

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

An affiliated
Chapter of:

Buick Gran Sport Club of America
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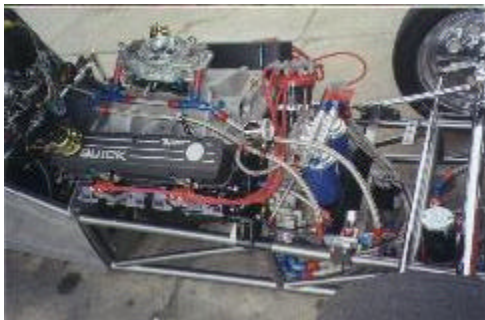
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'Staged and Ready' for the Buick Blitzkrieg

An 'Addiction' to automobiles happens in odd and mysterious ways. It seems to be the 'Manly' thing to do as a boy grows up and reaches his teenage years and is old enough to drive. There is just something to say about how an automobile can hypnotize a person and assume control of their mind. These days America is just about dominated by the Automobile and we love it! Brad Zaborac is no exception to this possession! While Brad was already active in cars, the real possession started in 1982. He was hanging his hat in the popular camp of Chevrolet building a tubbed Vega at the time. While doing the usual of providing for his well being he received a phone call about a job in Houston, Texas. Now he needed a car to get down there fast! He knew a guy that had a '70 GS Buick for sale fairly cheap. While not really what Brad was looking for, it would do. The Buick was a 'Stage 1 GS' with a healthy sounding big block Buick 455, B4B, 850 holley, KB 113 cam and a four speed M22 'Rockercrusher' with a 4:56 12 bolt rear end. This BUICK would end up being the quickest



muscle car Brad had ever ridden in period! Man did this GS love the Gas! \$286 one way 960 miles to Houston turning 3,200 rpm and maybe 52 mph. Talk about a 'Power Cruise' to Houston! Not to long after this trip the Vega was scrapped! Starting with this Buick GS Stage 1 Brad was bitten by the 'Buick fever' and never looked back again! Since 1982, Brad's stable of Buicks has grown to include a 1967 GS 340 and a 1987 Regal Turbo-T WE4 in addition to the 1970 GS Stage 1. The problem is that Brad has now taken his addiction beyond all bounds of possession and found something to also support his love of the sport drag racing that he has followed since he was a kid. To secure his place

on the quarter mile tarmac Brad has committed his time these days to a 1972 Opel GT Funny car! In 1998 Brad did some Central Illinois horse-trading to get a hold of this 'Little Handful' as he puts it. Geno Mancini, legendary chassis builder for fuel cars in the '60s & '70s, originally built the '72 Opel GT Funny Car. The fiberglass body was commissioned by Geno and custom made in California with some aerodynamic

modifications. The Opel Funny Car body is truly one of a kind. Ordered in 1979 at a cost of \$6,900, the body took eight months in the making before it reached Geno.

The Opel body was in primer when Brad purchased the car. He could not wait to let his 15 years of paint and body experience do its wonders. Brad utilized Dupont's tri-coat chroma base coat / clear coat system by laying a foundation of black laced with violet pearl. To accent the black foundation, stripes were sprayed over a silver and gold base in candy electric blue, velocity violet, and raspberry to add flash. In the future the car will be lettered with 'Staged & Ready'. Brad's resourcefulness came into play when it came painting time. The body was encased in a paint booth created out of PVC pipe and clear plastic sheet erected in Brad's back yard! When you don't have the space, you make it! In case you don't believe it go ahead and give the Canton police a call!

Geno also originally created the funny car chassis in 1980. When Brad got it home, he completely disassembled and inspected it from top to bottom. Brad then tapped his present job skills as a welder by fabricating front motor mounts, water pump block off, mid-plate, 'zoomie' 2-inch headers, oil pan, and



modifying the steering linkage. This was all done to get the Buick 455 big block installed in this small car. The chassis was then bead blasted and powder coated a beautiful 'black chrome'. The chassis is fabricated from chrome molly tubing and weighs only 82 pounds while supporting a torsion bar front suspension with Strange spindle mounts. The rear end is a solid mounted custom built Strange 9 inch housing with nodular iron center section encasing a 4:10 Pro gear, Pro spool, 35 spline axles with 5/8 inch lugs. This is all capped off by JZF rear only brakes with Weld Wheels covered in Goodyear Eagles connecting this beast to the tarmac. The Opel may not be

