

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

An affiliated
Chapter of:

Buick Gran Sport Club of America
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"Electrafied" GSX



The roots of Michael Thurman's interest in Buicks dates back to 1972, when his grandfather purchased a 1972 Buick Electra 225 2-door new off the showroom floor. The Electra had a big block Buick 455 4bbl engine with power everything all wrapped up in Cortez Gold with a brown vinyl top and a brown interior. Mike's grandfather drove the Electra for 10 years and in 1982 sold the car to Mike's parents. They in turn drove the Buick until 1988 and after 110,000 miles the Electra was about to go to the scrap yard. The engine ran great, but the body was in bad shape. At the age of 15 Mike stepped in due to his interest in cars and started a project. After a year had passed and lots of new metal, paint, tires, and some new interior, he had not only his first car, but his first Buick. The engine was basically untouched with some bolt on items like a starter, alternator, and a carb rebuild. Mike drove the Electra for seven years and added another 100,000 miles. During those seven years, he owned two other Electras, a 1969 LeSabre, and two Skyhawks, not to mention many other "project" cars. Mike was sure hooked on Buicks!

While enjoying the Electras, one of the Buicks Mike had always wanted was a Skylark or a GS. In 1995, a friend had seen an ad for a 1971 Buick GS 350 near Hannibal, Missouri so it was time for a "road trip." The GS was actually a Skylark converted to a GS. The car was sandpiper beige, the trunk was rotted, the engine, transmission, and rear end were pieced together, but the air conditioning worked, it had the original hood inserts, the original air cleaner, and it ran decent. Mike drove the car home that night with his friend Charles driving the '72 Electra right behind him. The GS driven for the summer of '95 until something just had to be done. The 350 engine had some problems, and the trunk was getting worse. It was now time to get his Buick straightened out!

In 1996, Mike made a down payment on what was to be a 3-year on-going restoration and engineering project. The owner of RS Custom Cars in Spring Bay, IL agreed to take on the task of major bodywork and a major overhaul. The agreement was that Mike worked on the GS on weekends along with the body shop. Most all of the new parts were purchased from Year One and from several individuals from the West Coast. The body was removed from the frame so a better job could be done.

The frame was sandblasted while the body was media blasted. Upon return to the body shop, it was found that the car had been wrecked several times requiring a replacement right front fender, fender well, and radiator core support. A new trunk pan was also installed along with a new floor pan while all of the door dings were removed and a lot of work went into getting it "straight". The time of reckoning came in decisions on Paint, what color? Go with the original sandpiper beige, or something he really wanted? In pursuit to satisfy his own needs, Mike went with what he wanted. He created a stock looking 1971 GSX Stage 1. In fact, the painter was so good, that it took him two weeks to PAINT the GSX stripes on! Those are not stickers, and he did not use a stencil kit either (Of course the "GSX" decals are from Year One). As far as the body goes, Mike was more than pleased with the results.



After much debate with friends and my own self about the 350 engine a decision was made. Since the engine, trans, and rear end were not numbers matching Mike saw no reason to prevent him from getting what he wanted! He had already purchased the interior kit from Year One, and still had plans on building the car back to original specs. However, He had the need for speed since he had felt what torque and power was like from a Buick power plant. What about if he breathed some "extra" life into the engine?

Here is what happened. Mike sent a Buick 455 engine off to TA Performance in Arizona. The original request was for a stock 1970 Stage 1 engine, even though the car was a 1971. After a week, the block arrived at TA, and he called with some changes. He upped the ante by adding 10:1 forged pistons, and a TA C113 camshaft (3 steps better than a stock Stage 1 cam or about a 40 to 50 hp increase). Mike's Buick 455's air demands are controlled by a Holley 750 vacuum secondary carb, routed by an Edelbrock Performer aluminum intake, crunched down by an actual set of 1969 Buick Stage 1 400 heads (purchased locally), ignited by a MSD ignition and distributor, and exhausted into TA 1-7/8" Jet Hot coated headers connected to a 2-1/2 inch Flowmaster exhaust system. Not much more than stock, or as Mike likes to say, "built as if he purchased the car new and added some goodies himself".

Mike learned the hard way about adapting the better flowing 400 Stage 1 heads to a 455. Breaking a rocker shaft resulted in much confusion in getting the 455 running. Calls to T/A performance & help from friends Jeremy Emery and Brett Johnson found the problem. The 400 Buick lubricated the rocker shaft through an oil passage in the block that flows up through the heads. The 455 utilizes hollow pushrods that passes oil from the lifters up to the rocker arm and oil splash lubricates the rocker shaft. When installing the head Mike did not know about blocking off the oil passage in the block to get the oil to the right place. Now she purrs (or growls)!

