



Lady Chrome

Juan Rodriguez like many of us is a car kind of guy. At the age of 14 he was hooked and was doing all he could to learn about cars. The objects of his affection in his early years were Chevrolets including Camaros and Corvettes. When the 1987 Grand National came out he was hooked, but responsibilities of family life prevented him from rushing out and buying a new one.

Finally six years ago his desire to have a GN and the price of admittance converged. He had to part with a 1976 Corvette, but got a GN that was basically bone stock. Over the years he has modified his GN to his liking. Then he joined Chicagoland Chapter and discovered T-Types. This brought a whole new

dimension to the possibilities, and brought his wife Venus into the car scene.

Juan wanted to keep the Darth Vader look of his car, and Venus wanted the colorful T-Type so the hunt for the perfect second car began. The search was on for a few months when in January a Rosewood Limited T appeared on E-bay. This was the perfect car, but the reserve was very high and the bidding never reached that level. Oh, well, the search continued.

Later that spring Juan was searching through TurboBuick.com and a reference to this car on E-bay appeared with no reserve. The owner had the

Continued on page 3

Chapter Officers & Workers

Director - Loyd Bonecutter	708-485-8477
loydb@enteract.com	
Co-Director / GS - Steve Russo	708-873-0468
STEVEGS1@aol.com	
Co-Director / Turbo Regals - Mark Holda	708-442-5580
Sixon66@yahoo.com	
Activities - Paul Brelie	708-452-8225
estimate@clcats.com	
Activities - Paul Dubois	815-758-6591
Tweeked6@aol.com	
Treasurer - Steve Jones	815-636-9215
jonespsj@aol.com	
Secretary - Barb Pedrak	708-442-5580
bpedrak@mediaone.net	
Membership - Shari Bonecutter	708-485-8477
loydb@enteract.com	
Club Graphic Artist - Paul Vilser	847-991-5556
pvilser@vc.fortdearborn.com	
Publisher - Don Easton	815-302-3240
dhe@xnet.com	
Contributing Editor- Devin Tornow	309-693-7506
djtornow@bwsys.net	
Commercial Advertising - Loyd Bonecutter	
loydb@enteract.com	
Photographer - Frank Jackowiak	630-655-0598
frank@itpphoto.com	
Midwest Challenge Chairman - Bernie Rekus	660-668-4480
rekus@earthlink.net	
Forth of July Show - Frank Jackowiak	630-655-0598
frank@itpphoto.com	
Cruise Chairperson - Chris Gatch	773-776-4794
cgatch@porter-ath.com	
Board Member - John Gribble	847-455-7931

Chapter Web Page

<http://www.chicagolandbuick.org>

Webkeeper - Loyd Bonecutter	708-485-4851
Co-Webkeeper - Don Easton	815-302-3240

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

June 8	- Junque Yard Tour – see flier included in newsletter
June 12	- BOP Night at Elmhurst's Cool Cars under the Stars
June 16	- Father's Day Car Show at Boone Co. Fairgrounds - Belvidere, IL or - Inaugural Village of Lyons Car Show - Ogden at Joliet Road
June 20	Buick/GS/GN night at Lemont Legends Rally Cruises - Main Street between Lemont St. & Stephen St.
June 22	- Woody and BCA's "All Buick Summer Kick-Off"
June 23	- BOP Drags at Union Grove Dragway
June 27	- Crystal Lake / Rally Cruises - muscle car night
June 30	- Rain date for Samatha Rix Memorial Race
July 4	- Woodfield Police and CCGSCA's annual 4th of July Car Show starts at noon
July 7	- Super Bowl Cruise; 1370 W. North Avenue Winston Shopping Plaza / Melrose Park – starts at noon.
July 10	- Mundelein's Park on Park cruise night
July 21	- 1st Annual Thunder Bowl Cruise in Mokena – See flier
July 25	- Crystal Lake Cruise / Rally Cruises – Oldsmobile & Buick night
August 10	- Loren Buick & BCA's all Buick cars show in Glenview, IL
August 14	- Mundelein's Park on Park cruise night
August 18	- Kane County Gear Head's South Elgin River Fest Car Show
August 31	- Mickey's Gyros Cruise in Bridgeview, IL

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.

misfortune of losing his job and needed cash. Juan followed the bidding, getting more excited as the bidding stalled at a price he could afford. At 10 minutes to go his bid was still high when suddenly it jumped. Juan countered with a bid with five seconds left, that took a little soul searching, but as the last payment on their driver had just been made, it was time to go for it.

