

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

An affiliated
Chapter of:

Buick Gran Sport Club of America
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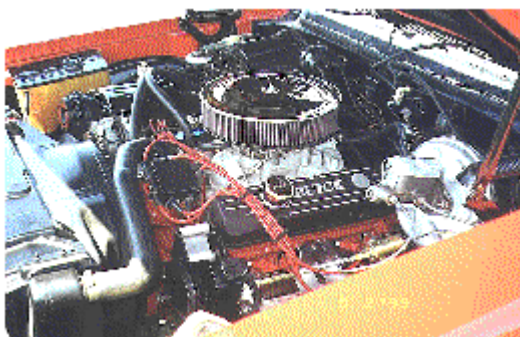
Summer 1999



Stage 1: Conversion to Buick



John Dallianis was first introduced to Buick Power when his friend Ron kept bragging about his red air-conditioned 1970 GS Stage 1. He kept bragging that the car could smoke the tires for as long as you could keep your foot in it. John never really took this seriously because after all he was a Chevy guy. John's curiosity was aroused when his friend said the car turned some 13-second E.T.s at the track and beat a few Chevrolets in the process. John was still in disbelief, but curious. About 6 months later his friend called and said that he was regretfully selling his GS and if John knew anyone who was interested to let him know. John kept thinking maybe the stories are all true about "Buick Power" and maybe he'll take a ride, but of course he wouldn't buy. One week went by and John's curiosity was overwhelming.



When John told Ron that he would like to take the GS for a ride, Ron cracked a smile on his face as if he knew John was going to buy it. Ron threw him the keys and said have fun. John asked Ron to come with but Ron said he trusted him. John got in the red bomber and turned the ignition key only to hear the rumble of 360 horses and drove it around until he could find a safe secluded area for testing purposes. John came to a complete stop then stomped on the gas pedal and the 510-lb. ft of torque kicked in like a freight train and put him sideways until he had to let off the gas or end up on the curb.

The rear view mirror was a cloud of tire smoke and John now had a smile on his face from ear to ear. Now

John knew Ron wasn't lying! John wanted to try it one more time before he brought it back, as once is never enough. This time he started in 1st gear and stomped on it. Shifting into 2nd gear he heard what sounded like an explosion and shut it down. Suddenly John saw smoke coming out of the hood vents and oil dripping from underneath. All he could think of is that he put a "rod through the block" and how would he explain this to Ron! When the smoke finally cleared he realized that the fan belt snapped and wrapped around the oil filter and put a hole in it. The oil was all over the engine compartment but fortunately the motor was okay! Ron was happy when John told him he would buy it! John had been bitten by the "Buick Fever" and now he was a believer and proud of it!

Since the eventful day in 1990 John has put the GS through a complete restoration. This flame red GS features a white top with a white interior that helps separate the car from the rest of the crowd. The Stage 1 455 was refreshed by Andresen Engine Development, the heads were done by Tomlinsons, while the engine features a GSCA Hemi killer cam, 10:1 compression, B4B intake, 800 spread bore carburetor and headers all exhausting through a GSCA 3" exhaust system. Yes the air conditioning still works! John has run a best E.T. of 12.30 to date without really trying (I smell 11's real soon!). John and his son Anthony have had a lot of fun working on the car and attending local cruises and club events with the GS and it's been fast and reliable all these years. John has made many of his friends believers in "Going Fast with Class"!



John Dallianis
Elmhurst, IL
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Editor's notes: John also mentioned that the previous owner had a GTX that was towed to the strip by this GS for some fun. The GTX was kind of race ready with dual quads, open headers and other modifications. The GTX ran some low 13's that day. A friend that went with the previous owner that day convinced him into letting the friend run the tow car for some fun to see what it would do. The old GS tow car ran high 13's that same day! So much for that Buick GS tow car almost out running the trailer queen! That's what I love about the Buick Fraternity, "We Drive them!" What's the fun of riding on a trailer!

Tech Session Update

- Loyd Bonecutter

At our last technical session Ellen Nichols Anderson was kind enough to explain the differences in insurance coverages. Was surprised to learn, I have been utilizing the wrong Insurance Tools on our cars and will be moving the insurance coverage to Rally.

