

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

Volume 14 Issue 1 Spring 2008 Chapter of the **Gran Sport Club of America**; 625 Pine Point Circle; Valdosta, GA 31602 912-244-0577



Julie Dickerson's 1987 Turbo Regal

Old school flair and 345HP at the wheels make this car "the kind Turbo Buick that gives Turbo Buick's a reputation".

On Dec. 2nd 2000... Julie, Steve, and 2 yr old Ashley drove down to a small dealership in Peoria, IL to look at a pretty little light blue '87 Turbo Regal. The car was a bit rough for sure. There was no exhaust system, no wheels and tires, a whiney rear end gear, a bit more rust than expected, and more than 150,000 miles on the original bone-stock engine. On top of that, the owner's teenage son had been using the car as a full time drag machine, as evidenced by the dial-in stickers on the front and rear windows and plenty of rubber on the rear quarter panels. But hey.... it was a bargain! They were only asking \$7k! Not surprisingly, the car spoke to Steve... "Please rescue me". And it spoke to Julie as well.... "Don't buy me... I'm a pile of crap". Needless to say... a set of old Centerlines were bolted up and a noisy open exhaust Turbo Regal was driven 163 miles back to Lake in the Hills IL. A week or so later the car was fitted with an exhaust system, and a fresh TA49 turbo replaced the high mileage stocker.

The car also got a new aftermarket computer chip, a new Walbro 307 fuel pump, a Casper's hotwire kit, some new injectors and some tuning from Steve. A few oil leaks were fixed and new belts and hoses were installed, and Julie was driving the car daily. In short order, Julie reaped her first reward of Turbo Buick ownership: Intermittent and repetitive blown fuel pump fuses! Her favorite "fuse pop" happened in a Wal-Mart parking lot where she was stranded in the middle of traffic with a 2 year in the back seat. After a week or so of troubleshooting and "encouragement" from Julie, Steve finally found the culprit was some frayed factory wiring rubbing on the rear of the A/C compressor. Ever since then... it's been "all good". Julie continued to drive the car every day and over the course of 2 years various minor performance upgrades were installed. The Dickerson's came to refer to the pretty light blue car as "Princess". In Dec. 2002, the time came for Princess to get a little cosmetic care. The car went into J&D Autobody in Cary, IL where Steve's long time friend Mark Moritz poured his time and effort into the bodywork.

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Please volunteer to become a Chapter Officer we need your help.

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 is up in January, June 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 providing Buick Motorsport activities for our members. Fresh ideas are vital to keep the Club exciting. By distributing the work among more volunteers make it more enjoyable for all. The tasks are easy, generally fun, plus you will always have plenty of help.

Upcoming Events

Mar 9 - Chili Cook off –Franklin Park Rec Hall

Mar 30 – BOPC swap meet DuPage County Fair Grounds

April 12 – Dyno Day at ATR's shop in Cresthill, IL

April 20 – WPC Show & Swap at Larry Roesch in Elmhurst

April 27 – Samantha Rix Memorial Race, Byron Dragway

May 10 – BCA Spring Dust off at Crossroads Buick

May 13 thru 17, 2008 GS Nationals in Bowling Green, KY

May 30 thru June 1, 2008 Buick Race Day – Norwalk, OH

Jun 7 – Hondo's Cruise – Lake Como, WI

Jun 21 – Great Lakes Dragway Race – Series Race 2

Jul 4 – Gorilla Days Car Show in Woodridge, IL

Jul 12 – Great Lakes Dragway Race – Series Race 3

Jul 16 thru 20 - BCA Nationals – Flint, MI

Aug 1 to 3 BPG HP Nationals in Hebron, OH

Aug 2 – BCA Loren Buick Car Show in Glenview, IL



Those not familiar with innocent looking Turbo Regals will probably see this

Originally, the paint job was supposed to be one of those “fix it up quick” deals, but it became one of those “make it gorgeous” paint jobs instead. Mark patched the minor rust in the quarter panels and fixed a hole in the floor. The passenger’s door was replaced and the driver’s door was patched. Steve went through countless 320 grit sand papers stripping every square inch to bare metal with a DA orbital sander, and Mark went over it all with body filler and elbow grease to make it super straight. Special care was also given to the rear window pillars to make sure they would never crack the way so many G-body cars do. Brand new GM weatherstripping and a new Jax custom leather interior finished off the

restoration, and in March 2003 Princess was back on the road. There was one problem though... such a pretty car didn’t deserve to be exposed to the weather and grime and parking lot dings, which an everyday driver must endure. So, Princess was relinquished to cruises, weekend car show duty, and generally being babied. With one exception... in keeping with her illustrious past, Princess can be seen making the occasional 12 sec ¼ mile pass at Byron or Great Lakes. On more than one occasion, fellow racers at the dragstrip have commented that the car is too nice to be running down the race track, which may be true... but it sure is fun! Steve Dickerson

