



40 Days and 40 Nights

"Hey Dad, what ya doin'?" That was the first question that I asked my father the first time I saw him under his 1968 Buick Skylark Custom Convertible (Aqua color with a white top.) My father bought the car in August of 1989 from a college kid whose parents made him sell the car for school money.

When my father bought the car it needed new floor pans, paint, interior work, bodywork, and a tune up. He bought the 68' for \$500.00 and his brother and he worked on the car in our one-car garage with our one-car driveway townhouse, before our townhouse association had strict rules. Every day after work, from September 1989 to April 1990 my father would work on the car for a few hours. On the weekends his brother would help him out. I remember being ten at the time and going into the garage around 7:00p.m. on a school night to help by getting him tools and holding things.

When we were out there together, he would tell me things about cars, how they worked and what kind of tools you needed to fix them. This was when I first became interested in old cars, and I learned a lot from my dad. I also learned a great deal about the tools that were involved with restoring a car - not just the physical tools but the mental tools as well, like staying focused and being motivated. In so many words he told me that if you set a goal and have the determination and the drive to reach that goal you can do anything you want. In the early summer of 1990 my father reached his goal of having the car done by the summer time with his brother's help.

My father would take that car everywhere; to work, short trips, and long trips; it didn't matter; we took it to Iowa one year for a family camping trip.

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His feelings were "what's the point of having it if you can't enjoy it. "I remember going for rides with my father in the car, when we would go to a gas station or a supermarket, random people would come up to him and ask him "would you be interested in selling it?" Just to see how much they would offer, he would say, "Make me an offer." I knew that he would never sell it no matter what - he loved that car too much.

That is the main reason why we (my mother, brother and I) still have the car today, nine years after he passed away in 1994. In 1994 I was 14 at the time. My brother was 17 and in the middle of restoring his second car with my father, a 1970 Chevelle. My father passed away at the age of 46. Gabe and he had already worked on my brother's first car when he turned 16 - a 1981 Firebird that they did some minor bodywork to, painted and sold. I never got the chance to do a lot of things with my father, including building a car with him. The closest that I got to building a car with him was when I turned 16 and I had no choice but to drive and maintain the '68 because of driveway space at our house.

I had a lot of issues with not being able to work on a car or take a ride with my father when I turned 16. I did have the car that his brother and he built, which wasn't the same, but helped me get through those times. The year that my father passed, my brother and I were in high school; I was a freshman and my brother was graduating. My brother went on to Universal Technical Institute and became an auto mechanic. I went on to Northern Illinois University on an athletic scholarship and received my B.S. in Industrial Technology. My sophomore year at Northern, I bought a 1972 Buick Skylark Red with a white vinyl top for \$1,700.00. The car only had 81,000 original miles on it. It wasn't the greatest year for horsepower as it had a 350 C.I.D. with a two-barrel carb, around 155 hp. No offense but anything after 1970, horsepower started dropping in the Buick's (along with all the other makes), until the Grand National came out.

Motor and Trans

In my junior year of college I started thinking to myself, "why not try to restore my '72?" I thought that I could buy the parts now and when I get out of school I could begin restoring it. So I began buying parts. My plan was to convert the car from a 1972 Skylark to a 1971 Skylark by buying the '71' needed new quarters and new floor pans and a lot of work. In my senior year, a guy I knew named Eric found me a 1970 455 Stage I motor; it came complete with Hooker Super Comp headers. Eric was a guy I met through Nick Scavo (a Super Street racer), Eric had been building motors for along time and had his own shop. I bought the motor in February of my senior year for \$1200.00 and began tear-

ing it down at the shop. I tore the motor down completely, and Eric and I began building it back together. He did all the machine work and technical things and I did all the physical labor and whatever he thought I could handle. Eric decked the heads, did a three-angle valve job and sent the crank out to get spun. We put in new bearings all around, honed the block, and installed a double roller chain, high-pressure oil pump kit, new molly rings and a few other things. The whole process took four months to complete with a lot of work and determination. Eric did not charge me for any of his time and labor or use of his shop. In return I worked there and did labor work for him, moving things around and reorganizing the shop. While the motor project was going on, I was in my last semester of school. I had 19 hours, 1 hour over max course load and was working at home on Friday's, Saturday's and every other Sunday. In between the time that I was at home from Thursday night to Sunday night, I would also work at the Eric's shop. We had the motor complete in June of 2001 and now needed a 400 trans to go with it. I got one from a massive Buick parts guy named Fred out of Morse, IL some 50 miles from my house in Schaumburg. Fred has a house out there, 6-8 skylarks in the back and a complete parts sanctuary in his huge shed/barn/warehouse. I call it "Buick Parts Heaven" - when somebody says the words Buick Parts I immediately think of Fred. He sold me a 400 trans and I had it rebuilt with a 2,200 stall and a shift kit by my sister in-laws cousin for \$600.00. The completion of the motor and trans cost me a little under \$3,000.00



