

# FAST TIMES

## CHICAGOLAND CHAPTER BUICK GSCA

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Chapter of the **Gran Sport Club of America**; 625 Pine Point Circle; Valdosta, GA 31602

912-244-0577



HORSES DO LIKE TO RUN, AND BIG SKY COUNTRY IS THE PLACE

By Wayne Bachar

Marilyn and I brought our horses out here to Montana a few months ago – the horses under the hoods of our two Turbo Regals. After being born into the family of T-Types and Grand Nationals – it started for us in 1987 – we enjoyed the whole world of driving, cruising, showing and racing our cars for the next 18 years in Chicagoland. We started out slow, very slow. We didn't even know about the mystique of turbo Buicks, and the infamous Grand National, even during the first 3 years we owned our first turbo car – a 1984 Designer Series T-Type. All we knew was that smile that came to our faces as you got pushed back into the seat when you pressed the gas pedal toward the floor quickly. Never had that happen in any other car we ever owned – not even our '85 Mustang GT. How did we ever fall into the addiction of owning Turbo Regals? Well, I blame it on an unknown young man, someone we never met or even spoke to. You see, back in 1987 we were in the market for buying a not too old, semi-luxury used car.

Marilyn certainly deserved to drive something nice after putting up with a few years of driving a 1981 Ford Bronco that hesitated badly during acceleration, and which the Ford dealer could never fix. So, we started searching for a 4 or 5 year old Eldorado, Riviera or Toronado. This led us to a Buick dealer in Park Ridge one day, where we saw an Eldorado, and actually test drove a blue Toronado. After coming back from the test drive and not being too excited about the Toronado, we were preparing to leave the dealer's lot. Just as we were about to walk off, the salesman said, "well, what about this car?"....as he pointed to a black and gray Regal we were just walking by. Up till then, we hadn't even noticed the car. As we looked it over, I thought it looked in extremely good cosmetic condition for being 3 years old and with 34K miles. We decided to drive it, so the salesman jumped in the backseat, I got behind the wheel, and Marilyn sat down next to me.

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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 automotive enthusiast clubs.

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### 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 online at the chapter web site or send dues with check made out to **CCGSCA** with membership form to:

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

### Chapter Web Page

<http://www.chicagolandbuick.org>

### Member's Change of Address

Chicagoland members who move are requested to notify our membership chairman before the next newsletter mailing. We do 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.

### Membership Renewal

Please check the label on your newsletter. If your membership was up in June, this will be your last newsletter. Obtain an application from the website or past issue, and mail to 4010 Raymond Avenue, Brookfield, IL 60513, along with a check for \$20 made out to "CCGSCA." Please don't let your membership lapse!

### Volunteers for the Chapter

Contact Bob Nunes if you are interested in helping our Chapter continue our pursuit of Buick Motorsport activities for our members. It is very important to have fresh ideas introduced into the operation of the Club. Plus we need help to distribute the work so no volunteers get burned out. The tasks are easy generally fun and you will always have plenty of help.

### Upcoming Events

- Mar 5 Chili cook off at the Moose
- Mar 26 B-O-P-C Swap meet – Wheaton, IL
- Apr 8 Freestyle Autosports Dyno Day, Lake in the Hills
- May 7 BCA Car Show Suburban Buick – Wheaton, IL
- May 16–20 GS Nationals in Bowling Green, KY
- June 1–4 Buick Race Day at Norwalk, OH
- June 3 Chi-town Cruise – Soldier Field – Chicago, IL
- June 10 Drive in night – Cascade Drive In
- June 17 GSCA Picnic – River Grove Moose
- June 25 Woody Buick Car Show – Bensonville, IL
- Jun 28-Jul 1 Buick Horsepower Nationals at Indianapolis, IN
- July 4 Annual 4<sup>th</sup> of July Car Show – Woodridge, IL
- July 12-16 BCA Nationals – Rochester, MN
- Aug 5 Loren Car Show – Glenview, IL
- Aug 10–12 BPG Nationals at Salem, OH
- Sept 8–10 MidWest Buick Challenge – Morocco, IN
- Oct 1 Marquardt Car Show – Barrington, IL

