



### Black Beauty

It was the summer of 95' when I purchased my GN. I had purchased a GN license plate earlier that year at the World of Wheel and told my dad that I would have one of these cars some day but little did I know it would only be about 4 months later! In May I went to look at some Grand National's. I wasn't intending on buying one that day but the stars must have been aligned right because I drove home a happy camper. Let me tell you that I couldn't get the smile off my face for weeks.

I have always been a muscle car fan but when I bought mine I wanted to be different and not like every one else that I knew at the time. All of my friends I knew either owned Mustang's or Camaro's and that just wasn't my forte. I had always wanted an 83' Hurst Olds but couldn't find one so I had read up and did a lot of homework on (believe it or not) the 2nd car of my choice an 87' GN. This was the car of cars...Black, mean looking and oh yea FAST! Well I know that this was the real car for me and I have never looked back since I bought it. My wife

(girlfriend at that time) wasn't too happy with my purchase but she has come to love the car almost more then me now!

Over the years I have turned Black Beauty (nicknamed by my grandfather) into the car that everyone knows it as today. I have kept the mechanical portion of the car mostly stock. I have 68k on the clock and still have the original turbo, injectors, intercooler and wastegate. I have upgraded the trans, downpipe and have added what most turbo car owners do when they get their car, add a K&N filter, boost & knock alert gauges and boost controller. Oh yea I almost forgot that I added a little chrome to the motor! Fellow club members have given me the nickname Mr. Chrome II. This name comes from being in the shadows of another fine club member who I always compete against at many of the shows. Wayne Bachar is known as Mr. Chrome so I fit in as his protégé of chrome and therefore #2.

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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.

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Please check the chapter web site for the latest information.

## 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 with check made out to **CCGSCA** with membership form to:

Shari Bonecutter – Membership Chairman  
4010 Raymond Avenue  
Brookfield, IL 60513-1846

## Member's Change of Address

Chicagoland members who move are requested to notify our membership chairman before the next newsletter mailing. We would not want you to miss a single edition of your newsletter. Please notify us of e-mail address changes as soon as you change providers.

## Upcoming Events

**December 7** - CCGSCA Christmas Party  
VFW – Brookfield, IL

**January 12** – Meeting and Technical Session  
HubCaps Diner - Schiller Park, IL

**February 9** - Meeting and Technical Session

**March 9** - Meeting and Technical Session  
ANS – Melrose Park, IL

## World of Wheels

CCGSCA will not be doing World of Wheels as a club this winter. This is a great event to promote the club and show off some of our wonderful cars, but the declining participation has put a damper on this event. I understand that the weather plays a big part in a lot of the people's choice of attendance but this show needs commitment regardless of the weather and we just haven't had that in the past few years. We have gone from 14 cars four years ago to 5 last year.

There is a lot of work involved in this show on both sides and I think that it is in the clubs best interest to take a year off. I would like to thank everyone that has attended in the past and hopefully in 2004 we can come back bigger and stronger. I do not want to discourage anyone from not bringing their cars to this show but the club needs a year off so that maybe some more people will realize what they are missing. If anyone has any comments please contact me and we can talk further about the 2003 or 2004 shows. I can still help anyone with info or entry sheets if interested. Give me a call at (773) 776-4794 or email me at cgatch@porter-ath.com and I will get back to you so we can discuss further information at that time.

**Black Beauty** Continued:

I don't race the car as much as I would like but I have had it in the mid 13-second range and would like to get it down further. I do more car shows and cruises throughout the summer then races but out of all the shows that I do I am very proud of my awards from the GS Nationals and BCA shows that I have attended. Winning awards at shows is never easy but winning against cars that are the same as yours is even harder. I hopefully would like to race the car some more in 2003 but I'm always in fear of that bad B word!

The best thing about owning a Buick are the people that you meet and the friends that you make.