In June of 2001 I installed the motor and trans at my cousins Brian's house. With Brian helping me, and Gabe supervising the installation of the motor we had it done in a weekend. It was a fun and exhausting weekend but when it came time to starting it up it was all worth it. The motor and trans were in my 1972 skylark for about a year before we transferred it in to a 1970 Skylark that I bought in March of 2002 for \$1500.00. I bought the 1970 Skylark after Brian asked me out of the blue one night in November of 2001, why not build a 1970 GSX the Skylark of all Skylarks if your

going to go through the trouble of building a Skylark. So I did, and 40 days and 40 nights later a 1970 Buick GSX 455 Stage I clone was completed. It was not our intentions of finishing the car so fast. Every weekend but two for five months were spent in Belvidere, IL where the project took place (50 miles from my home in Schaumburg and 90 miles away from Morse, IL where Fred had all his Buick parts).

The Car

We started with a bare bone 1970 Buick Skylark Custom out of Glendale Hts. IL that had a solid body with very very little rust (none on the body). The car was in primer and had been sitting for two years in a garage after having the body-work done. There was no front bumper, grille, interior, trim, glass, and many other things missing when I bought it. All we started with was a primed shell and that was about it. I began buying parts for the car, which in some sense was fun, the majority of the parts I bought were used but who cares as long as it still looks good and works. I found the majority of the parts at Fred's, some other places that I found parts were swap meets and the toughest parts were found on Ebay. On Ebay I found a '70 GS grille and all the trim for \$350.00 complete with a few cracks, a '70 front bumper already chromed for \$100.00 and (4) 15x7 Buick Rally rims in great shape for \$180.00 with shipping on Ebay. Finding Buick parts is very difficult but finding '70 GS parts is almost impossible. While I was in charge of finding and purchasing parts, mechanics, correct looks and interior, Brian was in charge of the body-work and paint. Gabe was supervising the whole project and supplying the two-car garage. Krisy (my girlfriend) was in charge of polishing all the trim and being my biggest supporter and Korinne was a group supporter and house amenity's supplier. The project began with swapping the 455 and trans from the '72 to the '70 but first we had to take out the 350 and trans that was in the '70. This took one full weekend. After the 455 was in the '70 I had to sell the '72 and the 350, which I did in less than 4 days. The project was time consuming and exhausting. Brian and I would work the bulk of the hours, 10-12 hrs per day on Saturday and Sunday - sometimes some hours on Friday nights. This grueling process of driving up on Friday and spending the whole weekend up in Belvidere was extremely exhausting on everyone but well worth it when things started coming along.

Painting

Four months into project GSX we were getting closer to applying the paint. The paint that Brian used was Millennium Yellow for the car and Factory Pack Black and Red for the stripes. I wanted to go with a different color and not Saturn yellow because I wanted a brighter yellow. Brian got the car ready for paint and in one weekend we painted the car in Gabe's garage. Brian, Krisy and I transformed the two-car garage into a paint booth with large sheets of plastic, fans, drop cloths, lights, and filters. We prepped the garage Saturday morning and by that afternoon Brian began to paint I just

helped and watched him work his magic. Brian did the stripes first by hand with out a stencil kit and only Polaroid's and measurements that we were able to gather from Will's '72 GSX (also a Buick club member). It took the entire night to lie down and paint the strips. All the stripes on the car are painted except for the red stripe on the spoiler - that is a pin stripe. On early Sunday morning Brian laid down the Millennium yellow and by Sunday late afternoon we were ready to roll the car out and unmask the stripes. When we pulled the masking tape off the stripes it was the most nervous feeling of the whole project, but everything came out great, as you can see. I think that Brian surprised himself, but he sure surprised me. Once the car was painted it was a matter of beginning the assembly process, all the trim, bumpers, interior, glass, etc...