Ten minutes later he got the news that his bid had won. Now to get the car from Virginia. He decided to rent a car to get there and drive the Turbo Regal Limited back. His first impressions of the car as his jaw dropped to the ground were "wow, did I really buy this car for that amount". A car collector in Kentucky had made a project of this excellent Limited Turbo Regal. Almost everything under the hood and under the car that can be removed was chrome plated with a high quality finish. The car has low mileage and has been well cared for.



You could only imagine the fun of the 12 hours drive back with the car running flawlessly. Juan had only to run routine maintenance and a spring cleaning when he got the car home. Now Venus can join Juan in a excellent example of Buick excellence of her own.

COMPRESSION CORNER

Due to an error this article was omitted from the spring issue. The editor received at least 30 whips for this mistake and was made to vow to never make this mistake again.

Technical Tips from beyond "THE FAR SIDE"

By Izzy Fullabull

Two tenths of a second....it doesn't sound like much. But it can make the difference between whether you're a man or a wuss. Here's how: say that you've tried all the tricks you can think of, and the best your car runs in the 1/4 mile is a 13.15. Well, that measly 2/10'ths will get you that 12 second car that you've dreamed about. Using the tips below will gain you those Two Tenths. Remember, it's just basic Physics: lightening the car will shorten your E.T. So, let's talk about..

.....WEIGHT REDUCTION - What To Do

There are 2 general areas where to take off weight: you, and the car. First let's look at the car...

STRIP THE PAINT: Down to bare metal, then apply a light coat of clearcoat only. Two benefits here: you've taken off approx. 10 lbs of paint, and you can compete in car shows as a DeLorean.

REMOVE BUCKET SEATS: Replace with 2 aluminum lawn chairs. Weight savings of approx. 90 lbs. This alone is worth one tenth.

FILL TIRES WITH HELIUM: Instead of compressed air. We all know Helium is lighter than air, thus less rotating mass. Big gain. But, don't use Hydrogen, or you may become a Hindenburg.

REMOVE WIPER BLADES: This will save about 2 lbs. Instead, attach black licorice whips with nylon tie wraps to wiper arms.

REMOVE HEAVY BATTERY: It weighs way too much. Replace with 48 flash light "D" cell batteries in a series/parallel arrangement to equal 13 volts. Big weight savings here of about 50 lbs.

86/87 CARS - Remove heavy turbo heat shield. Replace it with a thin, aluminum, cookie sheet - bent into a curve. If confusing, talk with a few CCGSCA club members who have hot air TR's - they're using a similar item on their hood liners, over the turbo.

Now, let's look at you, the driver...

NO JEWELRY: Leave earrings & tongue/nose/lip studs in the pits. Rings are a definite No-No. Take off all finger rings, toe rings and rings on ANY other appendages and protuberances.

DENTAL: Don't forget to take out false teeth or partial bridges.

GLASS EYE: Remove any. Weight savings here about 1/8 pound.

DON'T WEAR UNDERPANTS: Saves about 1/4 lb. (if clean). If this feels too funny, cut 2 holes in the bottom of a tall kitchen trash can liner & put 'em on. Pull drawstring tight, if so equipped.

HIT THE DRUGSTORE: Buy a bottle of "Fleet". May save 2 or 3 lbs.

Good Luck!! But like any diet pill mfr. will say - "The claimed results may not be typical"

Editors Note: Your results may vary, some our members have already tried these useful tips. Since this is a family orientated organization we do not talk about the results.

Drag Racing For 2002

Chicagoland Chapter GSCA will put on a ¼ Mile Drag Race Series again in 2002. Three races including; Samatha Rix Memorial Race (June 30), Midwest Buick Challenge (September 14 & 15) and Fresh Air Finale are the events included in points calculations. Season Trophies for 1st, 2nd, & 3rd place, will be awarded to members at the December 2002 Christmas Party for the following classes:

Bracket	Minimum (Sec.)	Maximum (Sec.)
1	None	11.99
2	12.00	12.99
3	13.00	16.00

SCORING

1. Ten (10) points for each round participated. For instance one round equals ten (10) points and four rounds equals 40 points.
2. A ten (10) point bonus to reach the semi finals
3. A ten (10) point bonus to reach the finals in the event
4. A ten (10) point bonus to win the event.
5. The Race Chairman will collect points equal to the winner of his/her bracket. Limit of one time per season. Example: Winner of Bracket 2 for that race earns 70 Pts (4 races = 40 Pts, + 10 for semi-finals finals, +10 for finals, + 10 for winning finals, = 70 Pts.) Race Chairman for that event, who would have competed in Bracket 2, receives 70 Pts., also.
6. Co-chairmen for MIDWEST BUICK CHALLENGE will collect half of the points of the winner of their bracket,
7. If we have no volunteers, to be race chairman for an event, that event will automatically become a Test and Tune event, --no scoring.