considered a true Buick by some Buick aficionados but Buick has had long ties to the Opel family that dates back to the 40's. Brad has taken this Buick tie one step further by installing true big block Buick 455 power in this beast and clearing out the car's past history of Chevy big and small block power. Brad's trying to keep this engine fairly mild till he gets used to driving this thing. It should be quite a ride with a 550 lbs*ft of Buick big block torque in a car that weighs only 1400 lbs. with driver all resting on a wheel base of 93 inches! (The Opel has run a best of 7.72 @ 184 mph powered by a big block Chevy.) Brad's 455 is bored .030 over and has 10:1 compression fired by an all MSD ignition with a 7AL3 box, billet distributor, wires and Pro Power coil. The entire fuel system is Barry Grant starting with a 280 pump, filter, and 1000 cfm Reaction Time Silver Claw carburetor mounted on a T/A Performance intake manifold port matched to a non stage 1 '70s vintage cylinder heads. All engine components are from T/A Performance including the 413 cam Brad's going to try out. Mike Tomaszewski of T/A Performance has been a lot of help! Linking the engine to the chassis is a 2 speed powerglide with a transmission brake and a 9 inch 3500 stall converter custom built by Trans Crafters. While Brad's Opel funny car has yet to make its Buick powered maiden voyage down the quarter mile his goal is to have the car ready for the Chicagoland GSCA 4th Annual Samantha Rix Memorial Race on May 2nd. The Opel will also be at the 1999 GSCA Nationals in Columbus, Ohio running or not! For the future Brad's already working on an aluminum headed 494 inch stroker. Brad's going to try to be the first Big Block Buick to hit 200 MPH in the quarter mile in about 3 years. Good Luck Brad! Keep your helmet on tight! In support of the Buick Fraternity Brad has been a member of the Buick 'Gran Sport Club of America' since 1982 and in the Chicagoland chapter since 1985. Brad believes in 'Going Fast with Class' in his Buicks and this new car in his stable sure proves it! Brad Zaborac, Canton, IL 309-647-5856



Chicagoland Director's Garage

- Loyd Bonecutter

Director's Thoughts

We are in store for another great year of Buick activities. Our Chapter in its fifth year has established quite a few traditions in a short period of time. These are events a number of us enjoy quite a bit, and we invite members who may have been hesitant in the past to join us in our fun. We fully understand that everybody cannot make all of the activities. Everybody cannot own a perfect show car or the quickest performance Buick, but we emphasize enhancing what you have and being with folks who appreciate any performance Buick for what it is. Devin Tornow has hung up his keyboard and retired from publishing Fast Times. He has done an excellent job, which was instrumental in getting this Chapter to the next level of excellence. The next time you see him at an event, please give him a big thank you for all the hours he spent and aggravation we caused him. Getting a newsletter out on time with delinquent contributors is not fun as the deadline approach. He will still be a big help as Contributing Editor and will photograph events that Frank cannot make. Don Easton has assumed the duties as Publisher of Fast Times. He brings talents on the computer that I can only imagine, editing talents to catch all our typos, software that will enable him to establish great style sheets as a template and 510 ft. lbs. of enthusiasm. I'm sure after reading this edition you will be as impressed with him as I. Monte Yackle is the man to contact if you have Buicks or parts to sell. We offer classified advertising for members free of charge. So if you need to clear your garage for the next project, please consider Fast Times as the place for 470 local Buick fans to see your ad. Please be sure you send clearly written ads to Monte by May 15th for the June Fast Times. In our quest to continue to please the Gran Sport owner as well as the Turbo Regal owner we have created two new volunteer positions. These are Co-Director positions one for Gran Sports filled by Steve Russo and Turbo Regals filled by Mark Holda. Their jobs are to promote events for their respective camps, and to be a resource for our members with problems with their cars. Steve Russo is our connoisseur of Gran Sports. If he does not have a part he knows who probably has it. He is always willing to help a Buick enthusiast to the point he is almost too generous with his time. He has done complete frame off restorations of his favorite car, so he knows these things inside and out. He has been our Director for the past four years, stepping down to catch up on his personal projects, which continue to pile up, while he is helping others. When you see Steve please congratulate him for the success of the past four years and welcome him as our first true GS Co-Director. If GS owners have any suggestions, Steve is the man to talk to.

