started speaking more seriously to Pete Barton about a Stage II motor. Then I figured, "that the hell" and purchased a virgin 4.1L Stage II block and immediately started saving my cash for all the other goodies required to put my GN in the 9s!

Now a couple more years had passed and this project is finally complete (obviously it takes a long time to save the cash for a project of this magnitude). For those of you that were at the GS nationals this past June, Pete Barton had my car at Beach Bend Race Track (Illinois plates are: SLIPAGE) and had already qualified 14th in the Quick 16 bracket when the 200R4 trans broke. Pete and the gang said that my car was one of the fastest street cars there (until the trans broke), if not the fastest. The best time before breakage was 10.671 @ 128mph.

Since the GS Nats, the car now has been fitted with a Turbo 400 trans and on the first trip to the track (Union Grove) the car ran 10.344 @ 129mph (guess what, they kicked us off the track!). This sucker pops a wheelie up to my knee out of the hole! I couldn't believe it was my car!!

As some of you might have seen, Pete Barton also drove my car at Rt. 41 Morocco, IN. at the Chicagoland GSCA event this past September. We won the Quick 8 Turbo event!!! The car was running very consistent 10.40's-10.50's that whole weekend. After that Pete also took my car to Bristol, TN. and the car was still running very consistent but the day of the racing event, the rear end broke. Now I am in the process of saving the cash for that Ford 9" rear end. We knew all along that this car was launchin' hard and knew it was just a matter of time

before she broke. Next spring once the new rear end is done, this street car will be a legitimate 9 second machine. We're looking to get some national attention next year at places like Bowling Green and possibly Bristol.

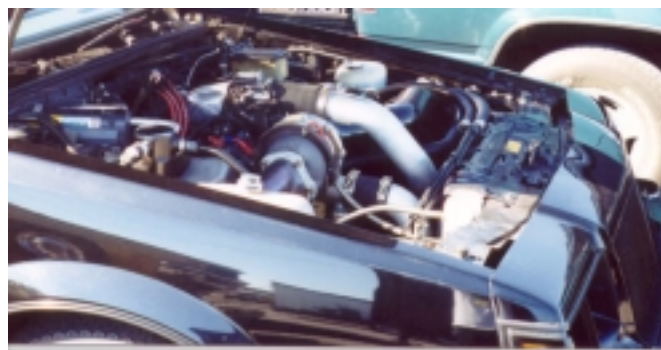
I still can not believe how the speed these cars have is almost "addicting". It never ceases to amaze me at how much fun these cars are. I will admit that since the Stage II project has been complete that I don't "tool around" much in this car but when I do, it turns heads like there's no tomorrow. Guys do illegal u-turns to come after me to try to get me to race them. People in little economy cars even try to get me to "jump on it". All of us should be proud that we own cars of this magnitude. These cars will forever be part of history due to the fact that they are great looking, mean looking, not to mention the fact that they are extremely fast cars. THESE V-6's WORK HARD!!! Mileage on SLIPAGE is approx. 2,700 miles.

I've been a Buick GS club member since approx. '93. I just joined your club (Chicagoland chapter) in the last few months (didn't know it existed until the ANS guys told me about it). I'm also a member of the Buick Grand National Racing Assoc. (for the last five years or so).

Al Johnson; owner of SLIPAGE

Build up:

- 274 CID Stage II Shortblock
- HYD Roller Cam
- Precision Turbo 72 (3 bolt)
- Champion Heads
- Precision Front Mount Intercooler
- FAST Fuel Injection
- 83lb. Injectors
- Weldon Fuel Pump
- TH-400 Trans (with brake)
- Terry Houston 3" Stainless Downpipe
- GM 8.5 Rear End with an Aurburn Posi (390) & Mosier Axles (currently broke)
- Ford 9" is on the way!
- MT 28X10 Slicks



Chicagoland Director's Garage

- Loyd Bonecutter

To me this is a sad time of year as the Buicks are put away for the winter season. It has been a grand fall, with plenty of great days to bring the machines out for one more run. One of my favorite rides is the Fall meeting in Hebron, Indiana which offers a perfect opportunity to exercise some of the ponies. It is time to figure out what to do with our Buicks to make them even better for the next season. As our activities for the warmer month's keeps us busy, winter is the perfect time of year to repair or replace a long neglected component of our cars.

For me our hobby is definitely an escape from the depressing world events. It is amazing how seemingly innocent decisions made years ago can come back and bite us years later. On a happier note the lucky season that the Bears are having is a great diversion for us Chicagoland residents as well. Hope this does not keep you away from our Sunday meetings.

As our chapter's sixth year comes to a close it is time for our members to decide what they want from our Chapter. We have tried to provide plenty of opportunities for our members to bring their Performance Buicks out for events including; cruises, car shows, drag racing and technical sessions. It seems over the past year attendance at many of the events have declined. Please let us know what you want to participate in.