GENERAL RULES

- ✓ All Track Rules apply
- ✓ Points are not transferable between Brackets.
- ✓ Track Safely Rules apply
- ✓ "Dial in" must be within Bracket limits
- ✓ Cars showing up after the first round is run may only be eligible if a majority of the winners in that bracket of the first round agrees to allow the car in. After the second round is run there is no late entry.
- ✓ Entrants do not necessarily have to be members, but scores are only kept for paid members of Chicagoland Chapter GSCA.
- ✓ Eligible cars will only be Buick powered

Cruise News

Chris Gatch

Hello everyone!

I can't believe that spring is almost over. This winter was very mild and I am always thankful of 60 degree days in January. The weather was so nice that a few of our members set up an "El Nino" winter cruise. All I know is that time is flying by and a great cruise season will be here before we all know it so let's get ready.

First I would like to thank everyone that participated in this year's World of Wheels. Participation is a big thing and we didn't have a lot of it but for the ones who did, they made all the difference in the world! We had five beautiful cars to show off in our club display, unfortunately we had no GS's but the wide variance of turbo cars made up the difference!

Don, Marilyn, Brad, Juan and myself braved the elements and the exceptional long waiting period that there was to check in but after all the hassles I think that everything turned out better than expected!

I would like to also say sorry that I wasn't more sociable to many of the club members that stopped by to say hi but I was really under the weather for most of the weekend. Don, Marilyn, Wayne, Brad, Mary, Juan, Mark and my wife Anna graciously made up the difference as they talked to many in the club as well as all the spectators that ohhed and awed over our display! Big Thanks also goes out to Loyd and Shari for being the backbone and keeping this club together and for all the work they do behind the scenes. Also thanks to Mary Ferrari and her sister for helping take some of the display stuff home because everyone else there had their cars stuffed to the max!

I would also like to say that everyone that participated in this year's display went home a winner! Everyone finished in the top three spots in their categories! That is really great because we all put a lot of work into our cars that weekend as well as our display! We really promoted the club as well as our cars. This is always a fun but long weekend. And once again thanks for everyone that came out!

Next year is still up in the air as far as a club display goes. I will keep everyone updated as far as that goes in the months to come. Once again thanks and congratulations!

As the start of the summer cruise/show schedule is right around the corner I would like to tell you about just a few of the shows that we are going to try and attend as a club this summer.

The UPS show will be held Sunday June 9th at the UPS facility in Hodgkins, and the 1st annual Thunder Bowl cruise which will be held Sunday July 21st from 11-3pm in Mokena. Paul, who is the owner of Thunder Bowl and hosting this cruise, said that everyone with a

show car would receive a ticket for a free BBQ lunch. Paul is really looking forward to making this an annual event so the more cars the better it will be. This cruise will be open to all cars and not only Buick's so if you know anyone else with a muscle or classic car let them know to come on out! For anyone that attended the Fall Cruise at Superbowl in Melrose Park you know that this is a great place for a cruise. Gary who owns Superbowl wants to have his 1st annual car show this summer and as we speak we are working out details to when this show will take place so stay tuned for further info it should be great! I will be having more shows and cruises listed soon so check the web site for further information.

There is some good news to report in the car show world ...Gorilla Days will be on this year! As reported in the last newsletter the show had been cancelled but is back on again at least for this year. This show will once again be a free show and will be held on Thursday July 4th at the Wilton Industries parking lot in Woodridge. This is probably the biggest collection of Buick's that you will see at a show in Illinois. The show usually is noon to 3pm with the gates opening at 10. Please check the Website for further details since a lot of the information is sketchy right now but the show is definitely on! This is a great show so if you can make it out please try because it might be the last one! Don't let it pass you by!