Mark Holda has belonged to our ranks for a couple of years now, joining on a cruise night at Hooters. He has the distinction of making the most events last year, including rained out ones (what a surprise for a 1998 Buick event) and the Dempsey picnic. He has the quickest Turbo Regal with stock turbo and injectors that I know of. He is a super tuner and driver that has paid the price with a couple of blown head gaskets, a couple of expired transmissions, and stripped nylon teeth off the cam gear. Mark brings considerable knowledge gained from rebuilding his car and participating in the gnttype list that for most of us is too much reading to keep up. When you see Mark at your next event please offer any suggestions on how we can serve the Turbo Regal community better.

Barb Pedrak is our new secretary. With Mark she participated in an incredible number of events last year. Always willing to help and vocal on her opinions, I appreciate her stepping up to this big job, for our growing Chapter. I believe her organizational talents will be a major factor as our Chapter migrates from the incredible growth stage, to a fun filled Club that our members can count on.

Shari Bonecutter will reign in the duties of Membership Chairman. With our growing Chapter her spreadsheet talents will be very useful, to keep our membership lists up-to-date. I need not introduce her since she has been key in running any booth we operate. She will continue to organize our presence at major events, as the key at our Chapter's booth.

This covered only part of our volunteers. Next issue incumbent volunteers will be congratulated.

1999 GSCA Nationals

Remember the 1999 Buick GS Nationals will be held from Tuesday June 22nd through Saturday June 26th at the National Trail Dragway near Hebron, Ohio east of Columbus off interstate 70.

Co-Director - Activities

- Bernie Rekus

Hey!....What's happening in the Buick World? Some news from Bernie Rekus' perspective.

Clarence Hardy, from Lowell, Indiana, and our famous Delicious Pig Roast fame, is building another car. Buick powered. He will probably campaign his beautiful '69 White Chevelle, again this year, but may have his new creation out in the fall. It is a '95 Camaro, Tubbed, with a Precision Stage I motor. Hello low 9s!!! Oh yes, he is going to do the Pig Roast again for us at our Midwest Buick Challenge. Yum-yum!! I heard Steve Russo cleaned and painted his Garage!! Is this possible? Or is that like Military Intelligence? Can't wait to see it Steve. Met a guy with a GN the other day. He was going the other way on Western Ave. in Blue Island. I cranked a U, and caught him about 2 miles later. Nice '87 GN. I was in my Chevy pick-up, 4X4, and he probably thought I was nuts! I waved him over. He stopped, but stayed in the car. I explained who I was, and told him about the Chapter. He couldn't believe it! He said he was a former Mustang 5.0 guy, had just bought the GN, and was looking for someone who knew about these cars. He said his Guardian Angel, must have sent me. I told him about our Web Site, and he was anxious to join. Ah yes, One more Buick nut in our fold!! YaHa! What are we up to? 480+ Buick nuts, like us! Saw Bennett Jones, in Valdosta, Ga. In the middle of February. I was going down to Lake Worth, Fla., for a funeral, and stopped by to visit with him. It was warm and sunny down there! Bennett calls it a cold day, when he has to put on socks! He showed me a layout of National Trails Dragway, where we are having the GSCA Nationals. Impressive! He has reserved 300' right behind the grand stands, for Chapters. Since we are putting on the Turbo Tech Session, the GS Tech Session, and the GS Restoration Meeting, we are getting a prime spot. We will have 40' to 60' for the Chicagoland Chapter (the biggest space of course). We are hoping to rent a tent (Big), for our Chapter, It depends on how fat our wallet is. It would be for our members to meet, relax, hang out, and sell our Chapter goodies like the great License Plates, and Tech Session T-shirts, that Paul Vilser designed.. Bennett also said the tower has prestige boxes. GSCA will have one large one on the 5th floor, right behind the Starting line. He indicated some of our volunteers might be able to get up there. That should be great. The GSCA is going to try to get much more Prize Money for the racers this year. We are looking for sponsors for the Nationals. A Major sponsor (\$500) will have two passes for this hospitality box on the 5th floor. We are hoping to get WELL over \$15,000 in prize money for the Nationals. It would seem reasonable for the Nationals to have more prize money than our regional Midwest Buick Challenge, which had over \$10,000 in prize money. If you are interested in becoming a sponsor for the Nationals, give me a call. All sponsors get a list of perks, including a Plaque, from the GSCA. Sponsor is \$250; Major Sponsor is \$500; Individual Race Sponsor..\$750-\$1,500. Etc.