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jumped in the backseat, I got behind the wheel, and Marilyn sat down next to me. After a few moments, I realized the car had some definite HP. I pulled over and told Marilyn she needed to get behind the wheel, especially since it was going to be her daily driver. I climbed into the rear seat – I insisted, even though the salesman told me to ride up front. As she drove, I became impressed that an adult could sit back there and EVEN have legroom. So, rear seat leg room AND horsepower, as well as power windows, AC and a nice Buick interior – all in immaculate condition – encouraged us to sit down with the salesman and “talk”. So, as he told us that this '84 T-Type was just as powerful as a Grand National, I said, “what’s a Grand National?” Our ignorance was stunning, and beneficial as would later be shown. After much back and forth negotiating, we left without buying the T-Type strictly because I wanted \$1000 more for trade-in of our Bronco with 69,000 miles. He was only giving us \$2500 allowance toward the T-Type. We were able to “walk away” because we knew nothing about the rarity and power of the turbo Buicks, and thus, the “We gotta have it” never happened. Well, two days later we got a call from the used car sales manager there. He asked what happened, and I said we were \$1000 apart. He urged us to come back in and that they would do better. We went in, and he admitted that he called us back after he had a young man want to buy the car yesterday, but couldn’t pass credit. We bought the car, but only after we got \$900 more from the dealer on trade-in value. I blame that unknown young man with the poor credit, for exposing us to the “Turbo Disease”, and for us, there was no known antidote. So, we took home our first Turbo Regal and began “the adventure”.

It was only a short time for me before I told Marilyn that when it was time for me to trade in the '85 Mustang GT, “I gotta get me one of these turbo Buicks.” My chance came 2 years later when I changed jobs and knew that I may have to carry adults occasionally in the back seat of my car. So, I went on the search for a Turbo Regal. I found 3 GNs at Loren Buick in Glenview in 1989. I bought the '86 they had with 5K miles on it, and passed up their 2 '87s. It became my daily driver for about 6 years.

Around this time, 1989, Dennis Kirban's newsletter started showing up in our mailbox. I never requested it, and didn't even know it existed. But, because of Dennis, we soon realized how special the cars were that we now owned, and that there was a MAJOR event every spring that celebrated these cars. So, we went to our first Nationals in Bowling Green in 1993.

After the first Nats, THERE WAS NO TURNING BACK FROM THE DARK SIDE!!! We were hooked in a way that defies explanation.

It was finally in 1993, I think, that we were able to afford buying an additional used car, so we could stop driving the T-Type daily. By then, it had about 88K miles, and was showing wear and tear. And after a couple more years, we were able to buy another used car so I could stop driving the '86 GN daily. It then had about 50K miles on it. We started doing the car show and cruise scenes about then, and drove the GN to the Nats our first 3 or 4 times there.

As fate would have it, we were to be exposed to the Turbo disease one more time, in July of 1996. Marilyn's brother-in-law who transported used cars locally for a living called us and said he saw a beautiful burgundy colored T-Type at a small Mt. Prospect, IL dealer on the showroom floor. Curiosity, and the disease got the better of me, and I went to see it only 3 miles from my home. Holy crap, I thought to myself as I looked over the '87 Turbo T. It had a recent repaint, power moon roof, 6-way power seat, AC, power windows & locks, and only 39K miles. The price seemed right. I HAD to have it! But, where was I going to find ten grand. I tried to think of how much money I could get for selling one of my daughters. Your mind goes in strange directions when in such a situation. When I calmed down, I was able to work out financing thru a bank – thank goodness these cars held high wholesale values, even when 9 years old. We took the car home 2 days later, and it made its first debut at our Chicago club's 4th of July car show the next day in 1996.