ACV or Actual Cash value is how most automobiles are insured. At the time of loss a value of the car is determined by the blue book or similar pricing system to determine market value then depreciation factors are applied. For a collector car the results are not satisfactory for the customer, since this is the wrong insurance to buy, but may be less expensive. Like using an adjustable wrench to remove an engine it is the wrong tool to use.

Replacement Value: For new cars only, will repair or replace the car up to the value of a new one.

Stated value Coverage: Was surprised to learn that with this coverage after an incident the value of the car is re-established after a claim is filed. The insurer has the option to pay the lesser of the amount stated or what is determined to be the actual cash value of your vehicle at the time of the loss. With depreciation being applied

the loss is settled for less than expected. Therefore, the only benefit under a stated amount policy is the value stated or the policy is the starting point for loss settlement.

Agreed Value Coverage: Once an appropriate value is agreed to, in the event of a total loss, the Agreed Value is what is recovered. Value is not reestablished when the loss occurs. This is like using a full compliment of tolls to remove an engine. The results are predictable.

Chicagoland Director's Garage

- Loyd Bonecutter

As I'm writing this I am at a Monday morning low after a great weekend which included the Samatha Rix Memorial Race. It was fun seeing everybody out there having a great time. Having this event a month later brought us an excellent day for racing, being among friends and enjoying the sun. We had 34 racers and about 50 other club members out for this event.

As mentioned last month, I would be remiss if I did not discuss our incumbent volunteers. Any successful ongoing organization must have a group of folks willing to put up with a few chores while out there having fun. Our group is blessed with quite a few.

Treasury for our organization is handled by Kurt Hoover. Kurt is one of the founding 18 of the Chicagoland Chapter. When the names and address of members of the Illinois Chapter were being gathered up, Kurt knew a lot of the folks and how to get in touch with them. We often tax Kurt's creativeness to keep our group afloat since we keep expanding our endeavors, but oftentimes not our checkbook.

Special Events, the use of the Resource Center, and the excellent event plates are covered by Frank Jackowiak. Frank is another one of the founders of Chicagoland Chapter. Learning how to say then spell Frank's name was my first hurdle. Frank is a giver always willing to through in a helping hand and definitely going that extra mile for the club. His passion as many of you know is the 4th of July Gorilla Days Car Show. Getting the details right for that event for all to enjoy is job one, so Frank will not be able to participate in the GS Nationals two weeks before the Show. When you pick up your plates, be sure to thank Frank for all he has done for us.

Speaking of plates the designer of these great GS Nationals event plates is Paul Vilsner. Paul has also designed many Tee shirts and is very patient with us as we often need changes to accommodate a background or just plain change our minds. Again Paul is one of the founding group. Paul has a quick witt about him that I find very entertaining. I just wish I had a better memory to recall and use his quick quips that are excellent to diffuse a conflict or explain a situation.

Our Co-Director and Activities Chairman is Bernie Rekus. Bernie started out to buy a Mach One and ended up meeting Steve Russo and buying the "X". The rest is history as Steve had the contacts and Bernie the drive to start a Chapter and make it very successful and active. Bernie still actively pursuing excellence in our Chapter, and is throwing in a helping hand to the GS Nationals. He has gathered pledges far more prize money for the 1999 event than ever, and will be organizing the Turbo Regal and GS Technical sessions. Bernie is in transition from being a life long urbanite, to life on the 400-acre ranch in Central Missouri. It is very quiet down there and one heck of a drive. So when you see Bernie at the next event, please be sure to thank him and ask him how was the drive.

The technical session in Lowell, Indiana should be excellent. There should be enough details on each car for both the die-hard GS owner as well as the Turbo Regal fan to really enjoy this event. Well worth the drive down there to pick up a few details about our cars that are unknown to most owners.

Am really looking forward to the GS Nationals which is not that far off. This year the Chapter will have a tent behind the bleachers east of the starting line. The staging lanes will be a short distance away. Being in the middle of the action and having shade should make our little space very popular. We will have tables and a place to sit down, for our members to rest between visiting the vending space and watching the action on the

track. Our neighbors to the south will be the Carolina Chapter and to the north our friends from the Indiana Chapter, so we will be in good company.