For those of you who missed the February meeting, the present officers were elected, as there were no volunteers for any of the positions. Please consider volunteering for coming years.

Meetings of 2008.

The January meeting at Caspers Electronics was well attended with 30 folks who consumed 11 large pizzas in 20 minutes. It was cold day in January hurting attendance a little. As always John Spina and Jimmy Hussen put on excellent technical sessions. For those of us who never get enough of bench racing and learning from the experts this meeting is always a treat.

For February we went way south to Plainfield, IL, on the coldest day of the year so far. Midwest Hot Rods was a very fascinating place. There had to be about 40,000 sq. ft. of cars under one roof, with many exciting projects going on. Many of us enjoyed this like a car show. There were three 1957 Chevys under restoration. Two had custom frames under the cars with the meticulous details being outstanding. Paul Quinn, our host, also

explained the work they do spans from normal maintenance to full frame off restorations. The show room full of parts was quite extensive. The next time you are in the need for parts, advise or service please consider Paul and his staff. We had about 38 members here who likewise consumed a lot of pizza. But not quite as quick.

The March meeting will be at the Franklin Park Community Center, and will feature Mike Phillips and of course the Chlli. We are hoping the continuous cold blasts out of Canada will discontinue by then, and more of our members will come out.

The April meeting will be our annual spring dyno session. For you power junkies this will be a chance to strut your stuff. Al will be hosting an open house that day so there will be plenty of brand x owners who may not be familiar with torque. Always a great time.

If your expiration date on the newsletter says September this is your last newsletter

Directors Garage

Darn it has been a cold winter, really takes a lot of motivation to go to the cold garage. I have not been out there in months. Last outside project was the week of thanksgiving, other than raking the last of the leaves or snow blowing.

This is the year of changes for the Chapter. It is the first year not having club plates since 1995 when Paul came up with his first of many great designs for us. The state has made it tough with control of distribution, additional documentation and the size of the area with original art very small. It is not worth the hassle from administration to the costs with their distribution versus the appearance and uniqueness of the plate.

The second is having the Christmas party late. We simply did not get with the hall on the favored date before somebody else had grabbed the date. Having the holiday party in late February is probably not that bad an idea, as December remains a very busy time of year. We will try for the weekend of the Dragrace Expo (late January) earlier next year.

Finally the Midwest Buick Challenge for the first time will be held in late August instead of September. The choices were to pay Notre Dame home game hotel rates (expensive) move back to U.S. 41 (without a major management change) or move two weeks earlier. Most folks did not object to the earlier date. Now pray it is not too hot.

Joe Garcia has set up a racing schedule, which is a great set of compromises, between the dates the track could offer and avoiding the dates where Buick events were already planned. All I can offer is thanks to Joe. With Paul DuBois and Joe revitalizing the racing series, the participation as grown, so this should be an interesting season. I'm hoping this continues to grow as our members find out how much fun it can be.

Hope to see a few of you at the Hondo's cruise on Como Lake. Steve Kelly puts on a great event there.

I certainly hope more members take advantage of the motor sport opportunities offered by this Chapter. This should prove to be a great year so hope to see and your car at a few events.

The following was borrowed from the Skylark Drive club website and the Carolina's Chapter Newsletter

Disc Brake Conversion by George Nenadovich

A lot of 1968-72 Skylarks came from the factory with drum brakes which are not the greatest brakes. In 1970, the GS455 could be ordered with drum brakes. In 1971, all factory big block cars came with disc brakes. It was mandatory. I guess GM found out that the drum brakes were not capable of stopping the big block cars in a safe distance and were prone to drum brake fade. In 1973 and later cars, they all came with disc brakes as standard equipment.