So now we had three Turbo Regals. And, it was time to start emptying our bank accounts. These were special cars, and they deserved to be shown, driven and raced every now and then. We started to improve their looks and conditions, and over the years painted the '86 and the '84. We had the motor rebuilt in the '84 – the need for speed took hold. During the build, it was a perfect time to dress up the engine compartment, so we had many of the engine bay parts powder coated, polished, etc. Later, the interior was upgraded – new headliner, new carpeting on the floor and the lower door panels, replaced some torn fabric on the seats, and generally made the interior look great again. Since the '87 T already had a few minor speed modifications from the prior owner, we decided to put money into under the hood improvements toward making it a show and racecar. As a result, the '86 GN was left totally stock, but with a brand new paint job. It stayed mostly in the garage, as we raced and showed the other two cars

whenever possible. The '84 and the '87 T's both went to Chicago's World of Wheels shows twice each during the years 1999 thru 2003 I think (the trophies are still packed away because of our move), and the second time the '84 went (it's Marilyn's car), it brought home a Best in Class award. Chris Gatch, our club's Cruise and Show director, fondly remembers that particular award ceremony, and jokingly stated that Marilyn's award plaque was "the size of a coffee table"! It was big.

That brings us to the year 2005, during which our lives changed greatly. The decision was made to move to Montana – not to retire, we couldn't afford that yet. We'd be gaining back a daughter who had moved there 4 years ago, and we were both ready for career changes. And, living near Chicago definitely had its negatives (Marilyn could give you a

long list). We thought about the move and realized that bringing 3 TRs out here would be too much. We decided to sell one – the one that saw all the garage time. We talked to one of our good friends in the Chicago club, and he agreed to buy the '86 GN in March. During the next months we started to prepare for the move. Late last October, we loaded the '87T on the trailer, our daughter Laurie flew in to drive Marilyn's Explorer, and Marilyn climbed in the '84 T-Type. We left and made the 1400 mile trip in 2 days. Marilyn got to experience two 14hr. days of driving her favorite car, and the '84 made the trip just fine. By bringing our two Buicks here, we probably darn near doubled the population of TRs in this state. And, Big Sky country now has quite a few more "horses" running free on its roads.



Wayne and Marilyn's Burgundy Turbo Regal

**Please take a look at the mailing label on your newsletter. If it indicates January 1, 2006 this is your last newsletter. Please renew if you enjoy being part of Chicagoland Chapter.**

### Directors Garage

Loyd Bonecutter

As winter passes yet the cold weather lingers it is difficult to get out into the cold garage and start or finish those needed winter upgrades or postponed maintenance items. There are boxes of goodies ready to be installed and plenty of minor repairs that need mending on all of our cars. Before the busy

cruise, show and racing season commence now should be the time to get this work accomplished.

Beth, our advertising coordinator has been working overtime coaxing our advertisers to continue working with us and some to expand their ads. Our advertisers are great folks to work with and we ask you to keep them in mind, as you need goods and

services for your special Buick. They completely understand how important your car is to you.

The pain of winter has been eased with a great January meeting hosted by John Spina at Caspers Electronics who you can tell really enjoys sharing his findings with our members in that forum. The big news for the day was Jimmy's announcement that he purchased a turbo Regal and has joined the dark side. Does not sound like his car will remain stock for long. As always Jimmy is working on some new developments and having his car as a test bed will make his products even better. I cannot say enough about the quality of his craftsmanship on our TH200R4 transmissions.

The February meeting was at a new venue that Brad Berger set up. Jim Martino of Best in Show, Inc. who has been an advertiser for some time, hosted that meeting in his shop. Very interesting seeing show cars broken down to the bare frame on one side of the shop and bare body in another section of the shop. This is amazing work by caring professionals that exhibit their pride and knowledge of how to do the job right. We may just have to join in with the Pontiac Flying Tiger Club meeting in the fall when the street is blocked off for burnouts.