Bob Aveller from Mass, has developed a wood trim kit for our GN/Ttypes. Ask Loyd about our experience with Bob's run away son, here in Chicago. Worked out great. I got the kit and will have it on my WE4, if you want to take a look.

Guy Arnold has almost completed his 4+ car garage. He has really done a great job. Surround sound, Lift, radiant heat, AC, and BIG! He hasn't been working on Buicks, but just attacking the garage this winter. TRX Perf. should be up and rolling again this spring. His son Mike Arnold had his car featured in the GN High Tech Magazine. Really nice!

World of Wheels went very well. I think we picked up 15 or so new members, and who knows how many will join later, after getting the Buick Gospel from our members. There was a SNAFU with our location. I have been assured we would get a premier spot for next year. John Langston apologized for the mistake this year. It

wasn't his fault. It went very well in spite of our 'not quite as nice spot'. Thanks to each of our members for entering their cars. It is an effort to get their cars down to McCormick Place at that time of year. THANK YOU, from all of us in the Chicagoland Chapter! Make your plans to get your car in next year. We are still hoping to get a convertible in our display. Tom? Rich?

I heard Joe Lubrant is now with Casper Electronic, John Spina. That is great!! Joe is one of, if not the best Chip Gurus, in the Country! He has made chips for most of the vendors.

Our 1999 Drag Race Series is all set to go. Dates are confirmed with each of the tracks. Route 66- 3 races; US41 - 2 races; Byron - 2 races. The kick-off is our General Meeting and Drag Race How To Seminar, April 11th, in Woodridge. Marilyn Bachar, Tom Rix, Sandy Rapiz, and others will take us from the first timers, to highly experienced drag racers. Marylyn Bachar is a gracious lady, who you would never believe would get such a kick out of 'Going Fast with Class'. Sandy is a RN at Palos Com. Hospital, but on the weekends...look out! She finished in the top 10 at Route 66 last year! Tom Rix and his wife Carol have raced all over the country for many years. It is their family hobby, avocation and social interest. They have friends all over the country! Learn how to get started, and progress, in the world of Drag Racing. We need volunteers to be individual Race Chairmen. (I would like to race this year!) We have set it up so that a serious racer will not lose ground in the standing, by volunteering to be Race Chairman. Let me know if you are interested in helping

Harry Hruska, Precision Turbo, has again volunteered to be Race Chairman for our Midwest Buick Challenge. This is a huge undertaking. I would hate to think of his telephone bill, from last year. He really worked his butt off to make it a success. It was, but we can do better! We had more entrants from 100 miles away than we had from our Chapter. Jack Cotton from the East Coast had a great time, but wondered where all of our members were. Frankly, it was embarrassing. Our Chapter made some heavy bread on the event, thanks to the organizational structure and our members who volunteered, or participated in the event. Thanks again to each of you!! You members who didn't make it.... You missed a great time, and we need your support this year. If you don't make any other function, please make this one. From Car Show, Picnic, Vendors, Hospitality Tent, door prizes, Entertainment, and Great Racing, it's a BLAST! A Mini- Nationals in our own backyard!