The Fourth of July car show will be two weeks after the GS Nationals. Frank puts on quite a free car show for us with the greatest goodie bag in Chicagoland. The number of Buick owners who participate continues to grow, and there is always room for more. The event starts at noon and for many of us who have obligations to meet later we are free to leave whenever necessary. Many of us are there early in the morning, so if you have a little time this is a great chance catch up on what happened at the Nationals.

We are working out a cruise schedule for the summer. Please keep track of our events that will be coming out in the Fast Times. Remember our best laid plans sometimes need to change so call the hot line to confirm those times and places. Have a great summer

Need Parts?

Mr. Terry Myers is Parts Director at McGrath Olds/GMC in St. Charles, IL. He is a performance and restoration parts specialist and wants to offer his expertise in finding any items club members are having trouble locating. His services are all complimentary. Terry's Number is: (630)584-6400. Mention you are a member of the Chicago Chapter GS Club of America.

Co-Director - Activities

- Bernie Rekus

Ramblings

The GS Nationals is coming along GREAT! We will have over \$24,000 in Prize Money! Almost \$5,000 for the Turbo Quick 16; Ron Joseph, Chicagoland member from New Jersey, is sponsoring this race. \$3,000 for the GS Quick 16. Buick has climbed on board, and the FWD 3800 class will have \$2,500 in prize money. B F Goodrich is sponsoring the four Bracket races, so the prizes will go 4 deep, and be FAT! Budweiser is the official GS Nats brew. The prize money will be about 2 times higher than the highest previous prize money. This is assuming all of the Sponsors make their individual payments. We have about 6 or 7 that still need to pay.

The Car Appraisal & Insurance Tech Session went extremely well. Mike Grippo flew in from Las Vegas for our Tech Session, and he was really impressed with our Chapter. He thought our members enthusiasm, and our cars, were Special. We had about 60 members at the meeting. He did appraisals from a little after 9AM until after 3PM. Took almost a half-hour per car. He did 16 cars, and would have done more, but people had other plans, and had to leave. Mark your calendar for Oct. 9th. He will be at our Midwest Buick Challenge, at US 41, Morocco, Indiana. Mike is VERY detailed. His fee is \$100.00. If he is asked to appraise "after the fact", (strip, accident, etc.), it is \$300.00 plus his expenses! Nuf said?

Rally Insurance was very informative. If you are towing your car in a trailer, and the trailer rolls, is your car covered by the towing vehicle's insurance? What is the difference between "stated value"; "actual Cash Value"; and "agreed value" insurance? In this case, a little knowledge will go a long way. Their relationship with a professional appraiser, like Mike Grippo, is a real plus, when it comes to Claims. If you don't drive your Buick to work, their premiums are surprisingly low

All in all, one of our most informative, beneficial Tech Sessions, to date!

Membership: If your Buick buddy complains, he didn't get his copy of FAST TIMES; let him know he has to pay his dues! We got up the magic 500 members last year, YaHaa! The bad news is we only have about 300 who have renewed since the first of the year!! We are still the biggest Chapter, by a bunch, but we want to

continue to spread the Chicagoland `gospel', to as many Buick nuts as we can. Sooo..please do your part by telling other Buick nuts about the Chicagoland Chapter. I believe we have included an application in almost every issue of the FAST TIMES. Feel free to copy it, and spread it around.

GS Nationals: Chicagoland Chapter will have a prime spot, and the largest spot of any Chapter. We earned this recognition, and size of space, by helping the GS Nationals. We are coordinating the Turbo Tech Session again, and we are coordinating the GS Tech Session this year. Brad Berger is doing the GS Restoration Tech Session again; and yours truly is the Sponsor Coordinator. We can use some help at the various Tech Sessions, and at our Chapter Tent, so please volunteer to help. We will have tent, tables, chairs, and maybe a cooler, for socializing and keeping in the shade. We will have some items For Sale, as a Chapter...Lic. Plates, Tech Session T-shirts, and recruiting Members, of course. For volunteers, some very limited vending can be done in our Chapter area. Sarah and Matt Gordon, Chicagoland members who happen to live in Topeka, Kansas, are coordinating the Vending area. Sarah is Ass't Director, for the GS Nats. As you can see, Chicagoland Chapter, has a big presence at the GS Nationals.