Assembly and Enjoyment

The assembly process took two four-day weekends to complete and the rush to complete the car was that I wanted it done by July 25th my birthday. The car was put together by the end of July, and on the first week in August I took the car on a road trip to Galena, IL for a relaxing weekend with Krisy, Brian, Gabe and Korinne to celebrate all the hard work we did. 40 days and 40 nights would not be possible without all the help that I received from these people.

Specs and Performance

The car is a 1970 Buick GSX Stage I (clone) with a 455 and 400 trans. The motor is above stock specs with a mild cam, some headwork and MSD ignition. The trans has a 2200 stall and shift kit. The rearend, sorry to say is stock 2.56 open with 15 inch BFG Radial T/A's all around. The 1/4 mile time is a 14.5 (It's got to be the rearend) and on the dyno she puts out 288hp and 350ft/lbs of torque at the wheels at only 4500 rpm's (next time I'll take the car to 5500 rpm & see what she does).

Spring 2003 Projects

- * A rearend swap to a 10 bolt 3:23 posi
- * Rear suspension work: boxed arms, sway bar, airbag, no hop bars and upper control arms.

- * Completing some trim finishing
- * Converting the interior to 70 GS specs with counsel
- * MSD Pro-billet distributor

Acknowledgements and Recognitions

1. Krisy my girlfriend, Thank for spending every weekend for five months working on the car.
2. Brian the painter, your paint job speaks for itself and the dedication to see the car done blew me away.
3. Gabe & Korinne, Thanks for supplying the garage, house and for having us as guests every weekend.
4. Mom, Thanks for all the support.
5. Fred the Buick parts guy, Thanks for all the parts and information, you played a major role in the completion of this car.
6. Will and his 72 GSX, Thanks for the measurements, hood tach and center counsel.
7. Eric the engine builder, Thanks for the motor work and knowledge.
8. Nick Scavo, Thanks for the tech support, initial tune up and general information.
9. Al Thompson ATR Motorsports, Inc. Thanks for the tune up and dyno runs.
10. Ebay, AutoZone (Belvidere), Napa, Year One, TA performance, Dessert Dog Auto, The Parts Place.
11. Metro Paint supplies out of Elgin, Thanks for the paint.
12. To everyone else that had a part in the making of one great 1970 Buick GSX.

In Memory of

This car was built in memory of Fernando and Madison D'orsi though they where only with us for a short period of time we will never forget how much they touched our lives. In remembrance of my niece I named the GSX after her so she will always be with me whenever I go for a ride. To my father thanks for all the support and knowledge you gave me in the short time we were together, you to will also be with me when I go for a ride.

Last Words

I want to take a few lines to say thanks to all that made this possible. It took a lot of hard work, determination, patience and drive to get this car done. I owe everyone that had a hand a great deal of gratitude. I would also like to thank the Chicago Land Buick Club for having me as their cover letter. I would like to leave you with a quote from one of my favorite movies "Gone In Sixty Seconds" - Let's Ride!

- Alex Dorsi

Chicagoland Director's Garage

- Loyd Bonecutter

As usual I've put off writing for the March newsletter, but on a cold February day it is tough thinking about spring activities. Think goodness the January and February meetings offered a diversion to forget the cold and talk Buicks with fellow members.

As Shari mentions Gary Kouba our guest speaker for the January meeting was quite entertaining with his discussion on how to detail a car. As a spin off to this we are participating with the BCA to offer one of his regular classes. For those who missed the January meeting this will be an opportunity to get some insight on how to make your ride very presentable.

Our February meeting was more than fun, but a learning opportunity as well. The next time you see Brad Crowe thank him for providing a place to try the hands on format. Brad went all out for us, with the shop looking extra nice on a cold winter day, with even some food. What a great day to get out of the house and hang out with your Buick buddies. Paul Dubois' discussion on porting heads and Ken Stasiak's presentation on Rochester Quadrajets carburetors was excellent, and kept our members attention. These are examples of our member's talents that are there just for the asking.

Our elections went well with new measures to help our Chapter were put into effect. It was agreed by the membership the elected board should consist of: Director, Co-Director, Treasurer and five board members. The remainder of the board will be filled by volunteers who have the talents and willingness to perform the specific job, but do not necessarily desire to run for an elected position. Our elected board for 2003 consist of: Loyd Bonecutter, Director; Steve Russo, GS Co-Director; Steve Jones, Treasurer; Brian Campbell, Board Member; Bob Hill, Board Member; Bob Nunes, Board Member; Jason Stasiak, Board Member; and Bob Ward, Board Member. I'm sure new blood in the chapter will bring fresh ideas that will energize all of us. Please let the new board members know how much you appreciate their stepping up to the plate, to help the club along.