It is also the time of year to consider being an officer for 2002. There are a few openings that could use new input to help our Chapter along. We welcome the change and ask for your help. Openings include Director, Co-Director, Treasurer, Secretary, and Newsletter Publisher. We need a nominating committee to help find those individuals that will bring new life to the Chapter. If you do not have the time to be an officer, please volunteer for the nominating committee. Other very important positions are the volunteers who help arrange activities and the all-important Racing Chairman. These positions are the lifeblood of our Chapter.

Our Midwest Buick Challenge was a lot of fun for our members who came out. Being only a few days after the 9/11 tragedy, the folks who came were ready to take a break from the latest breaking news. We did share the track Saturday with another group, but our members could have made as many runs as they wanted all day. It was suggested we should have postponed the event, but we felt that was giving in to what the terrorists wanted.

Participants were rewarded with quick times as the track was hooking well. Many of our members participated in the Street Chaos racing Friday night, and went on to pull record runs Saturday and Sunday. I consider this a successful event and hope to see you all out there next year.

Some of our cruises this fall were well attended, but others were a bust. Unfortunately our traditional cruise spots Strats and Dukes no longer promote cruises. We have tried substitutes such as Hubcaps and Mickeys, with varying success. Chris Gatch constantly reminds me that member feedback is needed, at the beginning of the season. If we know what you want, we can try to accommodate your favorite spots into our plans. We really enjoy the Rally Insurance Group's cruise nights that feature Buicks.

As we close out this year's activities please be sure you take the time to thank our Newsletter Advertisers. They help defray the cost of printing and mailing the newsletter, besides offering excellent goods and services for the performance Buick community.

Membership News

- Shari Bonecutter

Hi - **Happy Holidays everyone!** At least it will be getting closer to that by the time that this newsletter gets out! Where has the year 2001 gone???

First of all, 9/11 happened. Our thoughts and prayers went to all involved - those that lost friends or family on the planes, in the buildings and on the ground. We thought about not having the Midwest Challenge, but decided to keep it going and let the individuals make their own choices. Personally, Loyd and I needed the diversion.

There are a lot of people that I need to mention. First of all, thanks to Mark Holda for driving all the way from Florida (with a buddy) because they couldn't get a flight home. It was greatly appreciated, especially when he and Paul Brellie ended up being the race chairmen! Mary and Barb were extremely helpful with the tent, as always. What would I do without them? Chris and Anna Gatch were a big help with handling the tickets for the Cajun Cook. I want to thank the Indiana Chapter for doing their usual great job with the car show! They also helped out with eliminating the Jell-O shots back at the hotel.

A lot of you missed a great tech session in October. This was at Riggs Brothers Interiors in Downers Grove, IL. What a great bunch of people! They are very infor-

mative and they do it all - vinyl, cloth and leather interiors, vinyl tops, convertible tops - you name it! They have many experienced people that work with them, and they are ready and willing to work with you, too. We're hoping to go back next fall, so keep an eye open. You don't want to miss this again!

Gary Gribble hosted a cruise afternoon in October at his bowling alley, the Super Bowl, in Melrose Park. This was a cool place, with a huge billiard room, game room, grill, bar and soon-to-come laser tag! Free bowling was available to all that showed up, which was great fun. Gary also had some dash plaques made up for us. He was really generous to us! He's hoping to do it again next year, which would be great! And who knows - maybe we'll have a social gathering there over winter?

We also had our last race of the season the last weekend of October. This took place at Byron on yet another cold day. Unfortunately, circumstances happened so that the track was 'way over crowded. The F-body club was there, and the E&R racing team. Great Lakes was closed for repaving, so it was possible that a lot of people came from there. And I'm sure that several people were trying to get in that one last run before winter closes in. So because of all this, there were over 400 racers there! Talk about a mess! It was the first time that we were allowed to test and tune after our own eliminations, so some people didn't get in a lot of runs. Plus some people got there late, and only got in one or two runs before the racing. We're sorry that all this happened. We're looking into ways to prevent stuff like this from happening. One thing that we're definitely going to need is a Race Director that will also be the Race Chairman. So if you're interested, please let one of the board members know, o.k.?

Membership News

With 293 members in our club, we have more people to welcome. We need to welcome back John Lebitske of Elk Grove Village and John Tubbs of Green Bay, WI. The following are new members since September 1 - James Capen, Livonia, MI; Romy Frederick, Berwyn, IL; Joe Helsing, South Barrington, IL; Mike Jones, Algonquin, IL; Michael Kerwin, Joliet, IL; Bruce Levine, Buffalo Grove, IL; Brad & Jamie McCumber, Linden, IN; Robert Rennick, Toulon, IL; Jason Rickey, Orland Park, IL; Craig Shellman, Elk Grove Village, IL; Steven Stankus, Benton Harbor, MI; and Gabe Zumwalde, Carpentersville, IL.