In order to change a drum brake car to discs, several items are needed for the conversion. First, a donor car needs to be located with factory installed disc brakes. You will need to remove the spindle assembly (spindle w/backing plate, caliper, rotor) by separating the two ball joints. You will also need to remove the brake hose bracket from the frame. The drum brake and disc brake brackets are different. If you forget to remove the brackets, you can make the drum brake brackets work by filing the brake to the shape of the brake hose metal end.

Second, make sure you remove the proportioning valve from the frame which is located just below the master cylinder. The drum brake cars have a rectangle shaped valve while the disc brake cars have a very irregular shape. Once you see the difference, you will understand what I mean. You can check some cars at a show to see the difference.

After you get all the parts, inspect/check all parts. Make sure the rotor meets the minimum thickness requirements which are approximately 1.125 inches. On the rotor, the minimum thickness is usually cast into the rotor. Also, factory rotors have a rain groove in the middle of the braking surface which is approximately 1/8" deep. If you don't see this groove, the rotor has been turned too many times and should be replaced.

Also, check the bearings and races which are pressed into the rotor. Make sure the bearings are not blue(overheated), nicked, broken, galled, fractured etc. Inspect the pressed-in races in the rotor for similar damage. If the bearings are damaged, check the spindle to see if the bearing surface is also damaged.

With all the parts from the donor car, BUY a NEW master cylinder. These are available from Raybestos and TRW. I have had a lot of problems with rebuilt cylinders and the price difference is about \$20. I also like to use silicone brake fluid which is more expensive than DOT 3/4 fluid. Silicone lasts longer, does not harm the paint or brake hoses and is not hydroscopic(absorbs water). Silicone will stay clear and does not become murky like DOT 3/4 fluids.

As a final wrap up, here are some costs with doing a conversion:

New Master Cylinder \$40-\$50

New inner & outer wheel bearings \$10-15/pr

New bearing seals \$1-2/ea

New brake hoses \$25-35 each

Rebuilt brake calipers \$10-20 ea

New rotors \$40-50 ea.

Proportioning Valve when available new \$80

The power booster does not have to be changed when doing the conversion. When doing the conversion, it would be best to do the suspension at the same time. New bushings, ball joints, idler arm, center link, tie rods springs and shocks should be installed if not done previously. Once you complete the front end, you will be ready for another 50,000-100,000 miles of driving. I recommend AutoDrive suspension parts made by Moog, and springs are available from TRW and several others.

Cars that you can use disc brakes from:

- 1968-72 GM A-bodies which are:
Chevelle, Cutlass, LeMans and Skylark
- 1970-72 Monte Carlo and Grand Prix
- 1970-81 GM F-bodies (Camaro/Firebird) with adapter kit
- Aftermarket companies - expensive.

Note: some early 1968 cars used four piston caliper disc brakes and these are rare. Most use the single piston design. Single piston calipers can be found on a lot of GM cars. Four piston calipers found only on 1965-67 GM cars and all Corvettes from 1965-82.

If you have any questions, you can e-mail George Nenadovich @ gnenad@ix.netcom.com.

Hopefully when you get this Newsletter warmer weather will be here

Membership Scribblings – Shari Bonecutter

Greetings from the Deep Freeze! I sure hope this pattern that we're having for winter doesn't hang on for summer – a storm every weekend?? It does seem that way, doesn't it? Maybe it will get it all out of its system by spring...

We've had some great meetings these past two months. The January meeting at Casper's Electronics was well attended. I really want to thank John and Justin Spina for hosting us. Jimmy from Jimmy's Transmissions and John also gave great presentations. (Also thanks to Jimmy for the doughnuts and coffee cake; and John for the coffee!) I want to thank Beth and Dana, and Paul and Linda for their perpetual help with ordering the pizza and setting up the food. You guys are great! And thanks to the many club members who attended – I hope it was fun for you!

The February meeting was on the coldest day of this winter, so far. (of course!) I want to thank Brad Berger for setting up the meeting at Midwest Hot Rods, in Plainfield. This was our first time there, and boy, what a place! It was huge and had at least 40 cars there in various stages of restoration. Talk about some beautiful cars! The owner, Paul, had a short question and answer session, which worked well. I want to thank him, too, for letting us use his facility. There were guys all over the shop, looking and trying not to drool and he didn't bat an eye. Thanks here to Barb, Frank, Wayne and Brad for their help in setting up and getting the pizza. And thanks to all who braved the cold to attend – makes you wish you had a remote start like some of the guys did!