I'm hoping the March meeting technical session and chili cook off goes well at the River Grove Moose. There should be adequate room in the parking lot for parts swapping, particularly if the weather cooperates. The facilities should prove perfect for having the chili contest perpetration and technical sessions going without conflicts. Mike Phillips will be here again for his 5<sup>th</sup> consecutive year sharing his knowledge with us. Again Brad Berger has come through and have coaxed Gary Kouba with Perfect Auto Finish and Jeff Popper with LoJack Corporation to speak with us as well. What can I say the chili contest just keeps on getting better. This is a meeting not to miss.

Our election of officers had a bright spot as Bill Grupp volunteered to be and was elected as our Treasurer. The next time you see him, give him your thanks for stepping up to the plate. Wayne and Marilyn's move to Montana forced their resignation. If you are in contact with them please thank them for a job well done.

I firmly believe this summer will be the best year ever for enjoying your Buick. I certainly hope to see many of you out there this summer.

**If you have any Buick parts that you think other Chicagoland members might need, please be sure to post it on the bulletin board. It is free is easy and gets results. Of course we have a classified ad in our newsletter as well. For advertising or things to sell in Fast Times please contact Beth Andrews.**

Advice for fellow TR owners from Tom Shea Racing

### **What are you Carrying?**

What do you carry in your trunk? Do you have a few tools? If you are like me, you will want to have a few things that will come in handy, without filling the trunk up completely.

There should be a reasonable expectation as to what can be accomplished away from your service facility. You probably wont need that set of heavy-duty ½ inch drive sockets etc. We all have a rather large area in the left hand side of our trunks that can be used for a box that will be adequately large to hold many useful things. You can measure this space & come up with an idea of the size. I took a heavy cardboard box that just fit in that space, & painted it black. I use a couple of bungee cords to hold it in place. It can be easily accessed, or removed. Because it is painted black, it doesn't look out of place. There is also the area in the front of the trunk, up over the axle. This area is not as easily

accessible, and it is harder to secure things there because of the g forces from acceleration. It's a good idea to take the time to make up a small collection of useful things that can come in handy when you are not at your usual service area.

Here are some suggestions as to what you may want to consider carrying with you.

A small piece of cardboard, a couple of feet wide & 5 or 6 ft long. This can be used to lay on if you need to crawl under the car. It can be folded up and stowed under the toolbox. A piece of plastic sheeting, large enough to be used for laying down under, or over things in wet conditions. This can be very compact when stowed. Shop towels, paper towels, hand cleaner, WD40 or equivalent. Assortment of fuses & small electrical connectors, & crimping tool, wire, & tape.

A piece of plywood at least ¾ thick and wide & long enough to be used for support under the jack in soft ground conditions, this can also be easily stowed

with the cardboard & plastic, under your box. A large X or Cross lug wrench, Fix a flat, Duct Tape, Utility knife or other cutting tool, Flashlight, at least one, possibly a light source that can be powered from the cig. Lighter, sometimes the batteries in flashlights can be found dead. Jumper cables, Gloves come in handy when handling dirty or rusty, rough, sharp hot, etc. things, like exhaust, jacks etc. An old raincoat & jacket & or a sweatshirt & maybe a cap could come in handy if you need to do some dirty work & don't want to ruin decent clothing. Tow strap.

An assortment of tools, this can be partly, but not limited to, a small inexpensive tool kit like what you can get at any auto or hardware store. It should include, screwdrivers, pliers, hammer, wire cutter, and various wrenches, including Allen, that you may use for small adjustments to fuel press etc. 1/4 and 5/16 nut drivers are handy for hose clamps.

There are some parts that could come in handy they should be kept by everyone that owns one of these cars for spare parts. As long as you have them on hand, why not just carry them in the car? Both radiator hoses, the small hoses for the heater and water pump bypass & the serpentine belt. These cars are now old enough where they should have had the originals of all of these pieces replaced by now. The old belts and hoses will work for spares if you replace them as part of a preventative maintenance effort. These pieces will easily fit in the trunk along the lower fender area & be out of sight & harms way until needed. When any of these items fail, you are dead in the water. These parts could be difficult to get on a timely basis as they are specific to our cars, which are now approaching pioneer plate status!