I know of one family that's had an addition - Mr. and Mrs. Darren Grieving, with the birth of their daughter,

Hannah. Get well wishes to Tom Mogler, and to Linda Goraczniak. We also had a club member in print - congrats to Tom Rix for being featured in the November Car Craft! You do our club, and performance Buicks everywhere, proud.

There are still some of you moving around - I need your new addresses! And if you change your email, please let us know. Loyd tries to broadcast reminders about some of the events as they get closer.

Nats 2002 - May 14-18 - Bowling Green, KY

Thanks to Steve and Debbie Jones, I found out that the GSCA is using our hotel, the University Plaza, for the host hotel next year! This meant that I couldn't get a block of rooms there for our club's usage. However, you can get GSCA rooms! Call the University Plaza at either 270-745-0088 or 800-801-1777 and mention the GS Nationals. I would also recommend that you do this soon, before the rest of the world finds out about the host hotel being changed.

I did not, nor will I, reserve rooms at the Best Western this year. If you want to go there, you're on your own.

We will be helping judge the car show again, next year. Everyone that helped in 2001 deserves a big thank you - you all did a great job, especially since it was the first time for this kind of venue. We'll be looking for your help again - the more people that can help, the faster it will go!

We'll probably be caravanning down on Sunday, again. We had great fun doing this last year. We had our crowd from Illinois leave early, after meeting at a I294 Oasis. We had a few stops before one of the tow vehicles would run correctly, but then things smoothed out. We met some of the Indiana chapter south of Terre Haute for lunch, and then continued on with an even greater caravan! We had a car totally lose power in KY, but fortunately had several mechanics ready and willing to do the job! It turned out to be an alternator wire, which someone had, so we were back on the road again. We did get to the hotel before sunset, in time to enjoy some cocktails and appetizers on the Plaza's back patio. We also took some Jell-O shots over to the Indiana chapter's hotel, to start the week off right. If we had only been prepared and brought our squirt guns with us, we could have soaked their entire board in a hotel room! We borrowed some empty ones and gave Wild Bill a scare, instead. Anyway, it would be hard to top this exciting trip, but you never know. There's always next year!

Events for 2002

We'll probably be rethinking a lot of the stuff that we tried to do this year. Attendance to a lot of stuff was 'way down, so we'll probably cut back on the amount of cruises. The Dyno sessions that Scott Jakubowski ran at Glen Anderson's shop in Joliet went rather well. I'm sure he has more planned for next year. The picnic was fun, at the Volo Auto Museum, for the few that attended. We'll need to find a replacement for the Gorilla Day show, as 2001 was the last year for this event! We have some ideas, so watch this space. Chris and I have some leads on things. The car shows that the BCA ran were well attended, and I'm so glad that they invite us to their shows. If you've never attended one of these, key eye open for them next year. These are always run very well, and very entertaining.

One event that a few of us went on was a poker run that was a benefit for the Diabetes Association. We had a blast, and we were informed that the woman that ran it will probably do another one in June of 2002. I'm going to try to keep in touch with her, so that we can advertise this for our members, and maybe combine it with the BCA, too.

We may be doing a few things with other clubs, too, like maybe racing. Maybe then we can get more than 30 cars to come out and play. We'll have to see.

If you have any suggestions for any event, please let one of the board members know about it. The same with volunteering - we can always use help. It would be nice to see some more new faces behind the scenes!

I hope you all have a safe and happy holiday season. See you next time!

Hotel Rooms for the 2002 Nats May 14-18, 2002

The GSCA has chosen our hotel, the University Plaza, as their Host Hotel this year. Because of this, I could not get a block of rooms of our own there. However, you can get one of their rooms at their rate, while they are available. Please call 270-783-8569 and mention the GS Nationals.

We have 40 rooms at the Courtyard, which is across the way from the University Plaza. Please call and identify yourself as part of the "CCGSCA" to get the discounted rate. The rooms are on a first come, first served in terms of smoking vs non-smoking, and also double vs king. These rooms are only being held until 3/10/02, so please act soon!

Cruise News

- Chris Gatch

Hello everyone!

I can't believe that the summer is over. Where did the time go? It seems like just last week that we were at Bauer Buick for their spring dust off and now I'm writing articles asking people if they are interested in World of Wheels and preparing next years cruise schedule. I can't believe that this summer went by so fast!

Here is a run down of a couple of our past shows and cruises that we attended over the last few months, and how some of our club members did.

The Route 66 show in Berwyn was well attended by some of our club members. There were three club members who placed in their respective classes and they are Alex Stanojlovic with his beautiful GNX, Brian Squeo with his 87 GN and myself with my GN. This is a really large show and a lot of tough competition so I personally think that having three Turbo cars place was very impressive. Once again, congrats to all who won!