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 this year. I have already started working on setting up this year's cruise and show schedule but the more info the better. I think that I am going to make this year's schedule a little smaller but make more of the events we have more memorable! 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 this season. The year is going by super fast and before you know it spring will be here! 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 to wish everyone a prosperous and safe upcoming year. The season is almost here so get those cars running, shine them up and prepare to bring em out this year for what promises to be one of the best! Hope to see everyone "cruzin'" this year and remember to Keep Going Fast With Class!

Shari's Membership Corner

Hi, everybody! I'm writing this a few days away from leaving for the Nats. And boy, am I hoping for better weather than we've had here lately! It seems like we have that happen every spring, though. Plan an outing and it rains! This is the first year in a long time, though, that it's rained on the Samantha Rix race! I think we're rescheduling it for June 30th – it's in a flier in this newsletter, somewhere.

As usual, we've had a busy spring, so far. In March we had our 2nd annual chili fest at ANS in Melrose Park. Once again, Pete Barton opened his doors to us, spic and span and clean enough to eat off the floors, if we had to! Mike Phillips and Dave from AMP, and Paul Ferry with Jim and Rachel all braved horrific headwinds to join us for this meeting/tech session. It was a banner crowd – Loyd counted at least 103 people! We had a good selection of chili, too – it all went! Congrats to the winner – first place to Debbie Jones, second to Liz Stasiak, and third to Tammy Fry. We had nine entrants, and they were all darned good! My thanks go to all that participated – I hope that you had fun with it, too! And as always, thanks go to Mary, Paul and Linda Brelie, Paul Dubois, and Barb Pedrak and Mark Holda. Mark especially was handy with helping Mike Phillips get his truck started – the poor diesel just doesn't like cold Chicago weather.

April brought the Dyno Session at Joliet, and again, it was well-attended! Here, too, the place was opened up to us and we felt quite welcomed. Several people brought their cars in, and several more came to watch! Congrats go to Sam Dennis for top turbo car, and to Rich Fitzmaurice for top V-8. Big thanks go Scott Jakubowski for arranging everything, and helping at the tech session. He put a lot of work into this. I think they're willing to have us back, so we'll probably be out there once again this year. (At least once!)

As mentioned, the Samantha Rix race was drizzled out. The date has been rescheduled for June 30. Thanks to Paul Dubois for arranging this with Ron for us. We've been trying to think of a way to let folks know if a track closes, and the best idea we thought of is to call the track. I know it's hard, if you leave like us at the crack of dawn. But it's the best answer we could come up with. If anyone has any suggestions, we're open to them!

I doubt that you've noticed but the hot line is gone. It just wasn't getting utilized like it should, so we trashed it. I think the best thing to do is check the website for messages or for the next event. If you're not on-line, then give one of us a call.

Well, I'm picking this up after the Nats. What a great time we had! The weather was all over the place – I never thought that I'd be judging cars in a downpour like that! We got some sunburn at times, we froze

watching races on Saturday – almost like at home, I guess. We managed to keep our tent hours at 10-2 again, which works out well. Loyd gets cranky if he doesn't get to watch some of the racing every day when we're there. We sold 80% of our teeshirts, and a good portion of the license plates. Thanks for the purchases, everyone – you're helping finance other events! We caravanned down again this year, and met up with some of the Indiana chapter half-way. There were no water wars this year, maybe because it was too cold? Maybe next year they'll join in on the radio talk, now that they understand what we were talking about. They did motor over to our hotel a few times, to check on the jello shots. A lot of those were consumed this year, too. We talked a lot, ate too much, drank a little bit, met a lot of new people – it was wonderful! And the cars – wow! Many, many fast big blocks and turbo cars. Several of our members raced – we were all rooting for you! I know I never get everyone's names, so if I missed someone please forgive me. I know I saw Keith Egan, Pat Sweeney, Perry Carlini, Dennis Butts, Tom Slodkowski, Rod Hendrickson, Ralph Pote, Jeff Froberg, John Soffiatti, Marilyn Bacher, Donald Hens, Paul Vilser, Scott Nelson, and Walt Judy racing on Saturday. Marilyn may win a prize for longest stay in the staging lanes! I know as soon as I send off this article to Don that I'll remember a bunch more. It never fails!

Steve and Debbie Jones get a big thank you for running the judging part of the car show, for the second year in a row. They did a great job of keeping a stiff upper-lip with the rain, and being a little short on judges. This year you received a great GSCA pin for your volunteer efforts. We also appreciated everyone that helped with the judging. The Carolinas chapter does the car placements, and the Indiana chapter helps with runners for the judges, and with adding up the (water soaked) ballots. They also line up winners, when we have a dry year. Both these clubs deserve a big thanks for their efforts, too.