An Apollo White GSX was a passion of Mike's and now he has one his own way. It has all of the details that make it an attraction at the local cruise night. Right now, a new 700 R4 transmission is on order. Why? Because he likes to drive the car, and overdrive sounds good when you are driving at 60 mph at 3000 rpm. Some other things in the works are a possible larger carb and to replace the Flowmaster 2.5 inch exhaust with a Flowmaster 3 inch exhaust. The car has not



seen the track yet, but plans are for Spring of 2000 once some of the bugs are worked out.

Mike's wife, Lorie, was VERY understanding during the "experience" however, she knows one restore/rebuild is not enough. Mike is already eyeing other "projects". He has been and always will be a classic car lover, and would love to own a Buick from the 50's. However, those Grand Nationals sure look good!

Mike Thurman
Washington, IL
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Chicagoland Director's Garage

- Loyd Bonecutter

The days getting shorter and cooler and leaves turning colors and falling, are signs it is time to put our Buicks away for the winter. This season went entirely too fast, with many great events missed due to crowded schedules. Crowding a year's worth of activities into 26 weekends is impossible. Setting up our calendar of events is getting more complicated with more regional events as well as National events, to work our Schedule around. We have started on next year's calendar of event and hope they will be the best yet, for our members.

Memories of an early spring warm drive through the hilly grass and dandelion covered hills entering Beach Bend Raceway, for most of us are very fond. Knowing that trees in northern Illinois were just starting to bud makes these memories stronger. This drive will always be my first impression of a Bowling Green GS Nationals. While we are going back the later date was necessary to prevent clashes with events that have been set, but we will miss Bowling Green in early spring.

The impact of a few hundred Buicks descending upon a small town, is what returning to BG will restore. Seeing dozens of Performance Buicks on any block of Scottsville Road at any time of the day or evening is very exciting. We will really be looking forward to the 2000 GS Nationals, back home in BG.

Going to the series of racing events this summer, gave me a new perspective on our racing members. Quite a few have been working with their cars to make these very fast cars now incredibly fast. Sharing the pleasure of shaving a few tenths of a second off the best time ever has been really fun. The bracket racing has been intense, and these guys are getting good at this. We have a great group of racers. From their ranks I hope we can find a Chairman to coordinate the activities for next year. A few came to bat and chaired individual events, but we need an overall Chairman to coordinate the activities with the track, and the event Chairmen. We really need your help here.

All racers should thank Mark Holda, Paul DuBois, Tom Slowdowski, Amanda Egan, Harry Hruska, and Scott Pitts for the excellent work they did as race Chairpeople. As they found the larger events can be very hectic. The next time you see any of these folks please thank them. We will be asking the racers at the Christmas Party for changes they would like for next year's series.

We have put together a great line up of activities for this winter. Starting with the Christmas party which we had to move to the Brookfield VFW hall. Awards for the racing series will be presented as we enjoy the fine Miller products and the great food. Our winter meeting schedule is a great one so please keep this newsletter handy and remember something is happening the second Sunday of each month.

Vendors of Note

For that great interior, including reupholstery, headliners, and convertible tops, call Mike Russo at 708-371-9880. Please be sure to ask for Mike.

For Turbo Regal repair service that is second to none, call Chapter member Paul DuBois at Arndt Automotive,

west of DeKalb, IL at 815-825-2537.

Jimmy's Transmissions will offer very competitive pricing on front wheel drive, domestic transmission work., With his new partner, all rebuilding of these transmissions are handled in their shop. So we can rely on Jimmy for our daily drivers as well as high performance needs.

CCGSCA Event Plates

For those of you that don't have them yet, our 1999 GS Nationals event plates are still available. They are \$25.00 for CCGSCA members, and \$35.00 for those who have not joined yet. Contact Frank Jackowiak at ITPPHOTO@aol.com or 630-655-0598.

WANTED:

Chicagoland GSCA 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 some good pictures of your Buick! **SHOW IT OFF!** Please send all articles with pictures (will be returned) to: Devin Tornow; 5123 N. Merrimac Ave.; Peoria, IL 61614-4657; (309) 693-7506 e-mail: DJTornow@bitwisesystems.com fax (413) 215-0744.

Membership News

- **Shari Bonecutter**

Well, that was the year that was. As I write this, we've just had our last race of the season. It didn't snow, and the sun was shining, but man! Those aluminum seats in the cold! The weather's been so extreme for us this year that attendance was off for a lot of things. Some events had to be canceled - like several of our cruises, races and 1/2 of the Midwest Challenge. Others we put on anyway, like the picnic, since we had the permit for the grove on that specific date. Talk about hot...Anyway, let's hope for better weather next year!