Next was one of our last cruise nights at Mickey's on Saturday September 22nd. We had a rather large turnout of turbo cars there which was rather nice considering the hot weather and all. Mickey's has turned out to be on of our larger events for cruises on the south side. It was nice to see so many new faces there this time. I know that it's hard to show up for a lot of events but thanks for all who came out and filled the lot with all those fast cars. Hopefully we can make this an even larger event for next year and really show off what our club is all about at the local hot spots.

In-between our last cruise at Mickey's and the Marquardt show was the Midwest Challenge at U.S. 41. We had a real good turnout of show cars as well as racers at this event. There will go be more detail on the winners of the show and races in another article.

The final show of the year was the 4th annual Marquardt Buick show in Barrington. If you have never been to this show I would highly recommend coming out next year. The BCA along with the generous help from the people at Marquardt always put on a great show. This is a free show with free hot dogs, dash plaques and beautiful plaques for the winners. What else can I say about this show but RAIN! Lets just say that I think once it started raining it didn't stop until the next day. Everyone got a free car wash that day. (Not that anyone needed it!) There were a total of 160 cars there that day even though there was a great chance of rain.

We had a total of about 25 cars from our club to go along with all the other beautiful older Buick's, Oldsmobile's, Pontiac's and Cadillac's. Someone even brought a neat looking Hearse there. I guess that they were starting Halloween a little earlier! As a club we had quite a few members that took home some nice hardware from this show. Here is a list of the members that won and their cars...Stock A & G Body Cars-1st Mike Fleischer 1970 GSX, 2nd Bob Kostuk 1970 Yellow GSX, 3rd Chris Gatch 1987 GN. Modified A & G Body Cars-1st Paul Vilser 1970 Yellow GSX. Congratulations to all that won as well as everyone that showed up that day!

Our final cruise of the year was at Super Bowl in Melrose Park. Our fellow club member Gary Gribble opened up his establishment for all of our Buick members and their families. We had a total of 20 cars that showed up for this final event of the year and lets just say that if you weren't able to make it you missed a great time. Everyone in attendance received a nice dash plaque and was also treated to free bowling for the entire afternoon. Let me tell you there are some good bowlers in the club and the rivalries inside were intense on the lanes. This is a great establishment and was a real fun time out on a great fall afternoon. Gary had already expressed interest in having a full car show with trophies and separate classes for Buick's as well as other classes for all cars and bikes. This should be a great event for years to come. As soon as I can get all the details worked out with Gary I will let everyone know.

There are a few things that I would like to talk about regarding some of our events that will be coming up next year. First is the World of Wheels. I would like to really show what our club is made of as far as other car clubs go. This is one of the largest shows of the year and many people attend and this is our chance to show them what we do and where we go as a club. With all of our resources and with car shows and tech sessions and racing events that we promote we need to further express the love and passion that we have for these cars so what better place to do it then there? If anyone is interested in participating at this year's event please contact me before the 1st of the year so I can get you more information or see the other article in the newsletter for info about World of Wheels.

One of the biggest events of the year is always the GS Nationals. By now everyone knows that the Nat's have been changed to May 14th - 18th. I am asking everyone that can make it to this year's event to help out and participate in judging the car show on Friday. Last year

everyone had a great time and the car show turned out a rather successful with the new point judging system rather than the old way of peer judging. This would probably take only an hour or so of your time and would help make the judging process go faster and smoother with more people helping out. This is a really good experience and what better way to see all of the cars then from underneath them?

There is some bad news regarding the show schedule for next year. Gorilla Day's had been cancelled, last year was our biggest but unfortunately also our last. Frank Jackowiak has always been such a great host. Unfortunately he is changing positions at his job and will no longer be able to put on Gorilla Day's. Well Frank, best of luck in your new position and thanks again for the past years and all those great shows! The good news is that I am trying really hard to get something together to replace Gorilla Day's and I will need everyone to help me with this one and make this upcoming show just as big and successful as its predecessor. As soon as I can get more info about this I will let you know so stay tuned.

Finally I would like to once again ask for any information on cruise locations or car shows that people know about and would like us to attend as a group next year. I am already working on setting up next year's cruise and show schedule and the more info the better. I would really like feedback on the schedule from last year. Were there too many or too little shows/cruises, the locations, the times, etc. Anything would really help me out in deciding these things for next season. I know that its really early to worry about next year but I would like to stress once again if anyone knows of any events in their area that they would like us to add to the schedule please let me know. The earlier the better because it's really hard to get the word out and organize something a week or two before an event is going to happen. So remember any information is helpful and the earlier you can get it to me the better.

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 *Keep Going Fast With Class!*

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 1st - 3rd. I have had many people ask me and express interest in this show and now is your chance to step forward to show off your cars. If you are interested please contact me before the 1st of the year. This is a commitment to the club as well as the show. Everyone has to remember that this is an indoor show and there is a reason for that, because it **Sn**ows and usually there is inclement weather in January & February in Chicago. So please if you decide to make the commitment, take this into consideration. World of Wheels does take some late entrees but you will not be allowed to park with the club. We only have 14 spaces available this year for our display so once again if you have interest please let me know. As a Club we try and get a full display so that we can show the many people what we do and who we are at the CCGSCA. We can only do this with the help from you the club member.

