

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

An affiliated Chapter of: Buick Gran Sport Club of America
625 Pine Point Circle
Valdosta, GA 31602

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912-244-0577
<http://www.buickgsc.com/>

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(September) Fall 1998



"HOOKED ON TORQUE"

or the "butterfly" feeling in the pit of your stomach you get when you're the passenger on a 400 or 455-Powered, well tuned stock GS

That's how I felt when I went for my first ride in a high school friend's '68 GS 400 hardtop back in the mid '70's. Going back a little further to my first car, a '68 Malibu with a 307 V8. It sure was a nice, reliable car but wayyy too slow for a teenager fresh with his driver's license and wanting to race anybody who would get in his way. Needless to say I got my butt kicked quite a few times with the Malibu. Then one day my buddy asked if I wanted to go for a ride in the GS. I had always liked Chevys and Fords because I had always thought Buicks were old men's cars. My father owned a number of them, including a '58, '67, '71 and a '74 up to that time, and they were sedans and so forth.

Anyhow once he kicked passing gear the GS went sideways, leaving two tire marks for what seemed was endless. Needless to say that was all it took. I was on my quest to find a GS. Then in August of '77 I located a '70 Stage 1 four speed car on the south side of Chicago for \$1400, obo. I went to see it and it was in decent shape. It had minor rust on the bottom of the front fenders and bottom of the quarter panels. The clutch was burned out as well as worn rear tires and the radio was missing. Apparently the previous owner had an "8-track player" he wanted to keep. I later found out my car had the radio delete option, hence no signs of an antenna on the fender or the windshield.

The GS started with no fuss and after a little process haggling I brought it home for \$1200. After a rebuilt clutch and a good tune-up I was, I thought, ready for some tire burning of my own (by the way, those of you with teenagers, make sure to tell them to point the car straight and not be too eager, otherwise your going to spin the car or hit something, like I almost did). But once I got the hang of how to control "Mega-Torque" it

was as they say a "Smile-a-mile!"

I kept the car basically stock for a number of years, fixing it up little by little, including a new paint job (still the same) mostly new chrome, rally wheels, new tires , and a radio-cassette player (no 8-track for me). I sold it in 1984 to buy a new motorcycle of all things and I regretted a week later. Then a year later I found the other Blue GS (Bonecutter's car). Then in '87 I found out the car had been sold once more and the owner had blown the engine and the car was sitting. I managed to locate him and trade a cherry '72 Riviera GS I also had for the Stage 1. now I had both blue cars side by side.

With the help of fellow club member John McConnell the whole drivetrain was redone with a basic 12 second recipe, only this time we decide to use an automatic for reliability and consistency in shifting. This was good for low 12.20's at 112 mph on M&Hs and 12.71 on stock radials. I definitely was happier than a pig in doo-doo. I seldom drive the GS nowadays, guilty of preferring to jump in the Grand National and leap tall building quietly while listening to the stereo with the air on. Hopefully I would like to make the GS more civilized, including installing a 200R4 transmission, stock shocks and front way bar back on, some quite mufflers and so on, I, for one don't plan to race the car again, because being a homeowner has put a dead stop to the bottomless pit of muscle car owning and racing, sorry to say, but that's life I guess, some of us must reluctantly, grow up.

Happy motoring!
Manny Gonzalez

CHAPTER OFFICERS & Workers

Director	Steve Russo	708-873-0468
Co-Director / Activities	Bernie Rekus	708-448-8448
Co-Director / Webkeeper	Loyd Bonecutter	312-454-4851
Membership	Lori Hoover	
Treasurer	Kurt Hoover	708-599-1390
Secretary	Shari Bonecutter	
Advertising Director		
By-Laws Chairman	Tom Mogler	
"FAST TIMES" Editor	Devin Tornow	309-693-7506
"FAST TIMES" Co-Editor	Don Easton	815-436-1139
Race Co-Chairman	Tom Rix	
Race Co-Chairman	Harry Hruska	219-996-7832
Race Co-Chairman	Guy Arnold	219-696-6378
Club Graphic Artist	Paul Vilser	