We have many other very important jobs to run this Chapter and these non-elected board positions will continue. The following individuals have performed their jobs so well in the past include: Mark Holda - Turbo Regal Co-Director; Barb Pedrak, Secretary; Shari Bonecutter, Membership Chairman; Chris Gatch, Cruise/Show Chairman; Paul Brelie, Activities Chairman; Paul

DuBois, Race Chairman; Mary Ferrari, Event Plate Coordinator; Paul Vilser, Graphic Artist and of course Don Easton, Fast Time Publisher. The next time you see one of these individuals please thank them for their good work.

Our March meeting and Technical Session is our best-attended event. Held at Pete Barton's ANS which is a great facility, featuring the chili competition, and technical sessions by Mike Phillips with Automotive Machine and Performance and Paul Ferry with HRpartsNstuff it is a combination that cannot be beat. Hopefully we will see you there on March 9th.

Our spring and fall Dyno Sessions are growing in popularity. If you have not attended one of these sessions you have missed some great pulls by our members. This is a chance to get up close to a Buick engine-pumping out over 500-ft. lbs. of torque at the rear wheels. Many of us have found this as addictive as going to the drag strip. With the instrumentation you learn more in two pulls than many sessions at the track. Very worthwhile for racers and can provide a graph of horsepower and torque for show cars to display for the ultimate in bragging rights. Will see you there on April 12th

The tune you have perfected at Dyno Day then may be applied to the track on April 27th at our Samantha Rix Memorial Race. A couple of weeks before the GS Nationals this is a chance to shake out the cobwebs and try out the changes you have made over the winter.

Of course the event we wait on all year is the GS Nationals. Starting on May 13 and running through the 17th this is the fastest week of the year. If you have not got a reservation for your hotel room it is way past too late. Am really looking forward to seeing you all down there.

Membership News

- Shari Bonecutter

Hi! So the holidays are now over, and the New Year is under way. So many things to do and so little time! But first I must acknowledge a lot of helpers.

I think the Christmas party was a success. We had a 70+ people attend. Of those that attended, we had probably three couples that tied for the long distance award - Stan and Felicia Hunt from near Milwaukee, WI, Tom and Linda Sue Bratcher from Lafayette, IN and Mike and Sophie Devenport from Terre Haute, IN. We had a ton of really great food. The winners of the trophies for 2002 were Liz Stasiak for best appetizer, Marilyn

Bachar for best side-dish, and Pam George for best dessert. Pam had baked and decorated a cake to look like a drag strip, complete with a couple of Rich's toy cars, a light tree, and billboard welcoming our Chapter to the race. Mary Lou Craig had made an awesome checkerboard lasagna. This was the year of the meatball, with several of them to choose from. I am really looking for the recipes for all dishes, because there were so many items that were delicious!

I want to thank everyone for coming to the party, and to congratulate you, too. You guys raised \$500 in raffle ticket sales, which we are donating to DRAW, a woman's drag racing association that helps drivers families in case of accidents or death. We had some really good prizes this time, even a brand new 27" television. Thanks to everyone that bought raffle tickets.

Loyd and I had a lot of helpers with this event. Thanks go out to Paul Dubois for the sound system, Jason Stasiak, Chris Gatch and Wayne and Marilyn Bachar for purchasing the car cleaning prizes, and Liz Stasiak for creating the Christmas swag. Felicia Hunt led the blessing, and also sang for us, which is always a treat. Paul Brelie, Mary Ferrari, Jason and Stephanie Stasiak, Paul and Danielle Dubois, Steve Ekstrom, Linda Sue and Tom Bratcher, Wayne and Marilyn Bachar, Barb Pedrak and Mark Hilda - all these folks helped us set up, decorate or take all the stuff down, or cart things back and forth from our house. Loyd and I really appreciate your help, guys. Danielle, Barb, Mary and Emily Bonecutter helped sell the tickets and sign folks in - couldn't do it without you, ladies! I also want to thank everyone that sang - it was fun!