I have been a member of the chapter for about 6 years now and this group is the best thing that could have happened to a Buick enthusiast. Everyone is so friendly and always willing to talk shop, lend a hand with repairs, tow your car or whatever it takes to get you going again. This is one class A group of people. Being the cruise director for the past 4 years I have had the opportunity to meet many new friends. Its always fun to go out to different spots and talk about the cars and the club and have fun with the cars. The Grand Nationals always stand out

in a crowd and always have people's attentions and that is one of the main reasons why I get to meet and talk to so many interesting people.

I hope to keep adding to my car in years to come and keep the Buick muscle car tradition alive! Owning cars of this magnitude is a labor of love and that is what I have for them!

**Director's Garage**

With the early snow and resumption of the salt dumping ritual by IDOT and local communities, the cars of summer are officially put away. Two thousand and two provided a great car season with many opportunities for our members to bring out their performance Buick. We even had a few dry events. Participation in events organized by our volunteers is the reward most of them work for.

It is time to refresh our crew of volunteers. For the long-term health of our chapter new officers are vital. We need a fresh outlook and enthusiasm. I have asked Chris Gatch and Paul Brelie to be our nominating committee. The following positions are open for elections: Director, Co-Director, Treasurer, Secretary, and News letter Publisher.

Seems a trend continues with more participation in car shows and less in drag racing and cruises. As a club arranging activities we need input from our members. For those of you who have access to the Internet we need to hear from you. Please announce your preferences on our chapter's message board.

We have concluded that with local villages and eating establishments having so many cruise nights, there is little need for members to travel far for this entertainment. Maybe through the message board, members may be able to announce to local Buick enthusiasts, their favorite spots. We will continue to list the Buick or Muscle Car specific events on our schedule.

Paul DuBois has stepped up to the plate to be race Chairman for 2003. He made us promise he would not be drafted for 2004, as he will Chair each event except for the Midwest Buick Challenge. He has some excellent ideas so the events should run smoother. We want our members to let us know what it takes for your involvement. Why is attendance slipping at these events?

Our Dyno Days have proven to be popular. We had two in 2002 and are planning a couple in 2003. This is the next best thing to racing you can have, yet be right there with the car while it is put through the paces. The feedback from the session is very helpful when tuning your car. Would highly recommend this.

Have a great holiday season.

**CCGSCA Ads** may be submitted by E-mail to [loydb@enteract.com](mailto:loydb@enteract.com) or mailed to 4010 Raymond Ave. in Brookfield, IL 60513. Ads are not taken verbally, to prevent misunderstandings. We offer ads free to members. Non-members advertising Buicks or Buick parts useful to our members may advertise free as well.

FOR SALE; Buick 455 ci out of a 71 full size car. TH-400 transmission available with engine complete was running in car before car was junked asking \$450 or best offer. 847-732-8013

FOR SALE; 68-9 GS trunk lid with GS trim and badges rust free solid.

68-9 Skylark trunk lid rust free solid

68-9 GS-Skylark doors rust free solid

68-9 Skylark front hood very clean and straight

70-72 GS-Skylark doors rust free solid

70-72 Skylark hood very clean very straight

70-72 front core support patched on battery side but is straight and very usable \$200

70-72 trunk lid very clean, straight \$80

Call 1-847-732-8013 for info and parts needs

FOR SALE: 1980 Buick Lesaber, red with black vinyl quarter roof. Rebuilt 350 c.i. engine and suspension just new everything no disappointments \$3500 or best offer Call 847-635-8853 DesPlaines

FOR SALE; 1986 Buick Grand National 68k factory moon roof, concert sound and full power. 2nd owner very stock original car very clean car. Call John 847-812-6856

FOR SALE: 87 Buick Grand National Featuring: New paint, door gaskets, moldings, bumper pads,

nameplates, tires, brakes, heads reworked and short block checked out in 2001. Stage 1 chip, K&N filter, and some chrome on engine. Runs great looks beautiful 111,000 miles. Asking \$10,000 . . Call Dana Cox or Steve Udell at 847-931-4300 from 8AM until 5PM CST.