I also wanted to thank the volunteers of the GSCA. Sarah, Matt, Belva, Pam, Bennett, Richard, and several who's names I don't know – you guys put in a lot of time and effort on your part, too. We wouldn't have an organized event without you guys.

I don't have a lot of news about members this time. I know several couples are expecting, so I think we'll have some announcements next issue. I'd like to welcome back Frank Aristodemo, of Roselle, IL and Kevin Carter of Streamwood, IL. The following are new folks: Steve Salberg, Brookfield, IL; Luke Granias, Oak Park, IL; Alex Dorsi, Schaumburg, IL; Glen Reyelts, New Lenox, IL; Eric Olsauskas, Riverside, IL; Michael Herman, Hometown, IL; Lee Christakes, Cary, IL; and Brandan Quastoff, Des Plaines, IL. Thanks for joining our club!

Just wanted to add one last item – we still have a lot of things planned for this summer. There is the picnic/junkyard tour; a few races, car shows at bowling alleys (!), Gorilla Days, and various cruises. We even have several cruises on one evening. One example is May 31. Not only are the NHRA guys at Joliet, but we scheduled a cruise at Mickey's the same night. Plus two of the Rally cruises are that night, also. So we'll probably go to what ever is closest to our house. Please remember that our board members can't make it to everything, as much as we'd like to. If you go to a cruise and see a Buick, introduce yourself! You guys can then talk about what jerks we were for not making it there! See – I've even given you a subject to talk about, what you get through talking about your cars.

Enough for now. Everyone have a safe summer.

Steve Grebeck Fund

Many of you who attended the March meeting at ANS participated in the collection for the Steve Grebeck Fund. Gary was Harry Hruska's partner and driver, who died in a terrible racing accident. Before the meeting Harry Hruska wrote:

In Remembrance of Steve

If you knew Steve, you knew his passion for racing. He ate, slept and breathed the sport. His drive, dedication and determination made him the best. His generosity and compassion were qualities that others admired.

Many of us are thinking who are we going to call now? Steve was always on the phone helping a fellow racer in need.

Steve was our friend, our mentor, our brother, our adopted son, someone to call when we needed help, someone to call when we needed a driver. And he was always there for us, helping us fulfill our passion. Yet Steve remained humble, openly soliciting advice from his peers when he needed help.

I feel honored and privileged to have known such a unique and talented individual. I respected his knowledge, skills and abilities, his generous spirit and dedication to being the best in everything he did, with his own unique style. Steve was an innovator and took great pride in creating state-of-the-art race cars. If you knew Steve at all, you knew a world-class racer. Personally I knew him as all of the above.

Harry Hruska

Our membership raised to the occasion by donating \$162 dollars that were sent to Precision Turbo and Engine. Harry, Patrick, Dan, and Daisy at Precision Turbo sent our chapter their thanks and assurances that the money would be appreciated by the family.

Shop Talk by Mike Phillips

Editor Note: Mike was kind enough to share with us an article he wrote for the GSXTRA in 1999. We are proud to present it here for our member's use with their next build up.

HOW TO FIND A GOOD MACHINE SHOP AND A FINE BOWL OF CHILI

One way is to go to the GS Nationals in Columbus Ohio, attend the GS big block tech session then stop at Skyline Chili on the way back to the motel. The next best way is to pop a bowl full in the microwave and to read the GSXtra.

I had the opportunity to address those that attended the big block tech session on Friday night of the Nat's on the subject of how to find a good machine shop and for those that could not be at the Nat's I will repeat those details.

Bernie Rekus had instructed us to be as unbiased as we could in our presentations, so I decided to concentrate on just what quality means when machine work is performed.

The following are the guidelines that I set for certain machine shop procedures and questions that might be asked of the shop before leaving your prized pieces to be fondled by those that might not be as interested in the quality that you might be.