Co-Webmaster	David Cutrano	
Co-Webmaster	Mark Buric	
Special Events Coordinator	Frank Jackowiak	630-655-0598
Event Photographer		
Cruise Director North Side	Pam Peters	
Cruise Director South Side	Rich Fitzmaurice	
Board Member for Life	Johnny Gribble	

Chicagoland Member Phone Line - Call any time (708) 873-9277
and get a recorded message of events, meetings etc.
<http://www.enteract.com/~loydb/index.html>

MEMBERSHIP POLICY & DUES

1998 Dues are \$15.00

Fill out a form & send it off! Send Membership form & Dues to:

Lori Hoover, Chgo GSCA;

12311 Josephine Dr.; Mokena, IL 60448

Chicagoland GSCA Chapter Items for SALE!

1998 GSCA National License Plates Chapter Logo	\$25.00
1997 GSCA National License Plates Chapter Logo	\$20.00
1998 GS National 1/18th Buick GS	\$55.00
1996 GS Nationals 2-hour videotape	\$12.00
Coffee mug w/ Chicagoland GSCA Chapter Logo	\$7.95
Coffee mug w/ your Buick and Chapter Logo on it!	\$14.95
Baseball Caps w/ Chicagoland GSCA Chapter Logo	\$10.95
Baseball Caps w/ your Buick and Chapter Logo!	\$12.95
License Plate Frames "Get a Boost, Drive a Buick"	\$6.00
Chapter Window Sticker	\$2.00

To Purchase Items call: Kurt Hoover (708)&127;479-6306

1998 CHICAGOLAND GSCA EVENTS CALENDAR

Date Day Event Location

Sep 5 Sat Race Day @ RT66 Raceway; Route 66, Joliet, Ill 3 - 11 PM Join Rt 66 Grudge Meet 3200 S. Chicago St. 815-722-5500

Starts at 3:00 pm Joliet, IL Please note this event was **MOVED TO SATURDAY**. Third of series of informal meets at Rt. 66. \$10 spectator fee, \$10 Racing Fee.

Sept 26-7 Sat-Sun 1998 GSCA Midwest Buick Challenge: Sat & Sun Sep 26 & 27th Chicagoland GSCA's National Event at US 41 (Morocco, IN), Test & tune, Vending, Tech Sessions, Picnic, Car Show, Camping overnight & cook out, Music by Tom Mogler, Paul Vilser, Joe Lubrant & Johnny Gribble. SEE FLYER.

Oct 11 Sun Byron Dragway, Rockford, Ill Test & Tune, Picnic, Bracket Racing.

Oct 18 Sun Meeting & Tech Session Resource Center Sunday at 11:00 am Woodridge, IL Regular Meeting and Tech Session to be announced. Trunk Swap Meet at 10 am.

Nov 8 Sun 1998 Meeting & Tech Session Precision Turbo & Engine Sunday at 11:00 am This will be Harry's fourth meeting Hebron, IN A tour of Harry Hruska's shop with a great question and answer session. Harry is an expert on Turbo Regal, engines, ignition management, scan tools, and generally making them go a lot faster.

Dec 5 Sat 1998 CCGSCA Free Christmas Party To be planned Saturday at 6:00 pm Please hold this date for a great event. Location TBA (Can you help find a place? Let Bernie know!)

Jan 10 Sun 1999 Meeting and Tech Session Resource Center Sunday at 11:00 am Woodridge, IL A time to reflect on the original GSCA meeting in 1981 and the Illinois Chapter which at one time had 400 members

Jan 29-31 World of Wheels McCormick Place; Fri., Sat., & Sun Chicago, IL Tentative date . . . it was fun, let's do it again.

Directions: Woodridge Police Dept.'s Resource Center

- 1) Off I-355 go West on 75th Street
- 2) Left at 1st Stoplight after Mc Donald's (Janes Ave.)
- 3) Right into parking lot on the NW comer at 83rd St. & Janes. (in center of strip mall)

Call the Chapter Phone line for up to date info!