For Sale 1987 Buick Grand National Immaculate - non-smoker/adult owned; seats always covered with 33,000 original miles / stored every winter / boxes of GN publications. Still own original tires, original floor mats / all stock parts / all records kept. Fast Car! K&N Filter and ANS Chip only modifications. New tires, alternator, brakes, fuel filter, battery, power antenna, O2 sensor, turbo and radiator hoses, plug wires, AC repaired with R12 Six-disc changer/amp in trunk; Cerwin Vega speakers run through original stock radio-professionally installed. Asking \$18,000 call 630-302-5870

FOR SALE: 1985 Rivera - Restored 8 years ago, and at this time must sell. am asking \$6,000. . CHRIS at 708-288-0234 or <mailto:bdyman@attbi.com>

**AWE, DO I HAVE TO???**

This past October, I was asked to participate in our Village's October Fest Celebration. They asked if I would put my car in the parade. Always ready for the chance to show off a Buick, I said "yes" right away. Then they asked if people could ride with me. "Sure", I told them.

Little did I know that the passengers would be four of the Chicago Bull's Luv-a-Bulls!

Just think – a Buick, four beautiful girls and a sunny day! What more could a guy ask for!

Life is truly good.



Bob Nunes, 69 Buick GS Convertible

For those of you who did not make it to PT&E for the November technical session you missed out on a treat. Harry introduced his growing crew, so we know who we are talking to when calling for help or those parts. Most importantly new products were announced. One was a new roller cam that installs without modifying the block. The other is a great new line of GT Turbos by Garrett that will kick up the performance a notch. Be sure to call Harry or his crew about these products and how they will be of benefit to you.

## HOTEL ROOMS FOR THE NATS

The 2003 dates for the GSCA Nationals in Bowling Green, KY are **May 13-17, 2003**. I've reserved some rooms for the Chicagoland group at the University Plaza and the Courtyard again.

The University Plaza is NOT the Host Hotel this year, so it may be a little less crowded. However, I cannot get a group of rooms without a rooming list – in other words, I need your name, the number of rooms you'll be needing, and your arrival and departure dates. And I need this ASAP! Either call at 708-485-8477 and leave a message, or email me at [loydb@enteract.com](mailto:loydb@enteract.com). Like in the next week or so – I cannot reserve any after 12/31.

The prices for the University Plaza Holliday Inn are \$88 for a single or double, \$120 for a basic suite.

The Courtyard by Marriott (across the street) is booked under the name "**Chicagoland GSCA**" – be very careful about the name, or you may not get a room. You can call there at 270-783-8569 and get either a single or double room for \$89. We have 20 of each on hold.

I know I'm looking forward to next year's Nationals – I hope to see a lot of you there.

Cruise News

-Chris Gatch

Hello everyone!

Well the end of another year is upon us. This was a fun and exciting year that was jammed packed with events and cruises. I just want to thank everyone that attended one or more of our cruise nights or car shows. It takes a lot of work to organize some of these events and we had pretty good club participation at a lot of these. I am looking forward to even more participation in the years to come.

This was a bad year weather wise for some of our events. The GS Nat's car show was a wash literally, Gorilla Day was a huge success until Mother Nature decided to cool everyone down with some major thunderstorms and our cruises at Thunder Bowl & Super Bowl were cookouts with us as the main courses! Even the last show at Marquardt was great until it started to pour during the trophy presentation! No one said that these events would go easy, we appreciate those that braved the elements to attend!

Here is a rundown of a few shows. The mid-summer show at Loren Buick in Glenview was well attended this year. There were about 15 club members that attended this event with awards won by Bob "Mr. Red" Hill with his 86' GN, Marilyn Bachar with her 84' Rare-T, Rick Pastorelli with his 87 Regal Limited and Dan Albrecht with his 72 Skylark GS.

Another event was the BCA Regional Meet at the Clock Tower in Rockford. This was a rather large turnout of all types of years and models of Buick's from the Midwest. Four of five of our Turbo Regal's brought back awards with three gold awards. Congratulations to Steve and Debbie Jones,

Wayne and Marilyn Bachar, Chris and Anna Gatch and Mary Ferrari for their fine awards.