This show is a lot of work for us but is always a good time but I want to stress again that this is a commitment so please remember that we do count on you if you say that you are going to be there. So if you are interested please give me a call at (773) 776-4794 or email me at CGATCH@PORTER-ATH.COM and I will get back to you as soon as I can so we can discuss further information at that time. Space is limited so email or call today!

IT'S THAT TIME OF THE YEAR, AGAIN!

It's time for membership dues for most of you! Please look at your label. If it says "1/1/02" on it, that's when your membership expires. So please locate the renewal/new application form in this newsletter and take some time to fill it out. Please mail it with a \$20 check made out to "CCGSCA" to:

Shari Bonecutter
4010 Raymond Avenue
Brookfield, IL 60513

Thanks so much. We really appreciate your support!

Compression Corner

- Izzy Fullabull

Technical Tips from beyond "THE FAR SIDE"
"RACING ETIQUETTE"....

Since we Go Fast With Class, we need it, and should learn all about it. Here are some tips on the Do's and Don'ts of racing your Buick.

DO: Wash your car before race day. Show off that great GM paint job. (OK Grand National owners, quit laughing!)

DON'T: Apply a decal on your rear window showing a nasty boy wee weeing on a FORD insignia. Yes, many of us would like to do it, but it's just not classy.

DO: Provide your club director with a Zima or fragrant, expensive cigar, occasionally, as he works very hard in keeping our club up and running, with great events.

DON'T: Expose yourself while sitting in your car in the staging lanes on a hot, summer day, in an attempt to cool down. While it may be fun, your tube of sunscreen probably isn't handy.

DO: Remember (you guys) to show every courtesy to women racers, for they may kick your butt during a bracket race.

DON'T: Eat a poppy seed pastry or roll just before racing. If your tires hook up really well at the starting line, you'll look ridiculous as you smile when viewing your timeslip.

DO: Pick-up any parts that fall off your car while going down the 1/4 mile. Certain tall, bearded racers running against you are unforgiving about this, and see it as a distraction.

DON'T: Puff on a cigarette or cigar while pouring expensive race gas into your car in the pits. You may blow over the Finish Line sooner than you had planned. Besides that, more importantly, you're out the big money for the gas!

That's it for now, Buick racers. Coming next month, the top 5 reasons why it's much more satisfying to go fast in an '84 or '85 non-intercooled Turbo Regal, rather than an '86 or '87. Or, maybe a column on weight reduction, or the benefits of chrome. Who knows!

2001 Drag Race Series

The Chicagoland Chapter GSCA 2001 Drag Race Series consisted of three events, plus many more fun events that we participated in. The series consisted of two races at Byron and one at US 41.

The 6th Annual Samatha Rix Memorial Race on May 20th as always had beautiful cool weather for the Buicks to run at their peak. Tom and Carol Rix were on hand to help up celebrate the race, named after their daughter. First time racers Mary Ferrari, Debbie and Steve Jones had a blast with their hot air cars. We had 25 racers register and over 40 spectators for this great event.

Our fourth annual Midwest Challenge on September 15 & 16 was the best ever with great weather and a great group of folks who had a great time. Attendance was down a little, since this was the weekend after 9/11. Many of needed this diversion. Look for Bernie's article in this issue for the update.

For the Fresh Air Finale on October 28th we had great cool weather for the cars to run really fast. About 35 racers and 400 of our closest friends came out on this fine day. As always those who came out early got plenty of runs in. Since this was the first day of daylight savings the schedule was moved up early, so we were finished racing well before the sun went down. Ron Leake was in fine form in the announcer booth. Congratulations to Paul DuBois for winning Bracket 1, John Hixon for winning Bracket 2 and Jason Stasiak for winning Bracket 3.

The rest of the events members participated in included BOP days at Cordova, Great Lakes raceway and our road trips to the GS Nationals and Wisconsin International Raceway. In all this was a great summer for members who race.

Congratulations to all participants who contributed to a great series of races, and to the winners as well. Winners for the series by the number of points they gathered in the races are listed below. The awards will be given to the members in attendance at our Christmas Party.

Bracket 1 - 11.99 & Quicker

- 1st Place - Paul DuBois
- 2nd Place - Tom Rix
- 3rd Place - Keith Egan
- 4th Place - Mike Zaffino

Bracket 2 - 12.00 to 13.00

- 1st Place - John Hixon
- 2nd Place - Gary Ekstrom
- 3rd Place - Gary Pote
- 4th Place - John Soffiatti

Bracket 3 - 13.00 & Above

- 1st Place - Jason Stasiak
- 2nd Place - Ken Stasiak
- 3rd Place - Paul Brelic

GN/T-Type Calendars

I have made the first batch of 10 calendars and am in full production! I am very happy with them. SO far, the only glitch is that I made the pictures and calendar so much bigger then the printer did last year, the border runs in to the binding. Otherwise, we are good to go.