<http://www.enteract.com/~loydb/index.html>

Next Newsletter

<u>Issue</u>	<u>Submittal Deadline</u>	<u>Message</u>	<u>Purpose</u>
'98 Winter	October 26, 1998	Christmas Party,	Renewal

Just a reminder that advertising for you personal ads are due to Don Eason as well as letters or technical articles are due to Devin before October 26, 1998

LETS HERE IT FOR THE CLUB

NOW 402+ Members STRONG! And still Growing! **What Buick Enthusiasm!** We Need Your Help! activities we have on the slate in 1998 it will be a chore to get it pulled off

" _____ " **2 Day Event with a Race and Car Show**
weekend. There are certainly _____ and the

Midwest to make this a *great event!* *Why don't you be part of it and help out along with our other events!*

And last but not least - We will be *needing help for several events coming up. Volunteers are always needed.*

Do you have any special skills that can help us out! Any Projects you would like to run? Or just plain want to help?! **WE NEED YOUR HELP TO MAKE THIS A QUALITY CLUB!** Please let *Steve Russo*, our Director, know at (708) 873-0468 if you can help out!

BE PART OF THE CLUB!

Chicagoland Director's Garage

Hi everyone hope you are having a good summer. We have been busy doing a lot for the **race date at US 41 September 25-27th.** Bernie has gotten us a lot of sponsors and money for the race classes. The *Indiana GSCA Chapter is going to be in charge of the car show on Saturday.* I will be in charge of the swap meet area.

We need people to help work the 1998 GSCA Midwest Buick Challenge on Sept 26-27. We will need at least **15 people a day** to help work the gates, up cars, work the chapter tent, and many other places. **We need people we can count on. If anyone would like to help please let us know, there will be incentives for those people who help.** We need your help to make this happen. *This can be a very big event, people from all over the country are coming kind of like a mini-nationals.* Please come out and enjoy the event and help if you can.

We are at **402 MEMBERS and growing** fast. It is amazing how fast we keep growing. **We need more help all the time just to keep everything rolling along.**

Our two race dates at Route 66 went well even though the first one it was very hot, the cars ran a little slower than normal but they got in a lot of runs. We have one more race date at Route 66, one at Byron, and the big three day event at US 41 on September 25-27th. We hope you can come out and enjoy these and show your support for the club and Buicks Going Fast With Class.

Steve Russo - Director

STEVEGS1@aol.com (708)&127;873-0468

Route 66 Raceway June Race Day

Good Hot time had by all! We had about 20 - 22 cars. Divided into the 3 Brackets at our June Race Day at Route 66

I) under 11.99 won by **Pat Sweeney** in his good looking '71 GSX, with a **11.80** dial; 2nd place **Dan White**, with his sharp '81 Regal with a 455 powering it to it's **10.90** dial.

II) 12.00 -- 13.99 1st place **Jim Siple** with his understated '69 Skylark, (yellow ... all yellow!), with a **12.38** dial. 2nd place **Bob Prestel** in his '87 GN, all stock, dialed @ **12.50**

III) Over 14.00 1st place **Mike Weber** in his stock '87 GN, dialed at **14.5**. 2nd place **Ken Stasiak** and family, in his nice '70 GS, dialed @ **15.4**.

Weather was HOT! Times were slow! Track was GREAT! People were SUPER!

Bernie Rekus - Co-Director

rekus@uss.net (708) 448-8448

Chicagoland GSCA T-Shirts

Chapter T-Shirts are here and they cost \$12- each. Paul Vilser has created two designs for Tee shirts that were so good we could not decide which one to use, so we had both made (GSCA Turbo Regal Technical Session shirt & CCGSCA license plate Tee shirt).

You decide which one you want. We are accepting orders, for members please send \$12.00 and non-members \$14.00 with size

desired payable by check to the Chicagoland GSCA to: *Shari Bonecutter at 4016 Raymond Ave.; Brookfield, IL 60513-1846. If your interested please give a call: Shari Bonecutter (708)&127;485-8477 or Steve Russo (708)&127;873-0468.*

Sept Race Day at Route 66

Route 66 Raceway will be the place of our September 5th Race Day. It sure is nice to have a track close to the Chicago area. *Route 66 Raceway, 3200 S. Chicago St. (Historic Route 66), Joliet, IL 60436 (815) 722-5500 or fax (815) 722-4400.*
http://www.rt66raceway.com/