September brought about a few shows as well. The Midwest Challenge was well attended once again and both Shari Bonecutter and I took home awards in our respective classes. Up next was the Ettelson BOC show in Hodgkin's. This was the first time that this show was held, and the hosts were most gracious. We had a large overhang that we parked our cars under and enjoyed the day. Rich "Icee" Fitzmaurice took home a trophy for his beautiful Gold GSX.

The final show of the year was Marquardt. This was another well-attended show and considering how it was last year this day was beautiful! The three club members that won awards that day were Paul Vilser, Rob Bedrio, and I. We had about 14 club members there to support the show. Thanks to all for coming and congratulations to anyone that I might have forgot.

With the end of the year coming that means only one thing...planning next year's schedule. I am already planning on continuing the same events next year and others are in the works. I would like some input from our club members to what they would like us to do as a club next year. If anyone has any shows that they know of and would like to get them on the clubs activities calendar please let me know well ahead of time so that we can work it in.

Well I think that everyone is probably already working on their cars for next year because it's right around the corner and before you know it we will be racing and cruzin all over again! Well I would like to wish everyone a safe and happy holiday season and hope to see everyone again next year Going Fast With Class!

## RENEWAL TIME IS HERE!

Yes, it's that time of year again, when a good percentage of the members need to renew. The dues are still \$20, and I'd really, really like for you to fill out the application. Please! Phone numbers and emails addresses change, and it's the best way to notify me. If the date shown on your mailing label is 1/1/03, that means it is time to mail your application with a check made out to CCGSCA for \$20 to Membership Chairman, 4010 Raymond Avenue, Brookfield, IL 60513. Thanks for your continued support!

## Membership Notes

Shari Bonecutter

Hey, everyone! I don't know about you, but we've been pretty busy these last three months! We've finally wound down, had our last race, and the last show was the weekend before that. Now I get to try to remember some of the stuff we've all done, and whom was there!

I think it starts with the Midwest Challenge – what a fun weekend we had! Loyd and I heard that the Friday Night Chaos was awesome. Lots of fast Buicks were reported to go smoking down the track. Saturday was the day that the weather was supposed to change, and we managed to get in the racing before the rain. I want to thank the Indiana chapter for running the car show again. We didn't have a huge turnout for the show, but it was respectable. I know that there are three guys from Chicago that came down just for the show, and ended up contributing to the local police retirement fund. Amazing that one cop can pull over three Grand Nationals at once! I also heard that he did such a good job of it that there was a speed trap set up for Sunday! I want to thank the vendors that showed up, too – Joe Harrington, Paul Ferry and Al from HrpartsNstuff, Jack Cotton and the guys from AMP. We had our usual group of helpers at the tent both days – Barb, Mary, and Loyd. Carol Nunes helped pass the time both days, too. We co-existed side by side with the Indiana chapter – no water fights! We must be mellowing out in our old age or something. However, the corn fairy did hit the Devenport's truck Saturday night, and left the truck bed full of corn and stalks. Maybe two corn fairies. They took it with good grace, though.

The racing was great! We owe Mark Holda a big thank you for being race chairman, and helping keep things straight in the tower. Couldn't do it without you, Mark!

We had a few more shows with the BCA in September and October. As always, these were great shows. Chris will have the results in his article. If you like shows, please feel free to participate in the BCA shows. Usually someone

from our club ends up with a trophy. These shows are a great way to spend a day.

We had another Dyno Day in October, too. This was really fun! To me, it's the closest event you can have to actually racing. We had 24 owners show up to try their cars out. Steve Pitts was the King of the Hill, this time, with 500+ horsepower. I know that we'll have at least 2 more next year, probably one in April and one in October. We might even have second one in April, as a challenge to some other clubs. Scott Jakubowski gets a great big thank you for arranging this for us, along with signing people up and assigning times for all. And Al from ATR gets a thank you also, for letting us come and play.

We had two races in October – the Fresh Air Finale and another one just for fun. Gary Pote volunteered to be the chairman for the Fresh Air event, and did a great job! I want to thank all that came out for both events. The folks at Byron were great to us, too. The day that we showed up just for fun, they ended up giving us 3 lanes to ourselves.