Don't get stranded, take the effort to do the preventative maintenance with the belt & hoses. Clean up the old ones & stash them in the trunk for spares. Replace the MAF, there are several alternatives to chose from, the stock one is no longer available and was not very good in the first place. When you acquire spare parts they should be installed as replacement parts immediately. Don't assume that the replacement parts are good until you verify it by installing and testing the results. Use the replaced parts as the spare. You know they were working prior to removal. This, at first, may not seem like the logical way to do it. Think about it, there are several valid reasons for this approach.

There are several other small hoses on the car that should be changed out when you do the radiator hoses. These are the water pump bypass "S" hose. And the heater hose assemblies. These are

inexpensive, but they are formed to shape. It would be difficult to use standard hose stock to replace them in an emergency, because of the sharp bends in the pre formed shaped ones. A bend that tight in a straight piece of hose would kink. When you replace your belt and hoses, the coolant will already be drained, it's a perfect opportunity to change out the other small hoses. If these pieces are not malfunctioning then clean them up & keep them for spares. The possibility of them failing is not great, but you will have a free spare set if you just throw them in the trunk. They are light & take up very little space.

Anyone who changes out a hose and doesn't bother to do the rest of the job, which is replacing all of the hoses & flushing the system and adding a clean new fill of coolant is at the very least missing a golden opportunity. Do yourself a favor. Avoid possible stranding & down time. You may save yourself getting towed. Improper towing of these cars will result in damage. If you were stranded and had to leave your car, that could be the least of your worries.

You may want to include a detailing, cleaning, waxing/polishing supply. Keep in mind that if there is any dirt or dust on the finish when you rub on it, it will scratch, so be careful! This "Detailing" kit could include, window cleaner, razorblade tool for windows, spray detailer for the finish, Armor-all or similar, chrome polish, towels, and other show type tools.

You may want to have a list of things that you should carry in the glove box inside the car. A small camera, in case of accident, a picture is worth a 1000 words. Don't forget the flash. Of course you will have established the pristine condition of your toy with pictures and possibly an appraisal and or other documentation. The ability to write down a name, number & other information is an asset. Pencils are better than pens because they do not dry up from sitting in the car for long periods, also in cold weather they will still work and they work better in the rain. Mechanical pencils don't need to be sharpened. A small tablet is handy. You can even get accident reports from the police or triple a if you are a member, they actually have kits.

If you have a cell phone, you may want a cigarette lighter adapter for the power source. A small flashlight in the interior is a good idea. Something to wipe up the inevitable smudge or spill, keep a few small towels under the seat, or at least some paper towels or Kleenex..

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**Membership Notes**

Shari Bonecutter

Hi All! I hope everyone had a great Holiday season! Ours was pretty good – Loyd received some go-fast parts for his GN and the Sleeper Regal, and my GS's engine went in for a "freshening" up. (although I hear rumors of a different cam and some goodies like that!) Santa was good to us, yet again!

We did have some horrible news concerning one of our club members. Greg Stilip, a long-standing member of this club, found his father, John Stilip, murdered at their place of business on Christmas Eve. Death over the holidays is bad enough, but to have something like this happen is awful. The club sent them a check towards the reward that they have set up, only to have it returned. Greg and his family were grateful for the check, but they would feel better knowing that it stayed with our club. We will probably be using it for something special in John's name, what, to be determined. I know that all of you will remember Greg and his family in your prayers and wishes.

We've had a few new members join the club, and I'd like to start listing their hardware. I think you all would be interested in it, too.

Welcome to Dave Leonhart, of McHenry, IL. Dave has a low mileage (8k) 1987 Grand National. Clem Sevede of Norwalk, IA has a 1969 GS Stage 1 convertible. Roger Simmons of Joliet, IL joined, and he has a white 87 WE-4 Turbo Regal. Jeffery Butt of Lockport, IL joined, but he doesn't have a car, yet. David Willand of Forest Lake, MN joined, and he has quite the collection. He owns GNX #344, with #9.8k miles; a 1989 Turbo TA Pace Car; a 1986 T-Type – ex-FBI/DEA chase car; a 24k mile 1987 Turbo T; and an 1986 GN with 20k miles. Whew! Mario Maola of Lyons, IL joined also, with a 71 GS Convertible Clone with a 350 engine. Welcome Back to Jamie and Christine Patrick of Antioch, IL. Amongst other hardware, Jamie has two 1970 GSX's.