For those of you not following this, the calendars are for 2002, 12 months featuring Turbo Buick powered cars. Mostly Turbo Regals, 1 TTA in the bunch. They are 8.5x11 paper, landscape printed and bound using GBC bindings. When hanging, the calendar has a picture on the top, calendar on the bottom.

This is year, I did NOT include any dates on the calendar. Some people last year expressed concern over what types of holidays were on there, what types were not, etc. Rather then try to be PC and go nuts tracing every religion on the planet, I'll let you fill in the ones you would like.

This year the calendar pricing is as follows.

1st calendar - \$20 each additional calendar is \$18 each. This price includes shipping. I prefer paypal sent to todd@todddware.com If you prefer to send a money order, please send it to:

Todd Thorson
225 S Villa Ave
Elmhurst, IL 60126

Thanks again for all of your support, I really hope you enjoy them! -Todd J Thorson

Report on the 2001 Mid West Challenge

- Bernie Rekus

The fifth annual Midwest Challenge was a welcome relief from the tragedy our country is facing. Being less than 5 days afterward we were doing good to have about 75 to 80 racers and many more members on hand on

both days. Here are the car show and racing results with some stories to go with them.

The Indiana Chapter GSCA, our Co-Chapter for the event, did an excellent job of running the car show. Here is the results of this car show that bought out many excellent examples of Performance Buicks.

Gran Sport Class

- 1st place - Jon Slaboch, Red '67 GS400
- 2nd place - Harle Cordill, '65 Skylark

Turbo Regal

- 1st place - Linda Sue Bratcher, '87 GN
- 2nd place - Chris Gatch, '87 GN

General Buick Catagory

- 1st place - Lisa & Tim Duggan, '87 Somerset GN
- 2nd place - Tim Duggan, '84 Regal

Buick Power or 5 mods

- 1st place - Tom Jenkins, '72 GS
- 2nd place - Jason Stasiak, '81 Olds Cutlass w/Buick 350 power

Peoples Choice Award

- Linda Sue Bratcher, '87 GN

The racing was great as the track hooked up very well and the air was the perfect temperature for those great passes. The racing results follow:

Class	Super 8 for Turbo V6
Sponser	ANS Perf. & Engineering
Winner	Pete Barton
Runner-up	Walt Judy
Class	Super 8 for Buick V8
Sponser	Automotive Machine & Perf
Winner	Shane Dillinger, Beaver creek, Ohio
Runner-up	Dan White, Munster, Indiana
Class	B1 - 11:99 & quicker
Sponser	Casper's Electronics
Winner	Mike Zoffino
Runner-up	Brian Hendrikson

Class	B2 - 12:00 to 12:99
Sponser	Ron's Custom Auto
Winner	Art Reyes
Runner-up	Shawn Borga
Class	B3 - 13:00 to 16:00
Sponser	Charged Air Systems
Winner	Jason Stasiak
Runner-up	Brad McCumber

As always our special catagories adds to the competition by rewarding quick times. Here are the results of these.

Special Catagories

Fastest ET for V6

- Frank "Ski" Willzynski - Alaquippa, PA
- Time - 8.27

Fastest ET for V8

- Rod Hendrickson, Sugar Grove, Ill
- Time - 8.25 @ 167

Best Reaction Time

- Steve South, Piqua, Ohio
- Time - 0.500

Ski broke Saturday. He did a pretty good wheelie, and crushed his intercooler pipes, and did some other damage. It was great to see how the Buick community pitched in to try to get him going again. Terry Houston got him a 3" down pipe that Ski sawed-up, and I got him my intercooler hose, so Ski and his crew could do their "polish engineering". They got it going, but it would not build boost. Turns out it was a crack in his exhaust accumulator. When the boost got so high, it would open up. Kinda like having a governor :- (Paul Ferry pitched in as well and really helped. We solved the obvious problem and got him going, but the crack required welding. Ski was not there on Sunday to collect, but I talked with him and told him he won the Low ET.

For the lowest Reaction Time during eliminations we had two winners! I goofed :-) First Odell Cantrell, Pendkton, Indiana reported a 0.502, so I paid him early so he could get going. The Semis and finals had not been run yet. In the meantime you guessed it.....we had a perfect .500 in the Semis from Steve South, St Piqua, Ohio who

had a perfect 0.500 but still lost the round. We paid them both, \$100.



I wish to thank Mike and Cindy Devenport and the gang from the Indiana Chapter who did an excellent job handling the car show. Mark Holda and Paul Brelie who did an excellent job of Chairing the Racing. The gang from Chicagoland Chapter for running the information tent and Anna Gatch, Chris Gatch and Paul Ferry for helping out with the Cajin Cook. They all contributed to making this one of the best events ever.