Chicagoland Chapter has reached and exceeded all of our goals! Steve Russo has been Director during this unprecedented growth in the last 4 years. He has now turned over the reigns to Loyd Bonecutter. Each one has contributed and worked very hard for our goals. Steve will still be around as much as ever, in his role as Co-Director GS. Thanks Steve, for a job exceptionally "well done" as Director. Your enthusiasm is indeed contagious! Loyd, congratulations on becoming Chicagoland Chapter's second Director! Johnny Gribble is our best recruiter. Paul Vilser has pulled us together with his great artistic talent. Harry Hruska, has taught us how to really go fast. AND you Loyd, are our hardest worker! The web site is the envy of the Buick Community. Your help with the Turbo Tech Session, and the Midwest Buick Challenge, well... it couldn't have been done without you. Your positive attitude has beamed, where every you are. Members, if you don't know this man, you are missing something. He is a friend and a leader. Take another notch in your seat belt members for his leadership and direction. You have a great act to follow! Members, let's make him welcome!

Membership News

- Shari Bonecutter

Hi, everybody! Has the break in the winter weather made y'all antsy to get the fun cars out? You know what will happen when you do . . . Boy, there's been a lot of things that happened since the last newsletter! Most important of all is that Devin Tornow has retired as our full-time editor of the Fast Times. Medical restraints have forced him into this decision, and he's going to be missed. Don Easton heroically stepped up to the plate, and we wish him the best of luck! Of course, none of us have made it any easier for him by sending him any articles ahead of time! Let's see - first we had the Christmas party at Palos Pizza. This was big fun for all, I think! We certainly had a good turnout, and worked the poor waitress to death. Of course, she thought we'd only have maybe thirty people there. 70 or so people attended. Trophies were awarded for Best Appetizer,

which was won by Sandi Rapacz, and for Best Dessert, which was won by Barbara Pedrak. Runners-up was Linda Sacauskas and Marilyn Bachar. There were door prizes, honest - ask Tom Mogler about them! We tried to hand out the racing trophies, but since we didn't advertise it well, we were missing a lot of people. We did manage to hand out a few! I think the next event we had was the meeting/tech session in January at the Woodridge Resource center. The topic for this tech session was the history of the GSCA/Chicagoland GSCA. We had some of the original members come in for this, and give us a little talk. I'd like to thank Steve Ledger, Ken and Liz Stasiak, Rob Bakewell, Mike Cunningham, and Scott Laible for making the drive in for this. Dave Hartman, Gary Annicks, Greg Stilp, and Tom Mogler added to it, too. Some of the guys brought some neat pictures of "back then," when all the car owners looked like kids. Loyd's trying to find the time to add some of these to the Website. Especially cool were the pictures of the first few Nationals - imagine the car show taking place at a hotel parking lot! Bernie did his usual good job of drawing the facts out of people. Next was the World of Wheels. I'd like to say first off that I'm sorry if any of the Board Members stepped on any toes by turning cars away. We thought we'd try to have a "multicolor" display this year, and I guess some people took offense to the way we handled it. We did manage to place 3rd in Club Displays, and most of our car owners received some kind of trophy. As usual, we had several members turn out to look at the display, and visit with us worker bees. Friendly faces help break up the time. We really appreciate all the car owners helping to spread the Buick gospel, along with volunteers David Anderson and Mark Holda. Bernie signed up nine more new members, and several of you re-upped. Hopefully we can do this again next year. We do have some changes that need to be made on the schedules: The picnic will be Sunday, July 25, 1999 at Brookfield Woods, across from the zoo in Brookfield. Times haven't been set yet, but please reserve the day!

Bernie has some changes to some of the race dates, primarily some of the ones at Route 66. These changes are:

Delete April 10th at Route 66.

Add Friday night, April 23, at Route 66 at 4:00 p.m.

Delete June 19th at Route 66.

Change August 1 to racing at US 41.

Delete August 14th at Route 66.

Add October 24th at Route 66, with a rain date of Oct. 31.

Details will follow.

The Midwest Buick Challenge has been changed to Fri., Sat., and Sun., October 8, 9, and 10 at US 41 in Morocco, IN.

I heard a rumor that the Dempsey's picnic has been changed to Saturday, July 31 at Fort Atkinson, WI. There's something about their 40th wedding anniversary being celebrated, as well. 40 years?!? Some people really don't show (or act) their age.....