The '99 GS National's Program will be a collector item. "T Bone", the announcer at National Trails, is putting the program together this year. It is planned to have 40 pages. Have you seen the beautiful limited production painting of the GNX? The car is coming out of cloud, at dusk, and is really nice! "T Bone" has gotten permission from the artist, Joe Ibuski(?), to have it on the cover of the program! Awesome!

Clarence Hardy has changed his name to Harding (Gee, that is only the fourth mistake I have ever made)

Buick at the GS Nationals; Buick will hopefully have four cars at their tent. '70 GSX #1; '87 GNX #1 or #500; "Regal S" a FWD concept car; and '53 XP300, a supercharged V8 DOHC, concept car. Of course the GSXAND the GNX prototypes will be there.

Our Drag Race Tech Session went very well. We did our rotation trick, so that we had smaller groups, and encourage participation. Everyone seemed to like the Tech Session. Marlyn and Wayne Bachar; Sandy Rapyz, and her Brother-in-law; Monte Yackle; and Bob Didomenico, did a great job! Thanks guys!

We seem to have a problem having a race at Route 66. Both races have been cancelled. Rain was the culprit the last time. Next Race is July 16th, Friday night, 4PM, Route 66. Hope to see you there. I plan on conducting a "ersatz" Race Chairman class. We still need Race Chairmen for our other races. Anyone out there??

Frank Jackowiak and Paul Vilser have again done an outstanding job on the Lic. Plates. Thanks for your efforts, guys! We still have some (about one hundred) still available. Hurry! Looking forward to seeing Paul's creative talents on our Tech Session shirts. You can bet it will be outstanding! We like the way you have `spoiled' us Paul. Watch for it!

I have heard of some swapping around of some racecars. Expect to see Rich Fitzmaurice be driving the '71 GSX that was Season Champ in Bracket 1 last year. Guy Arnold driving the Rosewood T-type, he prepared for his son Mike last year, with a fresh motor. Pat Sweeney in a rare '70 Stage II car? Unfortunately, Marylyn Bachar was badly disappointed by her restorer for her GN, and will have to wait some more, to get it to the track. Of course there are a whole bunch of us with upgraded combinations. Should be a good year for racing!

"Tow vehicles" are evidently spelled "Power Stroke Diesel". Roger VanScoyk just got a White and blue One ton Dually: Guy Arnold got a brand new RED 3/4 ton, 4 door: and Steve Russo is hunting for one. Please excuse the FORD mention.

"Going fast, with class"...do it!

Bernie Rekus Co-Director, Activities...and Co-founder with Steve Russo.

Membership News

- Shari Bonecutter

Hi, everybody! Well, spring is finally here, at least according to the calendar! It's finally been warm enough to fluff and buff our babies. (And dry enough.) We did have some terrific weather the weekend of the Samantha Rix race. My sunburn is still flaking! It seems like we always do have good weather, though. As if Samantha has some influence with whomever is in charge of weather. . . I hope everyone that attended had a good time. Mark Holda did his turn as race chairman, and Barb Pedrak was the co-server for hot dogs and working the gate. Frank Jackowiak was selling license plates and knocking over buildings. We had people help set up the banner, which wanted to blow over on us, and as always people help with the cleanup. We had one complaint come from the tower, concerning helmets. I guess we're going to be seeing more helmet hair, because anybody running below 13.95 at Byron needs to start wearing a helmet. So please start shopping for one - we want to see all our people safe!

Something else to check for is whether or not you'll need a funnel and/or gas can to get racing fuel into your car. The tracks aren't always reliable about having funnels, or adapters for the leaded gas pumps. So you might want to check it out before you leave home, and have something on hand. As always, another member came through. We can't always be so lucky, though.

And speaking of members coming through . . . we also had a situation happen where a member lost their keys. This is why Loyd and I almost always have two sets with us. It would be good practice for everyone to develop this habit. We had something like this happen at the World of Wheels, and narrowly averted it at the Midwest Challenge. The good side of this is that it again demonstrated why Buick people are the best! After the track people threw their hands up and went home, we had two members work at it and get the car running. There were other bunches of people waiting around to see if any other help was needed. In addition, we had a mini-caravan going home, to avoid any other troubles. So it helped reaffirm my belief in Buick people!