Our first meeting/tech session for January 2003 was at Hubcaps in Schiller Park, IL. We featured Gary Kouba from Perfect Auto Finish, a gentleman who knows a lot about how to detail cars. He gave us an excellent "nut-shell" version - very interesting and entertaining. The BCA is hosting a regular class on Sunday, March 2, and has graciously invited our club to attend. By now, you should have received a flier on this. Trust me, you'll learn a lot from Gary.

February was a "hands-on" tech session. Brad Crowe graciously hosted us at his place of employment. I know he's done a lot of work in spiffing the place up - white walls, ceiling, and super clean floor. Brad, you did a great job, and we really appreciate the time and effort you put into this. And thanks to Susie for the goodies that she provided. The guys ran out of time,

and didn't get to do all that they wanted. Maybe next time!

March will be our traditional meeting and chili-cook off at ANS in Melrose Park. (My, we're having a lot of stuff on the north side!) We will again have Paul Ferry from H.R. Parts-n-stuff in Ohio and the gang from AMP in Kentucky. This is one of our most fun, and well-attended meetings of the year. Well over 100 of you all attend! So please work on those chili recipes, and fire up the crock-pots - we can always use more pots of chili. Don't forget - this is for prizes! We also have the B-O-P Cadillac swap meet at the fairgrounds in Wheaton, on March 23rd. Look for flier elsewhere in the newsletter.

April 12th will be a spring Dyno Day. If you've done some "tweaking" on your engines over the winter, here's a chance to see how much horsepower you've gained. It's a fun outing, and we'll have a short meeting there, as well. Racing also starts in April, with the Samantha Rix Race at Byron, IL. And so it starts...

Membership news- I'd like to welcome the following new members: Steve & Sherri Coldewe, Imperial, MO; Allan Pancner, Darien, IL; Brian Riplinger, Palatine, IL; Timothy Skorepa, Berwyn, IL; Tim Finch, Crystal Lake, IL; Michael Babicz, Chicago, IL and Mark Orlik, Schaumburg, IL. And welcome back to Christopher Kristin, Joliet, IL and Tim Mullane, Chicago, IL. Don't forget that it's renewal time for a lot of the members. Please check your address label. If it says 1/1/03, this will be your last newsletter. And please fill out a new renewal form.

I heard about a few more babies being born. Joe Rivecco and his wife had a little girl this past summer, and Bryan and Donna Campbell has a little girl named Alyssa. Big brother Alexis should be proud. There's also a report of a little bundle of energy due to Jason and Stephanie Stasiak in August. I've heard about some "expansion projects" that might go into production this summer, but those remain to be seen. Congrats to all!

I've had word that Romy Frederick's National Guard unit has been activated, and Romy is now a member of the regular Army. He's at Fort McCoy, WI for the moment, but will be overseas soon. Do the club proud, SPC Frederick!

We've got lots of stuff in the works for 2003 - a few races, dyno days, maybe a drive-in theater outing, a picnic and junk-yard outing, and of course, the Nats in Bowling Green, KY, May 13-17, 2003. I hope that you have your rooms for the Nats, if you're going. We may have some rooms left at the Courtyard by Marriott.

These are 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.

Please check the website for any changes in our calendar, and if you change your email address or home address, please let me know. If there's anything else that you think the club members would be interested in, drop me a line. Hope to see you all soon!

Cruise News

- *Chris Gatch*

Hello everyone! I can't believe that winter is almost over. I hope everyone had a great Holiday season. The holidays are always hectic for me and it just seemed like the past few months came and went by like a flash. Spring will soon be here and it will be time for our annual Samantha Rix race at Byron. It will soon be time to get our cars out, before we all know it so lets get ready for a great year!

The first thing that I would like to tell everybody about is this years World of Wheels show. Even though we didn't do it as a club we still had a few members that braved the cold and elements of Chicago's winter to bring their cars out of hibernation for this spectacular annual show. I would like to thank the people that came out and participated at this year's event. I couldn't believe the turnout of wonderful Buick's there. There were 5 GN's, 4 Turbo-T's, 2 GS's, 2 big block Regal's, 2 beautiful 56' Specials and a white GSX.

Congratulations go out to fellow club members Don Hens who took home a Best award in his class and Brad Crowe, Bob Hill, Paul Castle and myself who also took home runner ups in our respective classes. I want to say thanks for everyone that stopped by the car and said hi. It was nice to see so many familiar faces even though it wasn't a club event.