And last but not least was the Christmas party. I want to thank Frank and Carol Jackowiak, Steve Ledger, Barb Carroll, Paul Castle, and Dave Formato for donating some of the raffle prizes – thanks for being so generous! We had some interesting things for the raffle – a Presto Griddle, a very cool T-Type Model, some Sauce King of Chicago tool kits and baskets, a Tom-Tom GPS, and a car buffer were some of the items. Thanks to Steve Russo for setting up the event for us. We had a great dinner of roast beef, roast chicken, mostaccioli, mashed taters and green beans. Salad and dessert, too. Roger Van- Scoyk was surprised to find out that he was celebrating his 50th birthday, thanks to his wife Bronia. The cake had a very cool picture of his GN on it – almost too pretty to eat.

Big thanks to Midnight Mike for some really good tunes – you did a great job of keeping things moving! I also want to thank those that helped us set up and sell tickets and such – Barb Holda, Beth Andrews, Wayne Smith, Paul Brelie, Dana Andrews, and Frank Jackowiak. You know that we couldn't do this without you. Really big thanks go to all that came – I think 80+ showed up. I think all had a good time – at least they seemed to.

Frank was contacted by the state about the designer license plates. This will back up why we decided not to issue them again. They have changed the design area to roughly 3" by 3 1/2" – 'way too small for our designs. I don't know about you, but if I have a car license plate I want it to be seen! And the other big change is that the secretary of state will be actually mailing out the plates. No plates would go out until I had a registration in hand – and you know how some of you are about getting them to me on a timely basis! Most folks are fine, but there's that few.... This also cuts out any out-of-state owners completely, and we have a few of those. So it was fun while it lasted but it's to be no more.

I want to welcome the following new members: William Benenhaley, Elgin, IL; James Boushley, Hanover Park, IL; Philip Glavan, New Lenox, IL; Dennis Kann, Chana, IL; Bill Sales, Plainfield, IL; Jay Westberg, Glen Ellen, IL; Bill Paymaster, Plainfield, IL; and Elias Shaheen, Downers Grove, IL. Welcome Back to Joseph Puthusseril of Morton Grove, IL. I hope the club provides the information and fun that you all are looking for!

We've had a few new arrivals, too. Jason Scalia welcomed a daughter named Gianna on January 13, 2008. She weighed in at 7 pounds, 7 ounces. Tom and Debbie Analitis welcomed daughter Katelyn Kelly on November 13, 2007. So after having a few boys over the past year, we now have some girls to even it up.

If your membership was up in January, please remit your renewal. This is what helps keep the newsletters coming! Please fill out a renewal/application, too, ok? Sometimes things change and you're not aware that you've not let us know. This is our one way to keep up to date. So any help is appreciated.

Up-coming activities – yup, we have some of those. The best of them all is the March meeting with

Automotive Machine and Performance and our Chili Cook-off. There is a flier in here with the address and directions. If you want to compete, please bring a crock-pot full of deliciousness. We will have a kitchen available to us, if need be. **We will have plenty of outlets, bowls, spoons, napkins, sour cream and shredded cheese. Oh, and Beano!** Beth and I may bake some corn muffins again, too. (not as many as last year!) I'm not sure of the prizes yet but we usually have some good restaurant gift cards, and of course the winner gets the traveling chef's hat!

We also have the swap meet in Wheaton the end of March, and the dyno session at ATR in April.

If you know of any great cruises that allow all our years of cars, or shows, please let Chris Gatch know

at 312-485-2983. Or you can let me know, at 708-485-8477; we also have a place to post them on the website at chicagolandbuick.org. Simply go to the message board and post the info there.

We set the Midwest Buick Challenge for August 22-24, at Osceola, IN again this year. I hope to have hotel information set soon, and to start on some of the social activities soon, too. Stay tuned to the newsletter and/or the website for the latest. It was a blast last year, and will hopefully be as much fun this year.

In closing, I hope everyone is close to finishing up their winter projects. I know it doesn't seem that way, but Spring will be here soon, and so will our car show/racing season! It's almost time to go Fast with Class.