Congrats go to Chris and Anna Gatch – they have a little project of their own under construction. Tentative finish date is in July, I think. Stay tuned to see what brand it is.

Get well wishes go to Gary Goraczniak, who had surgery this month. Hope all went well, Gary!

Well, I had hoped to have a block of hotel rooms reserved for the GSCA Nats in Bowling Green, KY. It's a big no-go. I tried, I really did, but the Courtyard is booked solid for the weekend of the actual race. There seems to be some other event that is filling up

the hotels for the weekend of May 20-21. So all I can do is recommend that you don't wait until the last minute to try to get rooms. I've asked and the GSCA has no rooms blocked, either. So – sorry to say – good luck!

AND – as long as I'm talking about the GSCA Nats, we need judges once again for the car show on Friday, May 19. Please contact me or Chris Gatch if you're willing to help. Those that have helped in the past know that it's not that tedious a process. You have a form to check off, and are usually on a team of 3. It's not concourse judging, and you really should only be spending approximately 10 minutes per car, at the most. You will get a cool souvenir pin for your time, too. So please think about helping us out?

We're also helping judge the car show at the Horsepower Nationals in Indianapolis, IN on Saturday, July 1. At this date, we've not heard yet what this entails, if it will be forms or what. But a heads up, please – we do need help here, too!

Ok – review of the past 3 months. As a club, we did nothing in December, for a change. We moved our Holiday party to January, due to our not getting a place in time for December. The party was held at Park Place in Countryside. We had a pretty good showing – about 72 people showed up. Gary Goraczniak donated one case of 1:28 GSX models, to which we added two more cases, and made centerpieces for each table. This seemed to go over well – thanks, Gary! We had a semi-family style dinner that was pretty darned good, and Midnite Mike wove his usual magic as our dj. I had a ton of raffle prizes again, this year. So far, we've raised \$438 towards charity. More on this later. Big thanks go to Barb Holda and Mary Ferrari in selling the tickets. Paul and Linda Brelie, and Beth and Dana Andrews assisted in setting everything up. Chris Gatch and Loyd announced the raffle tickets. I thank all of you for your help. We have a poll on the website in regards to our next holiday party. Let us know if you want to have it in January again, or in December. I'd like your opinions.

We had a large crowd the beginning of January, at Caspers Electronics in Mundelein. This was a two-fer this year, with John Spina and Jimmy from Jimmy's transmissions giving a talk. I think there was a good question and answer session with each gentleman, too. Paul and Linda, Chris Gatch, Beth and Dana Andrews, and Bob and Carol Nunes brought soda and ice, and snacks. Jimmy provided

us with some awesome doughnuts and coffeecakes. We ordered pizza for lunch – not a single piece left over! I'm glad everyone enjoyed the information, the company and the food.

The February tech session was held in a new place. Brad Berger set this one up, at Best of Show in Naperville. These guys do awesome restorations, and allowed us to prowl all over their place of business. After a club meeting, a question and answer session was held, and again, pizza was served. Pretty much the same folks brought soda, with Brad providing pastries and Linda Brelie bringing fresh fruit. Thanks to you all for your help, and most particularly to Brad for setting this up.