I want to start preaching now, so next year we can have the mother of all Buick displays. If you are really serious about doing this show next year let me know. I want to try and get a total of at least 20 cars for our display. This is going to be a great goal to shoot for!

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 year. To start the year out, even though it's not a show or cruise, is the 12th annual B.O.P. at the DuPage County Fairgrounds in Wheaton. This swap

will be held on Sunday March 23rd. This is always a good place to go and get all those little things to get your car ready for the car show season.

The first show is the annual Spring Dust-Off at Bauer Buick in South Holland. This show will be Saturday May 3rd and is hosted by the Chicagoland Chapter of the BCA who always graciously invite our club members to all of their events. This is an all Buick show and is a great time for all. Other BCA shows throughout the year include Woody (6/21), Loren (8/9) and Marquardt (10/4). We'll have more details on these in the next newsletter. Come on out and have fun.

As usual Gorilla Days will be held on Friday July 4th and will be totally free. This will be the 10th annual show so come on out and support this great event. This is probably the biggest collection of Buicks that you will see at a show in Illinois. The show usually is noon to 3pm with the gates opening at 10. Once again please check the website for further details since a lot of the information is still in the works right now!

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 think this year that I am going to mainly stick to the Rally cruises for many of our cruise events. I will be adding a few more events, but because of lack of turnout in the last few years I am going to keep it small this year. 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 a great one! Hope to see everyone "cruzin" this year and remember to Keep Going Fast With Class!

FROM THE RACE CHAIR

- Paul Dubois

Hello everyone!! It's that time of year again - time to start thinking about the 2003 Buick race series. Looks like we will have four races for points this year. They will be as follows:

- April 27th - Samantha Rix memorial race at Byron Dragway, IL
- July 13th - Racing at US-41, IN
- Sep 12-13-14th - Midwest Challenge at US-41, IN
- Oct 5th - Fresh Air Final at Byron Dragway, IL

We will be encouraging racers to go the BOP race at Great Lakes Dragaway in Wisconsin and of course, to go to the Nats. Those races will not be counted towards the accumulated points for the series. Points in the series will be accumulated only through the four events and posted on the CCGSCA website. To get the latest on events, points, and rules/bracket breakdown log on to the CCGSCA website, go to Things to Do then Racing. This year we will encourage everyone to show up for the drivers meeting at each event. These meetings are important for all racers. Information and safety will be discussed during these meetings, so please pay attention to when they are scheduled. This will help keep you, the track, and the volunteers flowing smoothly so that everyone has a good day. We look forward to seeing you at these races.

Everyone is encouraged to come out and support the club. Remember - you don't have to race your car at these events to be a part of the fun. The main part of a club is the people that are in it. We all enjoy these events as social gatherings as we watch our members fly down the track.

Something else to take notice of - we are currently working on putting together a help session for those of you that would like to give the quarter mile a shot. We recommend that if you would like some coaching to show up a little early to the events. There will be members on hand that are more than willing to help.

I look forward to this year as being another safe and fun one. Remember - for the latest news on events, log onto the CCGSCA website. - chicagolandbuick.org

Looking for a Few Judgmental People

Hello, my name is Fred Butalla (CCGSCA #93). I am the judging coordinator for this year's GS Nationals in Bowling Green, KY. For the past couple of years, our Chicagoland Chapter has stepped up and volunteered to provide the judges for the car show; therefore, as in years past, we'll need some volunteers with a good eye to be judges at this year's car show. If you've judged in years past, we can use your experience. If you've never judged before, now is a great time to start. All you need is a keen and consistent eye. If you're wondering why you should judge, let me provide a few suggestions for you. First, judging other's cars can help give you a better idea of what to look for when you're detailing your

own car for the next big show. It's amazing how often I spot little details on others cars that I have overlooked on my own car. Secondly, it's a fun way to spend a couple of hours talking about Buick power with the other judges on your team. It's usually a great way to lean about some of the different models. Most importantly, this is our show. This show would not be possible without the commitment of fellow GSCA members from around the country. Let's all pitch in and show everyone that the Chicagoland Chapter is here to do its part. I have a few changes planned for this year that should make the judging process a little easier and quicker. In addition, I'll be holding a mock judging to give everyone a better idea of what to look for. No matter what your level of experience, I can use your help. Even those who are showing their own car can still be judges! If you're interested in judging, please contact me, preferably by email at McCluskey18@msn.com or 815-730-6044. Thanks - I'm looking forward to seeing all of you at the Nats!