For Sale:

1982 Buick Riviera Pro-Street, converted to rear wheel drive with a narrowed 9" rear end and 31" Mickey Thompson tires. It has a 455 Buick engine that is 30 over with 10-to-1 hypereutectic aluminum pistons, Stage I heads, Ultradine.487 lift cam. Carb is a 855 Holly on a Offenhauser 360 manifold. Trans is a turbo 400 with a mild shift kit and a 2500 rpm stall converter. Body is solid and rust free with many subtle custom features.

Car runs strong and drives straight. Reduced to \$15,000 or make me an offer.

David Falstad – 847-356-503

400 Transmission with 30 miles on it - \$500 firm.

Stage 1 valves – 8 exhaust and 2 intake - \$100

71 Stage 1 455 motor – 430 over - \$2,500.

Please call Johnny Gribble for the above – 815-282-8217

Wanted to Buy:

1970-72 Stage 1 complete dual snorkel air cleaner assembly.

Please write: **Raymond Schordie, P.O. Box 925, Redgranite, WI 54970-0925.**

The 2008 Race Series Schedule:

Samantha Rix Race	April 27	Byron Dragway
Race #2	June 21st	Great Lakes Dragway
Race #3	July 12th	Great Lakes Dragway
Race #4	Sept 14th	Byron Dragway
Fresh Aire Finale	Oct 26th	Byron Dragway

Please thank Joe Garcia (aka Turbo-Fun) for all the work he did in setting up this schedule. With all the other events already scheduled with the Regional and National events to work around this can be difficult

Meeting, Technical Session and Chili Cookoff

Sunday; March 9, 2008; @ 11:00 am

Franklin Park Community Center

9560 Franklin Ave.

Franklin Park, IL

Our third Meeting for 2008 will be at the Franklin Park Community Center and will feature our eighth annual Chili Cook off. The chili selections just keep getting better with 17 entries last year. The chili recipes are guarded secrets for many participants, so you just have to come to try them out. We will be presenting gift certificates to the winners again and of course pass the winner chef hat along to the 1st place winner.

Mike Phillips owner of Automotive Machine & Performance in Owensboro, KY will be on hand to cover all aspects of building high performance Buick engines. Mike has been a featured speaker at a number of our technical sessions and supports our chapter in a number of ways. His knowledge of the machining, head porting and assembly of engines is extensive. If you are planning to freshen up your engine, need help selecting a camshaft or contemplating some headwork you should not miss this session.

We are looking forward to the presentation and of course the chili. Our regular business meeting will start at 10:30 am just before the technical session.

	Franklin Park Community Center 9560 Franklin Ave. Franklin Park, IL	Mike Phillips Automotive Machine & Performance 6235 Highway 54 Philpot, KY 42303 888-624-3848 E-mail: Ampmike@aol.com	
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Directions from I-290

- I-290 (Eisenhower Expressway) to 25th Avenue Exit
- North on 25th Avenue and continue past Grand Avenue to Franklin Avenue.
- Turn right (east) on Franklin Avenue.
- Community Center is at the northeast corner of the intersection

Directions from I-294 Southbound

- I-294 to Irving Park Road (exit available southbound only)
- East on Irving Park Road to 25th Avenue
- South (right turn) on 25th Avenue
- Continue past the Rail Road Tracks in Franklin Park
- Next intersection is Franklin Avenue.
- Turn left (east) on Franklin Avenue
- Community Center is at the northeast corner of the intersection

Need help with directions call 708-508-2967
<http://www.chicagolandbuick.org>

Dyno Session with Meeting
Saturday; April 12, 2008; @ 8:00 am
ATR Motorsports
820 Brian Drive - Crest Hill, IL 60403
815-726-7866

Our third meeting for 2008 will be at ATR Motorsports in Cresthill, IL. Al Thompson has invited our Chapter's members to dyno test our cars on his equipment for the eighth straight year. These sessions are a great way to try out all that Buick torque. This will be our seventh session at ATR. These are the results from our fall session:

Jon Skrobot	87 GN	199 HP	257 Torq	Joe Helsing	87 GN	236 HP	338 Torq
Loyd Bonecutter	86 TR	281 HP	413 Torq	Rich Fitzmaurice	71 GS	468 HP	629 Torq
Dave Leonhart	87 GN	343 HP	469 Torq	Scott Neilsen	68 Camaro	343 HP	523 Torq
Joe Eichendorf	70 GS 455	367 HP	497 Torq	Steve Pitts Sr	87 GN	495 HP	841 Torq
Kevin Pitts	73 Mopar	261 HP	320 Torq				

Cost will be \$50 for 2 dyno pulls taking approximately 30 minutes per car. Please make your reservation on the web site via the Message Board.