There're a few events that we like to do with the BCA, as well. One is the Buick Oldsmobile Pontiac swap meet that this year is Sunday, April 25 at the DuPage County Fairgrounds. The contact about getting space is Tom Keasler at 815-436-3721.

Another is the car show at Gartner Buick in Naperville on Sunday, May 23rd. Food, soda, coffee, and all kinds of Buicks - need I say more? O yeah - probably free!

O.K., the last thing I need to mention is the Nationals. Hotels - there have been some problems with getting reservations. I've made reservations for 40 rooms at the Quality Inn East at 4801 E. Broad Street, Columbus, OH 43213. The phone number is 614-861-0321, fax is 614-861-8360. I've been told that all the rooms are under "Buick Nationals", and then you may have to mention the Chicagoland GSCA and my name. If you've already made your reservation there, PLEASE call and check up on it before you go!!! Some people have

called and found that there was no record of their reservation. PLEASE CALL AND CHECK ASAP!!! We don't want anyone messed up.

I've also got 40 rooms reserved at the host hotel, the Holiday Inn Columbus East I-70 at 4560 Hilton Corporate Drive, Columbus, OH 43232. The phone number is 614-868-1380, fax is 614-863-3210. These rooms are under my name, and I have a confirmation number of 324869. Of course, these rooms are a bit more expensive than the Quality Inn.

Let's all remember that we've never been to this area before, O.K.? We'll have to learn about it together. Along with having a good time!

That's more than enough prattle for now. See ya at the meeting in March!

Cruising News

- Shari Bonecutter

HELP! HELP! HELP!

I need help from all of you out there! Last year we tried to keep an accurate schedule of cruise spots. This turned out to be a very hard thing to do. (Lloyd likened it to hitting a moving target!) Some of the places advertised having cruise nights, had one, and dropped it. Some places (like Devil Dog) were never open on their respective nights. Some places started up mid-season and had really nice turnouts. ANYWAY, I'd like to get a committee together from various parts of the area. This committee's purpose is to try to get a handle on these places. This will entail various kinds of communication - word of mouth, telephoning, E-mail, and actually checking places out. We'll try to put together a schedule, and pick some places to go to as a group. (Maybe not as ambitious as last year's.) So . . . any volunteers? Please call and/or leave a message. Or you can E-mail me in care of Lloyd. Any help will be greatly appreciated!

"Heard from the Pits"

- Roger Van-Scoyk

Ok racers open up that garage and get ready for the 1999 race season. It's that time to dust off your cars finish & put on that first coat of wax. After all we want to look classy as we go fast! Spring has sprung.

Now that we are over this terrible winter, I think it's time to concentrate on going racing. But before any of us consider a 1/4 mile blast or (blowing the carbon out of the engine on that country road) certain checklist items should be addressed.

1. Change the oil & filter
2. Drain the old gasoline from the gas tank, (for safety perform this task outside not inside a confined building or garage. Hopefully you put a Gasoline stabilizer in before storing your pride `n joy all winter. If that is the case then you can just drive the car until you use up the old gasoline.
3. Inspect those serpentine (GN & T-Types) and other belts for their condition.
4. Inspect the vacuum hoses for soft spots or worn thru holes.
5. Inspect the radiator and other coolant hoses for soft, hard, or worn spots.
6. Check all fluid levels - also are there any leaks???
7. A spring tune up to change Spark Plug Wires, Spark plugs, Fuel filter, Air filter, Distributor cap & Rotor? (if equipped)
8. Depending upon your street mileage, a carburetor rebuild may be in order. Those of us which have fuel

injection may need to flush the injectors! Possible replacement of these parts maybe your only option.