The Sponsors for the event made the prize money possible. Please consider our sponsors as your need arise for goods and services these many fine folks have to offer. You will find these are the best in the business and offer consistant reliable goods and services.

Finally the participants are what makes us continue to work providing the regional event. It takes a lot of planning and coordination, but seeing the event come together makes it very rewarding.

Talk with you later. Bernie

When to use a stock style link belt type cam chain, or double roller chain

Right after replacing a timing chain set in a Turbo Regal in the course of chasing an oil leak, I came across the following caution written by John Spina in the GNT-Type mailing list:

*My engine gave up recently, and when I took it apart, it was a bit disturbing to see exactly what caused it. The no. 6 rod bearing seized due to oil starvation, snapped off, broke the cam in half, and left an oil pan full of ground up lifters, push rods, and piston pieces. What caused the oil starvation? I believe it all had to do with using a double-roller timing chain. The design of this chain causes a "cutting edge" on the outside of the chain which contacts the plastic tensioner, and the debris from the ground up tensioner wound up clogging the oil pickup screen (debris also opened the bypass valve in the pickup). I was at the track and it happened at the top of 3rd. gear, when the oil was needed most. My advice: **DONT USE** the double roller timing chain! Stick to the stock chain with steel cam sprocket, and you won't end up grinding the tensioner up.*



Black connecting rod and bearings pretty much tells it all!

- John Spina

A given for our cars that is that a "upgrade" to the double roller chain, is a must when the timing chain should be replaced. Unfortunately heavier is not always better. There are combinations that sometimes just do not work. Many say a double roller chain is needed with the

high volume oil pump, fast ramp and high lift cams or with heavier valve springs. A double roller chain some say does not need a tensioner, others say they stretch and need them. With all the conflicting data it was time to ask Wayne Gray at Cloyes a manufacturer of both styles roller chains for an opinion. Wayne quickly responded with the following excerpts taken from his e-mail messages.

Application rear wheel drive Buick 3.8 liter (231 CI) with a turbo charger. In 84/85 it is a VIN 9, in 86/87 it is a VIN 7. Please clarify the following

Q1. The Cloyes part No. C-3018 Timing Chain kit was sold to me by my jobber as a upgrade stock chain. Is this part a double roller timing chain?

A1. The double roller timing chain set for your engine is our Cloyes part # 9-3134, it is manufactured tight enough so you do not use the tensioner/damper with it. When using a stock style set as the C-3018 they are made loose enough to necessitate the damper/tensioner.

Q2. Should a tensioner be used with a double roller timing chain set ?

A2. At Cloyes we match our double roller sets 9-3132 for the small cam nose, and 9-3134 (for the big cam nose with two bolts), to be plus or minus .0015 of the true line c.d. of the 3.0 and 3.8 engines. Therefore we do not advise use of dampers with double roller timing sets any more. Even on the Original Equipment silent link belt style chains, if the end of the butt of the links flexes outward it will also put material from the damper down in the oil pan.

Q3. What is the difference between a "tensioner" and a "damper" ?

A3. Some times there is nothing! Tensioners are either oil fed or spring loaded (either a flat spring or a coil spring) or else it my pivot on a bolt. Dampers don't usually move any they just set there. However there are exceptions to the rule. On your 3.8 liter engine Cloyes tensioners 9-5158, 9-5175, or 9-5295 serves both purposes. All tensioners named above are stock GM parts we supplied to GM at one time or another. However you should use the newer tensioner style, 9-5175 instead of 9-5158!

From my experience the stock cam chain is not the problem in our engines with flat tappet cams, stock valve springs and even a high volume oil pump. The nylon coated aluminum upper sprocket is the weak link and must be replaced with a steel sprocket, when changing the set. My reasoning is that the chains are stretched

after 70,000 to 100,000 miles under relatively sever use. When racing these engines they are rebuilt well before the stock cam chain will ever wear. This is not to say if very heavy valve springs, or fast ramp high lift cams require a heavier cam chain, but for the majority of us the stock set up should work out just fine.

Xmas Party Report

Our sixth annual Christmas Party for 2002 at the Corner Clubhouse Bar and Grill was our best ever. We had 70 members participate in the best of bench racing while enjoying the buffet dinner and beverages, watch the a tape of the GS Nationals while eating, partake in the raffle and hang around for the karaoke afterwards. The winner of the neon sign raffle was Steve Pitts who chose the Turbo Regal version of the sign. Shari had a ton of stuff to raffle including; GN and a GS clocks, four 1:18 scale models of Turbo Regals and Gran Sports, a couple of the GN T-Type list compiled GS Nationals Tapes, club T-shirts and sweatshirts, and of course GS and GN key fobs. We are sure winners were surprised at the quality of gifts we had available this year.