2 Co-Directors Page

The summer of 1998 has gone by very fast, (with class I might add) with a number of projects coming and going. Am sure glad the series of parts we broke on our Buicks in June is over. It was getting really depressing. First the 9 inch lock up torque convertor in the GN, went going south, and a 2nd to 3rd shift due to a manufacturing defect. Thank goodness **Bernie** earlier sold me the **Rich Gomez** rebuilt D-5 unit that is my current convertor, as the 9 inch is not fixed yet. I would like to give a big thanks to **Harry Hruska**, for use of his truck and trailer, to get the GN from US 41 to **Guy Arnold's** house. Additional thanks to **Guy Arnold** for use of his trailer, and **Bernie Rekus** who used Guys trailer to tow the helpless GN to Jimmy's transmission, who happily reported it was not his transmission that broke. **John Evans** was kind enough to take Shari and I home late that Saturday night.

The alternator problems with the GS continued. The rebuilt unit purchased at a soggy Bowling Green, developed internal arcing at the battery post where it connects to the diode heat sink. This significantly cut down on the output, while the charge light indicated all was fine. Below 12 volts we discovered the Mallory Unilite Ignition unit that replaces the points no longer accurately times the spark, so the engine suddenly runs rough, often dying below 1000 rpm, and pinging on WOT blasts. Fortunately we were near home and managed to limp home, but missed the Dempsey picnic.

While investigating the obvious timing problem, I discovered the upper bushing in the distributor to be worn out. **Steve Russo** came through with a low mileage distributor which worked great. **Thanks Steve**, this got the car going again, with a little alternator patching, for the rest of July. On the last day of July, I finally installed a better rebuilt alternator and converted the 70 GS to use an HEI distributor. This is a dramatic improvement as everybody indicated it would. The lower part of the GS air cleaner above the distributor had to come off to make room for the HEI unit from a 350 engine, with the 455 lower gear added. Using a larger roll pin the gear had to be drilled 13/64th to fit on the newer distributor.

In spite of car problems we enjoyed the 4th of July car show, our little get together here in Brookfield and the cruises that we frequent this summer. Great getting these cars out of the garage and enjoying them. Great meeting a number of our members at a lot of these events.

As Shari mentioned we now have a **Website Committee** that should make our site even better. **David Cutrano** and **Mark Buric** bring computing talents that I could only imagine. **Our chapter now has nearly 400 members, so keeping information up to date is more important than ever.** For those members without internet access, most libraries offer computers for this use. Plans do change and the web site is the most efficient way to keep most informed.

Loyd Bonecutter - Co-Director / Webmaster

loydb@enteract.com (708)&127;485-8477

WANTED: CGSCA Cover Cars!

Here is your chance to *share your special Buick* (or Buick powered) vehicle with other club members. **Don't just sit in the Grandstands hiding your ride, get it published!** You don't have to worry about it being unfinished it's still of interest!

Write up a nice *story* of how you found your ride and what makes it special to you. **You can include the specs but don't forget the story.** Show us what makes your adrenaline flow when you drive your Buick. We also need a *good picture* of your Buick that can fit on the cover. **Please send all articles to the editor** and include a picture. You'll get a **FREE**

Color copy of the "Fast Times" front page with your car on it for your work!

Secretary's Comments

Hi, everybody - Wow, I can't believe that summer's starting to "wind down" already. This is due on August 1st, so at this point, we only have a month or so of cruises left. Bummer!

For both Loyd and I, this has been our busiest summer ever. Between car shows, cruises, and races, we hardly have time for other things. Trying out different cruise spots has been the best fun. Has anybody gone to the Wednesday night cruises in Elmhurst? These are outstanding! 'Way better than Downers Grove, and much bigger than Wheaton, although Wheaton is neat, too. I know that some of the information on the Cruise and Show schedule changed as soon as we sent it out. I apologize for this. I guess the only way we can keep up-to-date on stuff is to use the web site, which Loyd tries very hard to keep current. He has some helpers now, which I'm sure he'll talk about. Anyway, some of the restaurants tried cruises for one night, and stopped after that. Some changed nights, due to other events being bigger. And sometimes we just got outdated info - the restaurant closed, had new management, etc. It's hard for the Cruise Chair people to keep up with it all. Maybe next year we can add a few more people to check places out.