November was our traditional meeting at Precision Turbo in Hebron, IN. This tech session always has a good turnout for us, and this year it was no exception. Harry hosted about 60 people at his facility, with the Indiana Chapter and our club providing lunch. Patrick, Rod, Dan, Daisy and Deb really put out the welcome mat for us. There was even an announcement about some new items that I'm sure Loyd will cover. I want to thank Barb, Marilyn and Mary for their usual assistance, along with Cindy, Linda Sue and Liz.

Member news. Well, this one came as a surprise – Paul Vilser is a grandfather! His daughter and son-in-law welcomed a grandson named Charlie, born on October 31. Paul's already counting on his grandson learning to drive the GSX in 16 years!

Congrats to Fred and Laura Butalla on their August nuptials. She's been spotted driving the Riviera on occasion. It's fun to have "his and hers", isn't it Laura?

Welcome back to the following members: David Catalano, Chicago, IL; Tom Jenkins, Champaign, IL;

Joe Lubrant, Griffith, IN; Roy Mattox, Attica, IN. Welcome to the following new folks: Anthony Occhipinti, Lyon, IL; Jon Rucker, Chicago, IL; Rob Ross, Dearborn, MI; Mike Lorenzo, Carol Stream, IL; Bob Ward, Lake in the Hills, IL; Roxanne Weinberg, Park Ridge, IL; Ted Baker, Matteson, IL. I hope you all enjoy our club!

We've been holding Board meetings, trying to decide what to do for next year. Stay tuned for some of our more popular events, along with some new ones. I hope that the Holiday Party will be fun, since we have a bunch of neat raffle prizes. This is also a competition for food trophies, so bring your best dish! Don't forget to RSVP! The March

meeting at ANS with the chili cook-off should be good, too. I'm going to call about some rooms again at the Nats, again at the Holiday Inn Plaza and the Courtyard. There is a rumor about more racing next year, probably one more race added for the points standing, making a total of 4. And probably a couple more just for fun. We might have some social nights in the summer, at a restaurant or a bowling alley. We would like your input, though. Please take some time to email or talk to us, o.k.? Suggestions are always welcome!

In closing, I hope that you've all had a great year with the club. And will continue to hang in there with us next year. Happy Holidays!

I keep hearing that cylinder head work is key to performance gains. Just a little bit of work on stock cylinder heads creates great benefits. Therefore I am proud to present the following:

### **Charlie Evans' Buick head porting tips**

Many thanks to Jeff "Yardley" Holthenrichs for saving this vital piece of information.

1. Bowl Blend. Blend the bottom of your machined throat cut with the cast part of your bowl. Gently enlarge your bowl down deep in the bowl around the valve guide area.

2. Valve Guides. Grind on them and reduce their size quite a bit. They are sitting smack in the middle of one of the most critical areas of the port. On the intakes they don't hurt you too much because the direction of the flow is with the gentle, natural shape of the guide boss. On the exhaust they hurt you because the first thing the air sees is that abrupt flat-machined surface at the top of the guide boss. Reduce it but don't completely remove it.

3. Short Side Radius. Lay it back, lay it back, lay it back!! With your fingertip you should be able to gently slide it from the seat all the way around to the crest of the floor and feel no sharp edges or abrupt changes. This should be a smooth natural roll or turn.

4. Crest of the Floor. At the apex, or crest, you may want to reduce it some. Generally, grinding a little off the top here greatly increases your cross-sectional area, probably at the most critical point of the "window".

5. On the intakes, you'll want to grind on the head bolt boss some to thin it and again increase your cross-sectional area.

6. Also on the intakes, you'll want to grind on the push-rod side quite a bit and roll that short side WALL around and down gently to the seat. This is where your air flow velocity is the greatest.

7. Steps 5 and 6 are usually roughed in using a Bridgeport in an engine shop, then finished by hand.

8. On the exhaust, don't even touch that ugly reverse pocket in the bowl. I'm talking about that area where the heat riser passages are on the two center ports. Every time you fill them in with clay on the flow bench, the flow picks up. So don't grind in there and make it worse.