This will be a great session for our club members. Please bring chairs for the Event.



Directions from the North and east:

- I-55 southwest toward ST LOUIS
- Exit WEBER RD – mile marker 263
- LEFT (south) off the ramp onto S WEBER RD / CR-88
- Follow south WEBER RD. approximately 6.2 miles
- LEFT (east) onto west CATON FARM RD. for about 0.9 miles
- RIGHT (south) onto OAKLAND AVE. for about 0.3 miles
- RIGHT (south) onto N RAYNOR AVE. for less than 0.1 miles
- Al's new shop is at the corner of Brian and Raynor Ave.

<http://www.chicagolandbuick.org>



Samantha Rix Memorial Race

Sunday - April 27, 2008

Byron Dragway / Rock River Road / Byron, IL

Owner - Ron Leek @ 815- 234-8405

This is the annual race in memory of Samantha who assisted Tom and Carol Rix organize and run our Chapter's early spring events.

Race Organizers will be on hand to help our members have as much fun as possible on a spring day at the racetrack. After a long winter many of us are anxious to get our cars out for the season. Do not miss out on the shock and awe of Buick performance.

Soft drinks and snacks will be made available to members and racers at the Chicagoland Tent on the hill.

Please get to the track early if you want to test and tune before the racing. Tentative plans are for a driver's meeting at the Staging Lanes at 12:00 PM with eliminations starting at 1:00 PM. Changes will be announced.

Our two bracket classes will continue as follows. Winners will be collecting points for the season.

Bracket 1	Bracket 2
12.49 & quicker	12.50 & Slower



Directions

- ⇒ Interstate 88 west to Interstate 39
- ⇒ Interstate 39 North (toward Rockford) to Exit #111 - State Route 72
- ⇒ State Route 72 West 13 miles to the four (4) way stop sign at the bridge south of Byron.
- ⇒ Continue straight on Rock River Road instead of turning for State Route 72
- ⇒ Follow Rock River Road west about a mile
- ⇒ The drag strip is on the left

2008 Chicagoland GSCA Racing Series Events

Race #2	June 21st	Great Lakes Dragway
Race #3	July 12th	Great Lakes Dragway
Race #4	Sept 14th	Byron Dragway
Fresh Aire Finale	Oct 26th	Byron Dragway

17TH. ANNUAL

BUICK-OLD-PONTIAC-CADILLAC

SWAP MEET

SUNDAY MARCH 30TH, 2008

DUPAGE COUNTY FAIRGROUNDS

2015 W MANCHESTER RD., WHEATON, IL

OVER 120 INDOOR SPACES AVAILABLE

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FOOD VENDORS WILL BE AVAILABLE

DONATION AT DOOR \$4.00 OPEN 8AM SUN.

SET UP SAT. 7PM TO 9PM- SUN. 6AM TO 8AM

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Naperville, il. 60540 Questions call: 630

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Waiver-I understand that neither the IVOC or

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Paul supports our chapter in many ways



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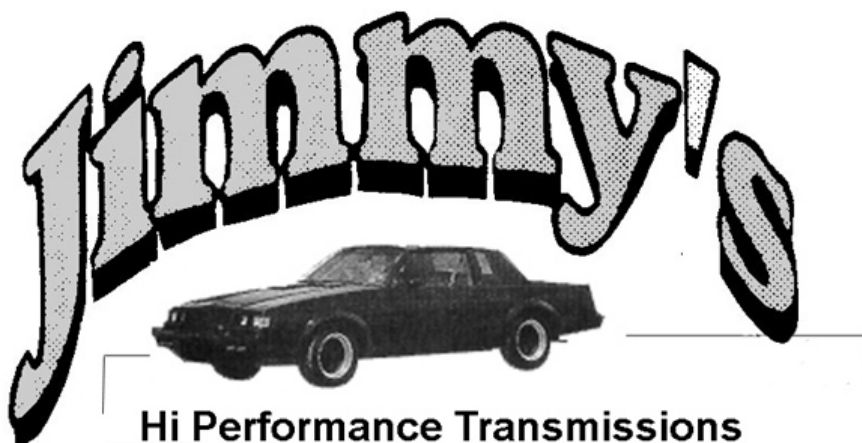


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