9. GN & T-Type owners may need to replace the Oxygen sensor and or other sensors required for the computers operation.
10. All of our cars need to have a Battery that is fully fresh and holds a good charge. It may need to be replaced.
11. GN & T-Type owners need to remove the Computer ground wires from the back of the passenger side cylinder head. Inspect them for corrosion, wire brush them, and then reinstall them. This simple task has resulted in a 1/2 - 3/4 second ET improvement on some cars! Now would be a good time to consider an aftermarket relocation kit for those Computer ground wires!
12. Do you need to call Summit, Jeg's, or Winner's Circle (In Joliet) for a fresh set of soft compound DOT street tires or new Slicks? I just got a new set of D05 compound Hoosier slicks with inner tubes from Summit and boy are they soft! They should hook pretty good.
13. Hows the brakes? To be a safe racer we need to be able to stop our Going Fast With Class machines!
14. Tow vehicle & Trailer Condition? OKAY I know some of our members don't own a "Trailer Queen" car. But for those of us who do, our extra equipment has to be inspected and ready to roll.
15. On board Fire extinguisher??? No I have not lost my marbles. When my GN was still street legal, I had an oil leak develop while racing at Union Grove, Wisconsin, Great Lakes Dragaway. After a great low 12 second pass, I noticed an oil smoke smell on the return road back to the pits. When I slowed down by the grand stands at the entrance to the pits, I saw smoke coming out from under my hood. Luckily I was pitted only 100 feet away. I coasted with the engine off, to my spot. My pit crew opened the hood and saw that the starter wires were oil soaked and on fire. Oil leaking out of the passenger side valve cover had dripped down on the hot exhaust and started the fire. All we had to put out the fire were rags and water. Since that Incident I am a fanatic concerning an On Board Fire extinguisher!
16. How's the transmission? Do you need to change the filter & fluid? Or is it time to rebuild it to handle your next level of horsepower? Also do you need to Change to a more radical Torque Converter?

Don't forget Buick racers that our first Columbus GSNATS is only a few months away. Get ready!

Respectfully yours,

Tech Advisor "Smith" AKA Roger Van-Scoyk

Miniature Buick News

GMP/Peachtree is again releasing a 1/18th scale die cast replica of the 1987 Buick Regal. This time it will be a white T-Type. The club has ordered three cases of these models. They are available to members for \$55 each. Call Kurt Hoover at 708-599-1390. The last model released was a GN and it sold out fast!

Our Car Show Is Sunday July 4th At Noon

- Frank Jackowiak

This year marks our 6th Annual Car Show. New members mark your calendars, old members, no excuses. This is a family event, and last year the kids had a blast in the moonwalk. The show happens again this year on July 4th from noon until 4 PM. This will give you enough time to attend that early morning 4th of July parade and then after our show you can still make it back to your home town for your family Bar-B-Q and local fireworks show. Or help out at the show and get special access to the Woodridge fireworks show. (100 feet away and no crowd to fight) For those of you who missed it, we had FUN, over 150 cars, goodie bags, a thirty foot tall purple gorilla, really good food, music, trophies, a giant moonwalk for the kids, beanie babies, prize giveaways, and a lot of Buick's. We can always use help with the show and even beforehand stuffing goodie

bags etc. the pay is great and we even feed you! There are special event plates in conjunction with this show that are valid for July & August, perfect timing to replace our club plates.

We have heard plenty of great feedback about our show at other car events, and we are kind of known for a really nice goodie bag, filled with plenty of usable stuff. It's easy to get to, on the N / W corner of 75th Street and Interstate 355, exit 75th street west and look for the Gorilla. The show is advertised in The Auto Trader and on the radio. Tell your friends and c'mon out, we even let Chevy's in! Call Frank for more info @ 630-655-0598 (before 10 please) or days @ 630-719-4730.



Classified's

***** For Sale *****

1983 T-Type, black with nice gray cloth interior and T-tops. Great project car. Hit on right front. Have all parts to repair plus a parts car. \$1400 OBO for all, delivery available. Steve 847-464-5933 before 9pm please, kelly464@aol.com

AIR CONDITIONING COOLANTS. Freon, R12. 12 oz.Cans and 30# cans. Buyer needs a license, unless reselling it. (I can help you get a license) 12 oz Cans, Regular \$25.00, if you can find them!; \$22.50 to members. Call for current best price on 30# cans... ALSO Alternative coolant! 134A replacement. More efficient and safer for us humans. DURACOOOL No License required. Regular \$12.00 per can. Members \$10.00 per can, \$100.00 case of 12. Bernie Rekus 660-668-4480 or 708-448-8448, rekus@uss.net