We had a great turn out for our May meeting/tech session. This one had Mike Grippo doing appraisals and the Rally Insurance people telling us about their products. Linda Brelie brought the mini-muffins - the double-chocolate ones were to die for! Barb Pedrak did hot dog duty again, to help us use them up, and Bronia Van-Scoyk was helping dish them out. As always, all the helpers deserve a big "Thank You," because the added touch really matters!

And speaking of helpers . . . we're going to need some people to help at the Nats. We have a primo spot for our club tent, and will need people to help man it. This won't take up too much time if we get enough people. Mostly this would entail talking about our club, or talking about Buicks which everyone does anyway, and selling tee-shirts.

Well, I need to get working on some kind of cruise schedule! My hat goes off to Kurt Hoover for the job he's done in the past with keeping up with the membership. Almost a day doesn't go by that I have something to mail out to someone! We're still missing a lot of renewals, but that happens.

We've got a lot of fun things to do this year, anyway. Our own picnic, the Dempsey picnic, the Gorilla Day car show, racing, cruises . . . the Nats! Can't wait - should be a fun filled year? See ya!

Cruising News

- Shari Bonecutter

Here's some of the stuff we'd like to do this summer:

4th of July - 6th Annual Gorilla Days - Car show. This is at Wilton Industries, 2240 W. 75th Street (NW corner of 75th & I-355), Woodridge, IL. Show starts at 12:00 noon and ends at 4:00 p.m. This show is free to enter

and show car owners will receive an awesome "goodie" bag while supplies last. Gift drawings, people's choice trophies - all kinds of fun!

July 11th - Hollywood Connections first annual cruise. This is at 2500 Sycamore Road (Route 23) in Dekalb, IL. 815-756-2850. There's no entry fee - just asking for donations to the Red Cross. Car show is from 1:00 - 6:00 p.m., with a 50-60s sock hop from 7-9 p.m. There's supposed to be costume contests, door prizes, die cast collectibles, strip mall sidewalk sales, and a DJ. This could be fun to do as an actual cruise!

July 25th - Our Club Picnic. This will be in Brookfield Woods, across from the Zoo on 31st street in Brookfield. This is west of First Avenue, and east of 17th. The starting time is 11:00 a.m. Food will be served at 12:00 noon. The Club will provide hot dogs, sausage, burgers and pop. Please bring a dish to pass around, and your own beer. There's a shelter here, and a huge parking area, so we have plenty of room to show off our babies.

There are a few more BCA events we'd like to join in with:

September 11th - College of DuPage Eclectic Picnic and Car Show and

September 17th - Buick Drive Night at McDonald's in Elmhurst, IL.

There will be details in the September newsletter.

There's also a Buick-Olds-Pontiac race day at Cordova on June 6th , and a Buick-Pontiac race day at Great Lakes Dragway on August 8th.

For those of you that are closer to the other side of the state, on July 31st there's a B-O-P show at Uftring Oldsmobile in Washington (near Peoria). For questions please call Dick Yech at 630-231-0066.

CRUISES

Last and not least, here are the cruises nights some of us would like to be at:

June 2nd - Dust-Off at Elmhurst July 8th - Crystal Lake

June 6th - Hudson's July 22nd - Westmont

June 11th - Duke's July 30th - Wheaton

June 15th - Hooters in Downers Grove

June 30th - Strat's

August 6th - Dukes

August 13th - Wheaton

August 18th - Elmhurst

August 20th - Mickeys

August 25th - Strat's

Notes to remember - when we go to Strats, we usually park at the west end of the shopping center, not at the restaurant. This way we're not blocked in.

The nights we picked at Elmhurst, Crystal Lake, & Wheaton are feature nights - usually muscle car nights, or one Old/Buick night at Wheaton. It would be very cool to overwhelm them with Buicks. Maybe then we'll get our own night next year.

There won't always be a Board Member at the Cruise nights.

CRUISE SPOTS

SUNDAYS

Hudsons Ice Cream Emporium - 18 N. Catherine, LaGrange, IL (parking lot across street.) Runs from June thru August, starts at 1:00 p.m. Cars 1980's and older.