Cylinder preparation:

Cylinders must be bored with a boring bar whether deck mounted or positioned by the crank, in either case the deck is used to center the bore unless a BHJ bore-tru is used, which corrects bore centers and bores perpendicular to the crank housing bore. At least .003 must be left to hone to remove the fracture left by the cutter (all ring manufactures recommend this). A power hone such as the Sunnen CV-616, the older CK-10 or the new Rottler is the only way to hone a cylinder round and without taper unless the operator has the patience of Job. With a torque plate and a power hone as described .003 to .005 can be removed in less than an hour with accuracy of within .0002, that's two tenths roundness and less than .0005, that's one half a thousandth taper. The exception to the taper is that the Buick blocks V-6 and V-8, as with several other factory production models have unsupported sections of the cylinder at the bottom and this unsupported section may measure a couple of tenths smaller. A shop with a lesser machine may only bore to size and hone only about .0005 (one half thousandth) because it would take several hours to do the job described with the power hone. The finish should be that as prescribed by the ring manufacturer. The finished size should be at least the minimum clearance as described by the piston manufacturer.

Crankshaft housing bore preparation:

All of the align honing machines that I have seen will do a good job of straightening and correcting the inside diameter. Don't use an align boring machine to try to straighten or size the housing bore, it's function is not for this purpose, it is used to correct drastically damaged housing bores and when different caps are used, then must be honed for size and straightness. The finished size must be within the factory tolerances

Cylinder deck preparation:

Most machines capable of re-machining the deck of a block are pretty much the same as far as the end result, but those that set up off the crankshaft housing bore will produce what is generally called a square deck and will leave the same deck height end to end. Again as with the Bore-Tru, BHJ has a fixture for most engines that corrects the deck end to end and also side to side.

Rod re-conditioning:

Most machines made for this operation do a good job as long as the operator is qualified and wants to do a good job. The finished size should be within the factory size.

Crankshaft preparation:

Any good high performance crank should be ground to nearly perfect tolerances and it takes very little extra time by a qualified machinist and a good machine to do a crank for a stock application the same way. Rod journals should not have more than .0002 (two tenths of a thousandth's) difference measured four ways on a journal and also journal to journal. Three tenths (.0003) is the limit. The same applies to the mains except the thrust might be .0005 smaller. Actual sizes of the crank depend on the application and the clearances desired by the engine builder. The clearances should be ground into the crank after the rod and crank housing bores have been re-machined and bearings installed and inside diameters checked with a precise gauge for the rods and a dial-bore gauge for the mains.

Cylinder head preparation:

Valves should be ground with a machine capable of less than .0005 (one half thousandth) run-out. Seats should be ground the same way, less than .0005 run-out. The more modern way of doing seats is with a seat and guide machine that uses three angle and radiused carbide cutters. These machines do each seat precisely the same and also the same depth which is also important in trying to maintain proper stem length on non-adjustable valve trains such as stock Buick's. An easy way to check seats is to have the heads clean and positioned so that you can drop the valves in. If the valves pop back up easily the seat is pretty close. Another way is to rest the valve in the seat and wiggle the valve in four directions if they move

the same, turn the valve 180 degrees and do it again, if again they move the same the seat and the valve are concentric. With new valves and guides the movement will be very little. If the valves seem to stick when dropped in or won't move in one of the directions when seated and wiggled, the job is not done properly.

It would be impossible to put everything necessary in just one column but the idea is the same in any procedure, a better machine and a qualified machinist does a better job. How good does your job need to be done?

If your shop had been satisfactory to you, by no means change because of any mention I have made to certain procedures. A good machinist is better than a better machine and a lesser machinist. If you are dissatisfied with your current shop and want a change, ask questions of your next one before you try it. If he can offer the services and quality previously described you have a better than average chance of getting the job done right.

A few tools are necessary to check the work done by the machine shop and yes I said check the machine shops work. Erasers are put on pencils for one reason, everyone makes mistakes.

A set of micrometers that measure in tenth's of thousands are necessary to check the crank and a dial bore gauge is necessary to check the housing bores of the rods and the mains in the block, also to check the cylinder bores.

If you are spending thousands of dollars to build an engine, spend a few hundred to make sure it is right when you put it together.

I hope everyone that attended the GS Nationals in Columbus Ohio had as good a time as I did. The weather was great, the racing was great, the car show was great and so was the Skyline Chili, well I had to go to town to get that. I just hope the following years will be just as enjoyable.

To send a question to Mike
E-mail to Ampmike@aol.com
Fax to Shop Talk
1-270-729-5557

Send a self-addressed stamped envelope to
Shop Talk
6235 Hwy 54
Philpot KY 42366

It May Be Time To Renew!