We had a communication problem concerning the picnic, too. We were trying to have one along with a car show at the Hollywood Train Station in Brookfield. The restaurant located there was serving food, so we cut a deal that our members and guests would get a sandwich on the Club. Unfortunately, we didn't get this verified until the week before the event. So again, unless you saw the web site, you didn't know any details. Next year, Loyd and I are planning on having this event in a Forest Preserve. If you have any suggestions for one with a BIG parking area, please let us know.

The car show was a lot of fun, with 19 members plus three *Buick of America Club* members being part of the 54 cars there. *Hollywood Motors*, *Tom's Landscaping*, and *Do You Remember When Eatery* provided cash prizes for the Participant's Choice Winners. **Two of our members won for the 80's and 90's categories - Chris Kristen and Dave Anderson**, first and second places respectively. We had two trophies for the Buicks, which was also Participant's Choice. **Best V-6** trophy went to **Dave Anderson**, and **Best V-8** went to **Bernie Rekus**. I want to thank **David Anderson**, and **Frank Jackowiak** for help with setting up, and to **Bernie Rekus** for the loan of the tent. **Carol Fitzmaurice** and **Barbara** helped me count votes. **Wayne** and **Marilyn Bachar**, **Rich** and **Carol Fitzmaurice**, **Linda McClure** and **Bud Sacauskas** all helped with taking everything down. Several of us adjointed to our house for pizza and snacks, where the guys proceeded to bench race until well after dark. I hope a good time was had by all.

Before I quit prattling, I need to raise a cry for HELP!! You'll see the flier in this issue for the two-day event the end of September. **We really need HELP with this!! We're asking for volunteers to donate at least 4 hours to make this event happen .We're prepared to offer the 1st fifteen (15) volunteers the following:**

Free racing (a \$35 bargain!) for the remainder of the day worked **Two (2) t-shirts** - one an event t-shirt and one of the white one, **Free lunch** for whatever day you're volunteering for, plus **free coffee** in the morning and **recognition in the Fast Times** for standing tall.

Some of the things we'll need people to help with is the gate on both days, and people to help with the car show. So please - be one of the 15 to make this an event worth remembering!

See ya' all at US 41 in Morocco!

Shari Bonecutter - Secretary CGSCA

With over 400 Members,,,

BE PART OF THE CLUB!

1998 GSCA Nationals License Plates

Special Chicagoland Chapter License Plates are here again for 1998! *Paul Vilser* did the design work on this years plates so we could show our *Buick Enthusiasm* at the Nats in 1998.



The 1998 plates are \$25 to members and \$35 to non members. To get a set call *Frank Jackowiak* (630)&127;655-0598 till 10 PM.; or by mail at *Frank Jackowiak; CGSCA Plates; 313 Plainfield Rd.; Darien, IL 60561* or *ITPPHOTO@aol.com*. Send number choices, 1st, 2nd, 3rd, etc. along with payment. Inquire about deals of matching 97 and 98 plate numbers sold as a pair ! (You might want to include instructions on when or how you could pick up your plates, at a chapter meeting, from a Chapter officer, or what).

BUICK GS on My Classic Car

My Classic Car on TNN - will feature the Buick GS in a repeat showing on *September 5-6, December 5-6, 1998*. If you missed it the first time now is your chance to catch it again. Set your VCRs! *My Classic Car Video Magazine* airs twice each weekend on TNN. MCC is normally shown at 3:30 p.m. Eastern Time on Saturdays, and again at 2:30 p.m. Eastern Time on Sundays.
<http://www.myclassiccar.com>

WANTED - Buick Reporters!

Are you out there as a Spectator, Participant, Pit Crew, or whatever during all these Chicagoland Club meetings, Buick Car Shows, Shoot-outs, or other Car Events? Please take the time and write up your views of what occurred and send it off to the editor to get it published and let others know about what is going on out there. After all everyone can't be every place all the time. *If you shoot some pictures get some double* or triple copies made and *mail them to Loyd Bonecutter* so he can get them on the web and I can use them in the newsletter.

You can even e-mail articles to the Editor at *DJTornow@bitwisesystems.com* or by regular mail at *Devin Tornow; 5123 N. Merrimac Ave.; Peoria, IL 61614-4657*.