We have a lot of stuff coming up here soon. March 5th is our meeting at the Moose Lodge in River Grove, IL. This will be our chili cook off, a contest for the best chili. Please feel free to bring a big crock pot of your favorite recipe. The club will provide beans, oyster crackers, shredded cheese, and extension cords. All tasters are asked to vote for their favorite chili. You will be competing for the traveling chef's hat trophy, which, if you win, you will be expected to add something to and bring it back next year. We also have gift cards coming from the Outback Steakhouse, Red Lobster, and Lalo's Mexican restaurants. ALSO – we have some raffle prizes that did not make it in time for the Christmas party. We will be raffling off 3 car covers – for a GS, a GN and a Riviera – a set of Buicks watches (his and hers) and a pair of mechanics gloves – maybe even a token tee shirt or two. This money will be added to the money collected for charity. AND – last but not least – we will have three presenters this time. Mike Phillips and David Wink from AMP engines will be here, as they traditionally are. Brad Berger has lined up a car detailer and someone from

Lojack. There will be a flier else in the newsletter with details. I hope to see a lot of you there.

We will also be at the B-O-P-C swap meet the end of March. This is on Sunday, March 26, at the DuPage Fairgrounds in Wheaton. Please look for the flier elsewhere in this newsletter.

April 8th brings another new place for us, Freestyle Autosports. This will be our spring dyno event. We have a sign up list on the website. If you do not have internet access, please call Loyd or Paul Brelie and they will sign you up.

And sometime in April, Carl Creque is thinking about renting US 41 for a Saturday. Carl posted this: The track rental is indeed \$3000 for an unlimited number of cars for a Saturday 8am to 4pm. To spray the track with traction compound all the way to the end is an additional \$200 dollars, both lanes included. SO: \$100 each for 32 cars or \$65 dollars each for 50 cars or \$50 each for 65 cars.....you all can do the math! Still interested?? If so, need suggestions for which Saturday you would like. I have contacted the chassis shop in Michigan and they will spread the word there after they recover from the heart attack about the price. All please give my email address; cacmanjr@aol.com. We will need to get monies up front so once we are all in agreement on numbers and date I can make a firm commitment to Denny. Track rental deposit is \$500. Sounds like a great time if we can make it happen! Again, we have this on the club website. The last time we did this it was a blast!

I hope to see you at some events this year. We have more stuff planned – race dates should be set soon, there's a picnic in June, also a drive inn night in June, BCA car shows, the 4th of July car show with our club, etc. I think we have something for everyone. Take care!

#### Classified Ads.

GMP die cast GN/T type models for sale. 1/18 and 1/24 scale. Contact me with your list of ones you need. Price and availability will be included in reply. Thanks. dave\_willard@worldnet.att.net 651-464-8621.

For Sale- 1986 T type. Former FBI car. New paint interior carpet, etc. Too many parts to list here. 14,500.00. 1987 Turbo T. The nicest original car you will ever see! Only 24,000 actual miles! No mods or ad-ons. Still has the original air in the tires! 18,500.00. Must sell both due to health reasons. Contact me at 651-464-8621.

dave\_willard@worldnet.att.net

## CCGSCA 2006 Racing Series

**Vehicles must be *Buick* powered to compete in the series. Testing and tuning is open.**

**Classes:**

- Bracket 1 11.99 and Quicker
- Bracket 2 12.99 to 12.00
- Bracket 3 13.00 and Slower

**Per event scoring:**

IHRA Style Points Scale

### 2006 CCGSCA Racing Series Points Guidelines

cars	st	nd	rd	th	th	runner- Up	inner
	round loss	round loss	round loss	round loss	round loss		
or less	0					0	0
to 8	0	0				0	0
to 16	0	0	0			0	0
7 to 32	0	0	0	0		0	0
3 to 64	0	0	0	0	0	0	00

- Top MPH            10 points        (Bracket 1 only)
- Low E.T.            10 points        (Bracket 1 only)
- Low R.T.            15 points        (Per event, per bracket. During eliminations only)
- Participation            20 points        (Must participate in **all** club race events)

*Cumulative score will be a best four out of five events.*

**Tentative Schedule – Please check website for updates/changes**

- Race one April 16        Samantha Rix @ Byron
- Race Two June 11        Buicks @ Da Grove
- Race Three August 27    Buick Summer Shootout @ Byron
- Race Four September 24 Buick @ Da Grove II
- Race Five October 15    Fresh Air Finale @ Byron