TUESDAYS

Ace Drive-In - 1207 Plainfield Road (Route 30), Joliet, IL Starts at 6:30 p.m.

Augustino's Rock `n Roll Deli - 246 Schmale Road @ St. Charles Road (next light south of North Ave.), Carol Stream, IL 630-665-5585. Starts at 6:30 p.m.

Hooters - 1303 Butterfield Road, Downers Grove, IL 630-960-4008. Starts at 6:00 p.m.

Jimmys - 8304 S. Roberts Road, Justice, IL

Pamy's - in Brookhaven Plaza, 7516 S. Cass Avenue (west side between Plainfield and 75th), Darien, IL 630-969-2003 Starts at 7:00 p.m. Cars 72 and older.

WEDNESDAYS

Blackberry Inn - Route 47 between I-88 Route 38, Elburn, IL 630-365-2200.

Cool Cars Under The Stars - Main Street, Elmhurst, IL

Larry's Diner - at Route 126 & Route 30, Plainfield, IL. Starts at 6:00 p.m.

Strat's - 2906 N. Mannheim Road, Franklin Park, IL 847-455-3040. Starts at 7:00 p.m.

THURSDAYS

Classic Car Cruise Nites - Bensenville Town Center, Bensenville, IL 630-860-1404. Starts at 6:00 p.m. Runs May 13th through late summer.

Cruise Nights 1999 - Williams Street (South of the train station), downtown Crystal Lake, IL. Starts at 7:00 p.m. Runs from June 3 through September 2.

Expresso Brewery - 1401 W. Lake Street, Addison, IL 630-916-9374.

Railsplitter/Pioneer Lanes - Route 30 east of Route 59, Plainfield, IL. Starts at 6:00 p.m. Runs through September.

Scooby Red Hots - 185 S. Schmale in Carol Plaza, (southeast corner of North Ave. & Schmale) Carol Stream, IL 630-752-0288. Starts at 6:30.

Westmont - Cass Avenue in downtown Westmont, IL.

FRIDAYS

Blue Top - 8801 Indianapolis Blvd. (US 41 south of I-80-94), Highland, IN 219-838-1223. Starts at 7:00 p.m.

Classic Car Night - Front Street, Downtown Wheaton at the train station, Wheaton, IL. Starts at 7:00 p.m. Runs through September 3.

Duke's - 8200 S. Harlem Ave., Bridgeview, IL 708-599-0576. Starts at 7:00 p.m.

Frankly Yours - 1820 Irving Park Road, Schaumburg, IL 847-524-4380. Starts at 6:00 p.m.

Golf & Dog - 16600 Oak Park Avenue, Tinley Park, IL 708-633-7888.

McDonalds - Gurnee Mills At Grand Ave. & I-94, Gurnee, IL. Cars 1974 and older.

Metallos Hot Dogs & Beef -7057 Dempster St. (between Waukegan Rd. & Harlem Ave.) Niles, IL 847-967-8188. Starts at 6:00 p.m.

Mickeys Hot Dogs - 70th & Harlem, Bridgeview, IL.

Roselle Friday Cruise Night - Roselle train station and shopping center, sponsored by Elliott's Deli, 610 E. Irving Park Road, Roselle, IL. Starts at 6:00 p.m. Runs through October.

SATURDAYS

Blue Top - 8801 Indianapolis Blvd. (US 41 south of I-80-94), Highland, IN 219-838-1223. Starts at 7:00 p.m.

Dot's Diner - 1408 Canfield Road, (1 block south of Devon at Talcott) Park Ridge, IL 847-292-DOTS.

Fluky's - 6821 North Western Ave., Chicago, IL 773-274-3652. Starts at 4:00 p.m.

"Heard from the Pits"

- Roger Van-Scoyk

Greetings fellow Buick owners, In this article we intend to reveal some facts that are often overlooked concerning oil consumption and other performance areas.

Abnormal Oil Consumption

The Piston oil control Ring along with the 2 normal compression rings helps to seal the combustion chamber. Oil is needed to accomplish this task. When the rings do not seat properly following an Engine rebuild, high oil consumption can occur. The opposite to this problem is typically encountered with a high mileage engine. The use of cheap Piston rings will result in an engine rebuild before the norm. A good engine builder will generally inform you of the need for a quality Piston ring prior to starting your engine's rebuild process. Total Seal or a high Quality Gapless type Piston ring is usually recommended for High compression or Turbo-charged engines.