Newsletter Submissions

Working to put out *this newsletter is a heck of a chore*. To make sure your contributions and **especially ads** get printed you need to do the following. **Print clearly and neatly** (if it can't be read, it won't be used) or Type the information or items. *If you have a computer*, print a nice clear copy (use only one font or type style) and mail it along with a disk with the file on it (IBM Lotus Ami-Pro or Word Pro, or Microsoft Word or an ASCII file (standard text file) on an IBM disk (3-1/2" 720 kB or 1.4mB size) and include

a paper print out of the file in case the file does not work. Send all newsletter article submissions, car show flyers, part number information, etc. to: Devin Tornow; 5123 N. Merrimac Ave.; Peoria, IL 61614-4657 or DJTornow@bitwisesystems.com. (No information will be taken over the phone.)

"Heard from the Pits"

Hello fellow Buick club members. This Article concerns all of us on a daily basis. It is called S-A-F-E-T-Y!!! After reading responses on the internet GS list about how a 13 second GS convertible owner who does not want to install a roll bar to go racing, I thought I would add my \$.02 worth. SAFETY EQUIPMENT No matter what speed your car runs in the 1/4 mile, chances are it has to have some type of safety equipment added to comply with NHRA safety rules. Did you know that seat belts in a race car lose 50 % of their strength after 6 months (one racing season) of exposure to the UV rays of the sun? This is especially true for those cars which are towed to races on an open flat bed type trailer. In the 1970's a Pro Stock racer by the name of Lee Shepard lost his life when his pro stock crashed and his racing seat belts failed. Upon NHRA's investigation it was revealed that the same seat belts had been used in other cars for 7 years prior to the crash. Shortly after this accident the requirement: the 2 year renewal of the SFI tag for seat belts became an NHRA rule. A disturbing fact remains that all of us have seen many 10 second cars at Bowling Green & other tracks racing without the required safety equipment. If you tell the race track officials that a racer's car is not safe or properly equipped, 2 thoughts come to mind. 1) You are a snitch and no other racers will associate with you. or- 2) Safety should be everyone's concern and the life you save may be your own or that of your fellow racer. The choice is up to us all. Street Racing? Yes, a lot of us have "Been there, Done that"! but as we get older we should become wiser. In any event the following story will undoubtedly prove why street racing is not as safe as racing at your local drag strip. One night some of the local Chevy boys decided to street race their Big block 69' Camaro against a challenging big mouth. Even a fish wouldn't get caught if he kept his mouth shut! Anyway - In between the corn fields of Will county, IL. on a two lane strip of asphalt a race was set up. During the race the Big block 69' Camaro lost control, rolled, & crashed coming to rest upside down on it's roof. Injury to the driver was severe. A cut Jugular vein in the neck! It just so happened that one of the spectators was a paramedic. He took immediate action to reduce the bleeding during the 20 to 30 minute sit took to get an ambulance. Looking back on the accident the driver's brother told me "You know we use to take allot for granted racing on the street" He also stated "There is no safety safari to come and get you out of the car or help put out a fire if you crash and end upside down on fire in a ditch off the side of the road!" Since the accident the 2 brothers do not race on the street. In closing I would like to add, the NHRA safety rules are written to try and provide a safe environment for us to race in. During the 6 years that I worked at Great Lakes Dragaway in Union Grove, WI., I witnessed countless accidents some of which could have been prevented. The most common safety problem is misuse of the hydraulic floor jack. Cars falling off of jacks or jack stands while running! Guys crawling under a car to remove mufflers while the car is being held up by only a hydraulic floor jack & no jack stands. Safety is everyone's business! If your mind set is one of common sense, take your time - don't rush, & safety first, then you can race down a track along side your opponent with peace of mind.