We were proud to hand out the trophies for the racing series for those in attendance. While our attendance was down slightly for many of our races the number of our members who participated in most of the races is on the increase. The winners in each of the brackets truly tough racers to beat. The racing series winners are listed elsewhere in this issue of Fast Times. Our racing schedule for 2001 will be announced in our next issue. It was great hearing the number of folks getting their cars ready for the 2002 racing series. Most of these are preparing for Bracket 1 which will make it the biggest class. Next season should be the best ever, plus more exciting to watch for our spectators.

CLUB STUFF FOR SALE

- 2000 License Plates - \$5.00
- 2001 License Plates - \$10.00
- 2001 MWC teeshirts - \$10.00
- 2001 Nats baseball hats - \$12.00
- Chicagoland Chapter window stickers - \$2.00

Please email Loyd or Shari at loydb@enteract.com or call at 708-485-8477.

Classified's

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

• **FOR SALE:** 1986 Buick T-Type, white with charcoal buckets, all options except T-Tops. 20,540 one owner miles. Winner of 1988 GSCA Nationals Turbo Race Class and top 4 finisher in 1989 & 1990. 4-Time winner of GSCA Nationals Show Class. Many other national race and show wins. One of first Turbo Regals in the 11's, the first over 120 mph with stock cam, intercooler, injectors and exhaust. Dynoed at 475 HP and 540 TQ at 16# boost on Duttweiler dyno in 1990 and in storage since. Totally rust free, uncut car with almost flawless original paint and perfect interior. All original parts and many upgrades and NOS spares. Own a piece of Buick performance history. Serious inquiries only. \$21,900 815-675-3188 weekends or email at rixracing@aol.com. Tom

• **FOR SALE:** Morrison rear upper suspension for 68-72 GS, relocators with adjustable control arms with heim joints \$200; Stock boxed upper control arms \$60; 1.5 inch rear sway bar \$125; Early style TA rear cover for 12 bolt \$100; 3.73 gears for 12 bolt \$75; Buick Turbo 400/ 12 bolt drive-shaft with heavy duty u-joints \$125; TA 8 quart oil pan with pickup for 455 \$250; Stock 455 oil pan \$75; K-B 455 Black aluminum valve covers with aluminum breathers \$100; Turbo 400 aluminum deep trans pan with pickup \$100; Malory 140 electric fuel pump and regulator \$125; Stage 1 mechanical fuel pump new \$25; Stock 455 flexplate excellent \$50; Koni drag shocks, fresh factory rebuild \$200 for 4; MSD 8980 Timing (retard) Computer \$60; Call 815-675-3188 weekends or email rixracing@aol.com. Tom

• **CAR STORAGE:** Paul Loren @ 773-631-0289 has spaces in a newly built secure 48 ft. by 81 ft. pole barn near Manhattan, IL. His pricing is \$35/month for a mid size car and \$40/month for a full size car. He asks for a minimum six (6) month committment. While he is on the premises most weekends he prefers folks who intend to keep there cars there for most of the winter without taking it in and out. He asks the fuel to be at a minimum and there is not maintenance of the cars on the premises.

• **FOR SALE:** 1962 Buick Special. The car is located in Addison, IL. Prospective buyers can call me at 630-852-9936. Dianna Gugliuzza.

• **FOR SALE:** 1985 T-Type grey bucket seats \$125; New high volume oil pump \$25; Ignition coil \$50; New Accel 8.8 plug wires \$80; Ignition module \$400; Complete power master brake unit - condition unknown \$150; 2 GNX style rims 16x8 fronts \$150; 4 GNX center cap decals \$25; For GS, Holley electric fuel pump - race with regulator, new in box \$80. Bruce Davis 847-895-4611 Schaumburg

• **FOR SALE:** 1985 Buick Grand National. Less than 60,000 miles, original paint, stored in winter, new tires, (Michelin XGT V4), 86-87 front spoiler, tinted parking light covers, and tinted taillight covers. High performance modifications:

145 mph speedometer, pillar gauge (2 1/16" VDO 30 lb. boost gauge), twin console gauge (2 1/16" VDO oil pressure gauge, 2 1/16" water temp. gauge), cowl test-tune fuel gauge, 231 cubic in. ATK high performance engine block, Poston high performance 93 octane computer chip, adjustable waste gate actuator, adjustable fuel pressure regulator, fuel pump wiring upgrade, K&N 9" cone air filter, K&N breather oil fill tube w/block off cap, Poston ram air kit, turbo custom-cut 8mm high performance mag plug wires, 86-87 coil ignition, 86-87 coil pack, front frame braces, front connecting brace, rear brace kit, custom stainless steel turbo inlet pipe, custom 2 1/2" down pipe, custom 2 1/2" dual "cat-back" exhaust w/ 2 dual chambered Flowmaster mufflers, booster/master cylinder conversion kit. Price: \$10,000. For more information call Jeremy Race (708) 870 - 1011 anytime or email at turbojitsu110@ameritech.net

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