Notes from the January Technical Session

- Gary Kouba

Perfect Auto Finish 630-529-6851
turbomangt@hotmail.com

Highly Recommended Products (results may vary and other disclaimers)

- P21S sealer and polish check out www.properauto-care.com
- Meguires "Brown" bottle professional line
- Auto Magic sealant for chrome (external), glass and door jambs.
- Microfiber towels and applicators. Excellent for clear coat finishes. Good for drying, and wax and polish application and removal. Will absorb 7 times their weight.
- Klassy sealant

For drying your car two good methods include the new rubberized squeegees and a leaf blower, followed by light towel rub. Terry cloth towels are still very good. Do not mix towels and applicators with rags in wash loads, and do not use fabric softener.

Terry cloth wax/polish applicators are better than foam ones, but microfiber applicators are the best.

After cleaning wheel wells use rubberized paint and spray all around well and/or 10W40 to promote rinsing the wells clean between washings.

General purpose cleaning Simple Green (regular strength) mixed in a mild solution. Will remove wax, but not harm paint so is a good place to start with the spring waxing. Great for engine compartment as well as carpet cleaning.

For windows and other glass best to use solution of denatured alcohol and distilled water. Do not use vinegar. Chamois are best for drying windows. Chamois & similar products are not recommended for painted surfaces as small particles that may scratch the surface may stick to them.

Use dual action electric buffer on car surfaces as they are more forgiving.

Recipes

Here's some of the recipes from the Christmas party. Look for more during the year!

BBQ BACON WRAPPED CHICKEN

First Place - Appetizer - Liz Stasiak

- Cut 1 lb. boneless and skinless chicken into 1 to 1 1/2 inch cubes
- Wrap each with 1/2 slice of bacon - secure with a toothpick
- Place in a flat baking pan (cookie sheet) lined with foil.
- Bake at 375 degrees until bacon is brown (45min to 1 hour depending on your oven)
- Mix 1 bottle (12 to 14 oz) of ketchup, 1/2 to 1 capful of Liquid Smoke with 1/2 to 3/4 cup sugar, 2 Tbls honey, 1 jar of peach baby food. Can also add a bit of brown sugar if you prefer.
- Pour mixture over wrapped chicken breast, return to the oven until your mouth waters and the BBQ sauce is sticking to the chicken as desired (1 hour or longer depending on your oven)
- To reheat - use the crock pot.

Slow Cooker Creamy Hash Browns

First Place Side Dish - Marilyn Bachar

This makes 14 Servings (I doubled the recipe for the party)

- 2-lb. Pkg. frozen, cubed hash brown potatoes
- 2 cups cubed or shredded mild cheddar cheese (8oz. pkg.)
- 1 pint (2 cups) sour cream
- 1 - 10 3/4 oz. can cream of celery soup
- 1 - 10 3/4 oz. can cream of chicken soup
- 1/2 lb. Sliced bacon, cooked and crumbled (I used 1 pkg. precooked bacon pieces)
- 1 medium onion, chopped
- 1/4 cup margarine or butter, melted
- 1/4 tsp. pepper

And, I added a sprinkling of garlic powder, parley flakes, and paprika, but you can add what you like according to your tastes.

Combine all of the ingredients except for the potatoes in a large bowl and mix well. Mix in the frozen potatoes. Pour mixture into the slow cooker. Cover and cook on Low setting 4-5 hours, or until potatoes are tender.

Jell-O Pineapple Rings

Donna Campbell

- 1 large can of pineapple slices
- 1 3 oz. box of Jell-O (flavor is up to you)
- 1 cup of boiling water

Drain all but a small amount of juice from the can, leaving the fruit in the can. Set can aside. Empty Jell-O into a small mixing bowl. Add 1 cup of boiling water. Stir until all Jell-O is dissolved. Pour Jell-O mixture into can of Pineapple slices, over the fruit. Fill to the brim of the can. There will be a small amount of Jell-O left over you will not need. (Ed. Note - maybe for Jell-O shots?) Let Jell-O set in the refrigerator for at least 3 hours or until completely set. When ready to serve, remove bottom lid of can. Use a dull knife to loosen Jell-O around the inside edge of the can. Jell-O will slide out. Gently cut slices away from each other and arrange on a dish.

1 can is approximately 10 rings.

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