Please look at your label on the back of the newsletter. If it has a date of 6/1/02 or earlier showing, you need to renew your membership now. This will be your last newsletter!

Director's Garage

Ironically, in the March issue I had praised the weather gods for giving us such a mild winter. I definitely cannot say the same for the spring we are experiencing. It has not been fun at all. We had decent cool weather for Dyno Day, but had to postpone the Samantha Rix Memorial Race as the day was not pleasant.

Our series of spring meetings have been well attended and fun. They were a good follow through from our excellent winter sessions. The Chili cook-off featuring Paul Ferry and Mike Phillips was great. The day went very fast with our members well fed with Paul and Mike putting on a great Technical Session full of information for our members. Pete Barton again let us use his excellent shop for this event.

April's Dyno day was great with Nick Finnen of ATR Motorsports giving us two pulls for \$50.00. Lots of our member's cars were ready to strut their stuff on the Dyno. This is always interesting to see how a couple of pulls can really help our members dial in their cars. One of ATR's employees stood behind each car's pull acting as the canary detecting the air fuel ratio. I think he brought as much information to the car owner as the instrumentation. I would like to thank Scott and Chris Jakubowski for setting this up. The last of the spring meetings will be held down at the GS Nationals.

Sadly the Samatha Rix Memorial Race was cancelled due to weather. Not only did a cold front pass through, but the winds and relentless misting made track conditions poor for racing. We did manage to catch up with quite a few members on the way to and from the track so managed to pass out quite a few sets of event plates. After being informed that June 2nd was not a good selection, we settled on June 30. Be sure to keep this date open and I hope to see you all at the track.

As I am writing this we are finalizing our plans and starting to pack for the GS Nationals. The event Tee Shirts are packed away, about half of the event plates are distributed, the judging premium has been delivered, our signs, fliers and membership lists printed, and Shari's GS is ready. This years caravan down will be larger than ever, so we should leave an impression on the drive down.

With a great number of our members at the University Plaza or the Courtyard across the street we should all have a great time. I am continually amazed at the number of Chicagoland folks we see down there every year. Every year as the number of people we look forward to seeing, the event becomes more fun. I do not know how many folks find the time to get their cars so clean for the show or do the fine tuning to get those extra ponies needed to win. To think this is only my

eighth GS Nationals. To many in our Chapter Shari and I are still rookies.

As always the crew has set up a lot of motorsport activities for the summer, so hope to see those Buicks

out in force. Please participate in your favorite activity to show the volunteers who put on these events you are behind them and appreciate their efforts.

These systems fit great and sound good

Summer Picnic & Junque Yard Tour - Ace Auto Salvage

Ken Stasiak has invited all of us out to his neck of the woods on Saturday, June 8th for a Junque Yard Tour and barbecue. Mitch Urban, owner of Ace Auto Salvage in Tonica, IL (815-442-8224), will host the yard tour. His inventory includes 4000 vehicles at his yard in Tonica, and 800 cars at his Severs yard in Oglesby. Most of his cars are in the 60s through 80s

Mitch will have the Tonica yard open from 8:00 am until Noon and the Severs yard open from 1:00 pm until 5:00 pm.

Liz and Ken have invited us to their home not only for the picnic between 12:00 noon and 1:00 PM., but for the wives to hide out.

Mitch Urban
Ace Auto Salvage
Hwy 251
Tonica, IL
815-442-8224

Ken & Liz Stasiak
106 N. Seigel Street
Lostant, IL 61334-9520
815-368-3284

Directions to Ace's Tonica Office

- ✓ Take interstate 80 to Interstate 39 (exit 39)
- ✓ South on Interstate 39
- ✓ Exit Illinois Rte 52
- ✓ East (left) on Rte 52 to Rte 251
- ✓ South (left) on Rte 251

Ace Auto is few hundred feet south on the left hand side of Rte 251

Direction to Liz and Ken's from Tonica Office:

- ✓ Follow Rt 251 south of Tonica 6 miles.
- ✓ After Lostant city sign turn left (east) at 2nd Street. Landmark: Covenant Community Fellowship Church
- ✓ Turn left (north) onto Main Street at the 2nd STOP sign
- ✓ Go 1 block and turn right (east) onto 1st St.
- ✓ After 3 blocks on 1st continue straight at Stop sign
- ✓ Follow the road as it curves to the left (north)
- ✓ Go to the 2nd house of 4

The 2 story red and white barn - can't miss it!