The practice of revving up the engine and shutting off the Ignition as the RPMs come down is not recommended. This allows unburned Gasoline to build up in the cylinders. The unburned Gasoline then washes down the cylinder walls and dilutes (& Contaminates) the oil reducing it's lubrication properties.

It is a better idea to let the engine idle before shutting it off. To prevent fuel from boiling in the Carburetor of a hot engine and spilling into the non - running engine, most racers shutoff their Electric fuel pump. They then let the engine run at idle or slightly faster until all of the fuel is out of the Carburetor's Float Bowls.

70 to 90% of all engine wear occurs within the first 2 minutes after start up. Internal Engine components have to wait for up to 30 seconds before receiving oil for proper lubrication. While waiting for the oil to arrive, metal to metal contact of internal engine parts such as the Piston rings to Cylinder walls occurs.

Sometimes you can see a race car going down the 1/4 mile leaving a cloud of light Blue smoke. The smoke is an indication that the Piston rings may no longer be in good condition. The cylinder head's Valve Guides could be worn excessively, allowing too much oil to get by them. A Compression Test or Leak Down Check is a good Diagnostic way to check the engine's health. When you have a defective PCV valve, an oil consumption problem can result. It is recommended that the PCV valve be replaced at Tune-up intervals. A warped intake manifold could let crankcase fumes along with engine oil into a cylinder. Occasionally this happens but it is rare.

Evacuation system

Racing engines develop a higher positive crankcase pressure than normal street driven engines. If the pressure is not removed oil leaks can develop all over the engine. The pressure is usually removed by the use of a Crankcase Evacuation System. The system makes use of the Exhaust system Scavenging causing a slight vacuum as the exhaust gases pass by the Diverter (one way) valves welded into the header's collector. The result is an increase in horsepower. This system is most effective on an OPEN header exhaust system! Many manufacturers have stated that Mufflers tend to create too much back pressure on the Exhaust system, thereby rendering a Crankcase Evacuation System USELESS! This in effect causes a LOSS OF HP. Before installing those race mufflers check with the manufacturer's technical staff. The Pro Stock racers of today use an Evacuation System which employs a Vacuum pump netting their 500 cubic inch engines an extra 50 hp! Cost \$500.00!!!

The GS - Columbus - NATS are only weeks away! Respectfully, "Tech Advisor Smith"

AKA - Roger Van-Scoyk

June Tech Session

Tony DeQuick will be doing our tech session. He will be introducing his brand new, Stock Location mini-stretch Intercooler! He will have one on display, and may have some there for sale. For the stock look and 12 sec. plus car, this is the hot set-up! Three tenths, and three miles per hour!

He will also be discussing radiators: both aluminum and conventional, for big blocks and turbo cars. He has been doing allot with big block radiators, and will share his expertise and experience to keep our engines cool!

Of course, he will have his front mount intercoolers as well.

Kendall Country Fair Cruise

Friday, August 6. Cruise the Kendall County Fair! Enjoy oldies with the Rock-n-Roll Road Show, prizes and fair festivities! Meet Tom Churchill from Victory Lane Show. CASH awards and trophies. Cruise is 6 to 9pm at Fair Grounds. Rt. 71 in Yorkville, just west of Rt. 47. Call Brian at (630)553-6567 for information.

Classified's

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

86-87 GN Rims and caps. Good condition with shiny chrome. Only came on 25,705 and both GM and Kirban ran out of them. BEST OFFER. Mike Walsh (847) 459-8467

FOR SALE '70 GSX, Saturn Yellow, Stage I, PS, PB, PW, AC, Frame off restoration by Steve Russo, Paint by Pat Sweeney, Flowed stock intake by Gregg Gessler. Less than 700 miles on rebuilt engine. To much to list. Have build Sheet...it is real! Check out March '98 Car of Month, on our Web site, and '98 World of Wheels for pictures, and more information, or give me a call. \$24,000. Bernie Rekus 708-448-8448 660-668-4480

rekus@uss.net

GN/T-type parts For Sale:

Stock iron heads, mild port job, Manley SS larger valves, Wire lock, with new wire-lock Fel pro gaskets, 10,000 miles since valve job and fresh springs, guides, etc.. Good for up grade from stock heads. \$500 OBO.