Parts For Sale: 2 Holley Elec. Fuel Pumps / Red / Blue w/ Fram fuel filter \$100. `RCI' 5-way individual harness set \$20, ARP GN head bolt kit new in box \$35, 1 only 1/18th `97 GS Nats die-cast \$50, 205-210 Turbo cam, never used \$100. Brad Zaborac, Canton, IL 309-647-5856

340, 350, 400, 455 Stick Bellhousing. 340, 350, Stick Flywheel & New Clutch assembly w/Release Bearing. Used 350 engine parts: Block, 2 sets of heads, new oil pan, misc. internal parts, HP cam, some gaskets, exhaust manifolds, 2bbl intake manifold. Joe Shiles 630-983-0816 1970-72

GS & Skylark parts: hoods, fenders, bumpers, grilles, 350 engine, 400 trans., interior parts, etc. Chuck 708-352-3207 1968

Buick service manual and Fisher body manual. Both mint condition. Chuck 708-352-3207

***** Wanted *****

Black Buick rally sport steering wheel and hub. Also 15" Buick rally wheels, set of four. Lou 847-818-1664 or 847-670-1769

Classified Ads are free to members.

It's License Plate Time Again!

- Frank Jackowiak

Well, as you can see, Paul Vilsner once again did a fantastic job on our club license plates. (Thanks Paul!) We are lucky in that there are only a couple of states that have special event license plates available for use as we do. In case you didn't know, these plates are legal to display on your vehicle for 60 days, they will be valid for basically May & June. They are numbered from 1 to 200, so they truly are collectibles. You can proudly display them at The Nationals along with all your cruise and car show activities. You don't have to put them on a car though, many club members get them just to display on their garage or basement walls.



To get a set, simply send a check for \$25.00 & a copy of your CURRENT registration card for the vehicle you are putting them on (if you are) along with your number picks to: Frank M. Jackowiak 313 Plainfield Rd. Darien, IL 60561. Begging calls are accepted until 10 PM @ 630-655-0598, also e-mail at ITPPHOTO@AOL.COM is cheerfully accepted. Keep in mind that we will try and hold the number you had last year until April 25th but if we don't hear from you the next "early bird" will get them. Also new members please keep in mind that many members have had the same number since the beginning so the best you can do is give me a few picks in the order you'd like them and I'll do the best I can to accommodate you. My best advice would be to call as soon as you read this article for best results.

May Technical Session

This will be a session on Appraisals and Valued Insurance for Buicks. We plan to have a representative from Riley Insurance, a specialty car insurance expert, as well as Mike Grippo, a qualified appraiser, available for all of us to learn how to protect our investment. The importance of this is apparent after reading the following excerpt from taken from the GN/T-Type mailing list (gnttype@gnttype.org)

Jack wrote:

I was just offered, 17,500 from the ins. co for my car that was stolen Jul 1st of 98, I had well over 30,000 in parts and total restoration work, that does not include my labor.

Bill O'Brien replied:

You're lucky to get back 10 cents on the dollar for any parts or improvements you've added. You can go to arbitration with all of the receipts for what you've had done but unless you've previously informed the insurance company of the changes and its had a chance to revise your premium accordingly, you're probably going to be out of luck.

Doug Johnson replied:

Jack,

Bill has given you VERY good advice. Lots of times I have tried to help specialty car enthusiasts in this same situation. In almost every case, they have negotiated a policy premium with the insurance company based on the standard 'Blue Book' value of that car; including any options. Once the car has been improved to the point where the 'standard' policy is no longer adequate, the owner no longer has sufficient insurance to replace the car. Ethically and morally, the insurance underwriter is not bound to cover the car for more than the book value - since it is that value the coverage premium was calculated upon. Is there anything the insured can do after the loss? No, not legally. Is there anything the insured can do before the loss? Yes. Contact an Insurance Agent who represents an underwriter (i.e.: AutoOwners) who readily writes 'Stated Value' insurance.

They will require at least one (1) professional appraisal of the vehicle. Generally, they accept this appraisal as the adjusted insured amount on the vehicle. They then calculate the annual premium based on this 'adjusted' insured value. Is the 'adjusted' premium prohibitive? No. Obviously, the rate will also be based on the age and driving record of the insured....