9. As much as I would like for it to be a pure science, there is still an element of "Black Magic" to the feel for porting. It is somewhat of an "ART".

10. I will tell you that Newton's Laws of Motion certainly apply, especially the Law of Inertia with regards to wet flow. Also, Bernoulli's Principle (Daniel 1700 – 1782) APPLIES. Study them.

11. If you decide to port your own heads, it would still be good to send them to a shop that has the capability to flow a Buick head accurately (not all do), when you get done and have them checked and flowed.

12. Porting takes time. Lots of it. \$800 ought to give you a lot of head porting time and a good flowing set of heads.

Written and submitted by:  
Charlie Evans, GSCA Member  
Automotive Machine & Performance  
6235 Highway 54; Philpot, KY 42366

Now for a bit of humor from turbobuick.com. How much this is exaggerated is up to you.

Q: How many list/board members does it take to change a spark plug?

A: 1,445:

- 1 to change the spark plug and to post that the spark plug has been changed.  
 14 to share similar experiences of changing spark plugs and how the spark plug could have been changed differently.  
 7 to caution about the dangers of changing spark plugs.  
 27 to point out spelling/grammar errors in posts about changing spark plugs.  
 53 to flame the spell checkers.  
 41 to correct spelling/grammar flames.  
 6 to argue over whether it's "sparkplug" or "spark plug" and another 6 to condemn those 6 as anal-retentive.  
 156 to write to the administrator about the spark plug discussion and its inappropriateness.  
 109 to post that the list/forum is not about spark plugs and to please take the discussion to sparkplug.flarnelist-1/personal mail.  
 203 to demand cross posting about changing spark plugs be stopped / it is good debate for the board.  
 111 to defend the posting saying that we all use spark plugs and therefore the posts \*are\* relevant.  
 306 to debate which method of changing spark plugs is superior, where to buy the best spark plugs, what brand of spark plugs work best for this technique and what brands are faulty.  
 41 to point out that not all of us use spark plugs, representing diesel owners.  
 58 to question why diesel owners are on a non-diesel list/forum. 3 to comment about conversions to electric.  
 27 to post URLs where one can see examples of different spark plugs.  
 14 to post that the UPLs were posted incorrectly and to post the corrected UP,LS.  
 3 to post about links they found from the URLs that are relevant to the list/board which therefore makes spark plugs relevant to the list/board.  
 33 to link all posts to date, then quote them including all headers and footers and then add lime too"  
 12 to post that they are unsubscribing because they cannot handle the spark plug controversy.  
 19 to quote the "me too's" to say "me three".  
 4 to suggest that posters request the spark plug FAQ.  
 44 to ask what is "FAQ".  
 4 to say "didn't we go through this already a short time ago dealing with oil filters?".  
 143 to ask "what's an oil filter?".

Things noted from the boards:

Auto Body Specialties now offers '67 GS or Skylark lower door skins they measure 55" long and 10" height, they cost like 29.95 each they also offer quarters their websight is [www.autobodyspecialt.com](http://www.autobodyspecialt.com)

Mark Hueffman email: [mhueffman@snet.net](mailto:mhueffman@snet.net) is now offering a one piece polished aluminum Turbo Regal Door Trim Bars that eliminates the pull strap completely. For the lowdown on these: <http://www.buickgn.com/doortrimbars.htm>.

If your using a remote oil filter and it uses the conventional SBC filter then a CarQuest 85794 or WIX 51794 will give you an additional .3 qt of oil

capacity. The Baldwin B279 crosses over to an AC PF35 or a WIX 4951

A good substitute external regulator for your GS or Skylark is the Wells VR715. Internals are electronic, not stock points actuated. These are available at Autozone for a very reasonable cost.

Don't let Wayne B. know that we have let out his secret, but for great hot air intake porting check out [www.iwinengineering.com](http://www.iwinengineering.com) or call 616-901-2182.

Race Jace announced a package price for the Precision plenum and a Precision Power plate is \$169. Jason Cramer - Werks CNC @ 801-973-4332 or [WWW.RJCRacing.com](http://WWW.RJCRacing.com).