Steering column, tilt, grey, \$120.00

Stock up-pipe, chromed \$40.00

Stock intercooler with shroud \$175.00

Stock valve covers, Black Powder Coated, w/bright aluminum ribs \$80.00 w/cores, \$115.00 w/o cores.

Refurbished T-Type Wheels. Cleaned, Polished and Clear Coated. Just wash off the dreaded front wheel brake dust! \$110.00 each, \$400.00 for set of 4. Trade ins accepted. Bernie Rekus 708-448-8448 660-668-4480 rekus@uss.net

***** **Wanted** *****

WANTED: 1964-72 Buick Sport Wagon or Special/ Skylark Wagon. Body must be in very good solid shape, no rust or bondo buckets! Prefer 3 seat Unmodified, Complete running original, others considered. Send Pictures / Video (will be returned) & details. Devin Tornow, 5123 Merrimac Ave., Peoria, IL 61614-4657 eve (309)693-7506 Days (309)578-4386 djtornow@bitwisesystems.com

Classified Ads are free to members.

Sneak Peek

Here's the line up for the GSCA Nationals Tech sessions!

Turbo Tech Session

Basics, Make it Run Right & Dependable

Ron Joseph, Ron's Custom Automotive

Racing Bug? How to get it into the Low 12's

"Red" Armstrong, Quad Air

Faster? How to get into the Low 11's & still be a Door Slammer/Grocery getter

Jack Cotton, Cotton's Performance Center

How to Tune with Scan Tools

Ken Mosher, Turbo Date Systems (TDS)

How to Check your Electricals & ET-HP-Weight-Fuel-Turbo & Injector Chart Tool

John Spina, Caspers Electronics

Joe Lubrant Caspers Electronics

How to Get Hooked & Improve 60' Times

Laurence Conely, CPP conlet Perf. Products

Transmission & Torque Converters

Mike Kurtz, P.M.A.C. Transmissions

Jack Sedory, Precision Industries
Fel Pro, Turbos, & Intercoolers
Harry Hruska, Precision Turbo & Engine
GS Tech Session
Transmissions & Torque Converters
Art Carr, Art Carr Transmission Products
Carburetors & Ignitions
Rob Chelinski, Stage 1 Automotive
Cams- Cams- Cams
Richard Lassiter, Director GSCA
Porting Stock Heads, Intake & Exhaust manifolds
Gregg Gessler, Gessler Buick Head Porting
Stage 2 Heads, Engine Girdle & Intake Manifolds
Mike Tomazewski, TA Performance
Short Block - ABC's & Solving Oiling Problems
Mike Phillips, Automotive Machine & Perf.
Dave Mongeon, Jet Tech
Cooling, Cooling, Cooling
Tony DeQuick, Charged Air Systems
How to Get Hooked & Improve 60' Times
John Osborne,

Race Results

Here are the current standings for the Race Series as of May 31.

Bracket 1 Points

Dennis Butt 10
Pat Sweeney 30
Joe Harrington 50
Ralph Pote 10
Perry E. Carlini 60

Bracket 2

Scott Pitts 10
Steve Pitts 20
John Dallianis 10
Jeff Lutzow 10
Steve Payne 30
Scott Nelson 10
Ken Wyant 30
Keith Egan 10
Paul Visler 20
Gary Pote 50
Mike Blasi 20
Gary Ekstrom 20
Paul DuBois 80
Mike Roman 10
John Soffietti 70

Steve Ekstrom 10
Keith Yamanaka 10
B33 10
B35 10
Mark Holda 80

Bracket 3

Ken Stasiam 60
Paul Brelie 10
Marilyn Bachar 10
Chris Katsuleas 50
Katie Fisher 10
Monte Fisher 10
Steve Blankenship 30
Dean Losurn 30

Lowest Reaction Time

.501 Scott Pitts - Practice
.555 Perri Carlini - Bracket 1
.541 - Gary Pote, Bracket 2
.527 - Dean Losum, Bracket 3

Lowest ET

10.731@125.64 - Dennis Butt