Sincerely Yours,

"Tech Advisor Smith" aka Roger Van-Scoyk

Miniature BUICK News

GMP/Peachstate Muscle Car will be releasing a 1/18th scale die cast replicas will consist of both the **T-Type** and the popular **Grand National** series, including the '87 GNX. GMP will be supplying Peachstate with this accurate model in limited quantity, serialized production runs beginning in the Fall of '98. Correct wheel/tire, engine, interiors, bumpers, and trim options will permit the production of a variety of these Buick muscle cars never offered in this scale. **Peachstate Muscle Car Collectibles Club; P.O. Box 1537; Winder, GA 30680, 800-536-1637 fax 770-867-0786** <http://www.peachgmp.com/>

The Racing Champions Grand National is on the shelves in three different versions. Look for the following: "50th Anniversary NASCAR" (White, Red, & Black #91 Jim "Spider" Weber, Red Rock Co - some bogus NASCAR version that never existed that I know of), "Hot Rod" cars (101 1987 Buick GN in Green - never offered!), and a *Motor Trend* version in a real color - Black! ***I'm not real impressed with these cars***, and I would not suggest taking them out of the package as they look much better in the package. I will not go into detail and waste print but if you want more details

contact me and I'll give you my views. RC just makes most of them up! <http://www.racingchamps.com>

Coming in mid-summer **Johnny Lightning** will be releasing the **Classic Gold** cars that will include a '80's Buick T-Type & '80's Buick GN. I am sure these will be better than the Racing Champions! <http://www.johnnylightning.com/classicgold/index.html>

Devin C. Tornow - Chicagoland GSCA Editor

CHAPTER CLASSIFIEDS

***** CARS FOR SALE *****

1970 GS Stage 1, Diplomat Blue Hardtop, very clean inside & out, not stock, runs and looks great. Tons of very recent parts. Purchase of house forces sale. (Sept '98 "Fast Times" Cover Car.) Call mornings for more info or leave message. **Manny Gonzalez, Chicago 773-725-7432**

1987 T-Type black 72,000 original miles 2nd owner, Bought from Bowling Green in May of 97. Repainted in 96 with the addition of black bumpers. Rebuilt motor with less than 100 miles, new exhaust, brakes, tires, hoses, injectors cleaned, all stock even down to the chip. Grey buckets and 3:42 posi, AC works. This car does not have a lot of options (no PW, PL, cruise or rear window defroster purchased in Houston TX so the car is light). There is no rust or major damage it is a well taken care of original. \$12,500 O.B.O. **Steve Russo, Orland Park (708) 873-0468**

***** PARTS FOR SALE *****

TR Parts: TE-34 Turbonetics turbo with polished housing \$450 GNX style dash complete w/ VDO gauges \$300, Powermaster complete from 86 \$225 Blue tops cleaned and flowed \$260 Ultra chip for blue tops \$150 Knock gauge new \$ 60 Fuel pump wiring upgrade new \$65. **Steve Russo, Orland Park (708) 873-0468**

4-Speed set-up for Big Block GS. Complete w/ rebuilt trans. Will not separate. \$800. Call mornings for more info or leave message. **Manny Gonzalez Chicago 773-725-7432**

***** PARTS WANTED *****

1969 Buick GS 350 black front bench seat, must be in excellent condition. Also 15" Buick Rally wheels, set of four. **Lou (847) 818-1664**

***** MISC FOR SALE or WANTED *****

Johnny Lightning GSX Diecast 1/64th scale cars: If your interested I can help you get a hold of a GSX (*black or yellow*), limited qty., at my costs (\$4.50 each plus shipping) on a first come (and paid), first served basis. I'm just looking to help out fellow Buick Enthusiasts. **Automotive Collectibles List available:** Diecast, plastic promotional models, etc. Call or write, SASE helpful **Wanted:** **1983 Anniv. Riviera** brochure / flyer, 1 page about 8x10 with details & picture of car. **Wanted: Bad to the Bone Poster, Turbo Literature, Spec Sheets, & Info** - looking for the different and also '70-72 GS literature. **Wanted: AMT 1989 Indy Turbo Trans Am Pace car model.** **Devin Tornow; 5123 N. Merrimac Ave.; Peoria, IL 61614-4657; (309)&127;693-7506 e-mail: DJTornow@bitwiseways.com**

CLASSIFIED ADS are FREE to MEMBERS!

Ads must be resubmitted for each newsletter.

See the section on Newsletter Submissions

Please send all Classified Ads and Car Show / Swap info:

Don Easton, 25002 Mary Ln., Plainfield IL 60544 e-mail: dhe@xnet.com