Speaking of the Midwest Challenge, I've got a lot of kudos to mention. Major thanks go to our own Board and Harry Hruska, for the scrambling around to move the pig roast, and for the general work the whole event entails. The Indiana chapter did a great job on the car show, and their members - specifically Linda Sue and Bob Bratcher, Randy Adams, and Adam Bonebreak (are you sure we're not related?) There were others whose names I didn't catch that were especially helpful with the setting up and tearing down of tables and chairs. Randy's pick-em-up-truck helped move the tables and chairs from place to place. (I won't mention what Linda Sue called his truck.) We imported some help, again - John and Jeanie Bonecutter, and the Lamch clan - Helen, Joe, Brian and Steven. John was helping at the gate again this year. The Lamch boys, along with the setting up and tearing down stuff, got to go on a rescue mission from Harry's. New Member Mary Ferrari is fantastic at packing cars, selling things, and just being organized! Linda Brellie and Mary sold pig tickets at Harry's, and Carol Fitzmaurice, Helen Lamch, Barb Pedrak and Mary served. Barb and Marilyn Bacher helped clean up. Of course, Clarence and Mrs. Harding get a great big thank you for getting everything that went with the roast pig, along with stuff to keep it hot at the track on Sunday. Great job, once again! We had 1/2 the pig on Saturday, 1/2 on Sunday. Barb and Rich Fitzmaurice served it on Sunday. Mark Buric helped out big time with selling shirts, soda, license plates and new memberships. The rest of the Board worked their tails off with running the

racing, taking names, helping man the tent, and running around. It can get hectic at times, believe me. I did see and talk to a lot of you members, again. It was really great to see you there! Your support helps keep this club going.

We have a group of new members to welcome - Jonmark Bussert of Lombard, IL; Larry Calef of Galva, IL; William Cubas of Cicero, IL; Sammy D'Amico of Lemont, IL; Mary Ferrari of Brookfield, IL; Jeff Hejza of Park Ridge, IL; Anthony Horvath of Summit, IL; Ronald Kotwica, Jr. of Hinsdale, IL; Alex Muszynski of Glenwood, IL; Chris Notis of Lake Villa, IL; Bill Notz of Berwick, IL; Larry Partridge of Wood Dale, IL; Shaun D. Smith of Weston, WV; James M. Thomas of Chicago, IL and Paul Castle's new business - World of Motor Works in W. Dundee, IL. All of you get a big welcome! This puts us up to 346 paid-up members. We've had a few members missing in action. I was relieved to see Stan Hunt at the Challenge. Loyd and I haven't seen him all year. It seems that he's been ill, but is on the mend. He also got married, in the process! Congrats to you and Felicia, Stan, and we're glad you're better! We were glad to see Kris Kristen at the last race, too. We're glad you're feeling better, too.

The Nats are going back to Bowling Green. We'll be setting aside a group of rooms at "our" old hotel, the Best Western Motor Lodge on Scottsville Road. This is a nice hotel - clean, courteous, and with a big indoor pool that's a great meeting place. I just had a thought - it will be warm enough that people can actually use the outdoor pool this year! That's different!

Hey - guess what? It will be time to renew your membership in January. There should be an application in the newsletter somewhere. The dues are the same as this past year, \$15. Loyd's and my address has changed as to 4010 Raymond Ave., Brookfield, IL 60513. This will be where you'll send the check. I need you all to fill out new applications. People move, get new phone numbers or area codes, change cars, or e-mail addresses. We really need to keep up-to-date on this stuff. We're only as good as the data we have. The e-mail addresses are becoming really important. E-mail is becoming a quick, easy and inexpensive way to let you know about changes. If you change service, please let us know. If your e-mail is through work, and you change jobs, ditto. PLEASE help us keep accurate records!

We've been scrambling around to find a new place for the Christmas party. We lost the other restaurant, and found that the Brookfield VFW hall (8844 Ogden Ave.) will accommodate us on the same date, Saturday, December 4, from 6:00 p.m. to 12:00 a.m. We'll be having our food competition again, with trophies for the best appetizer, side dish or dessert. I know some of us have been plotting what to bring all year! This party is also where we'll be awarding the racing trophies. We will need a head count, so please call either Loyd or me at 708-485-8477 or the hot line at 708-873-9277. Please leave a message containing your name and how many will be coming. There should be a flier elsewhere in the newsletter.

In closing, I want to wish everyone a happy holiday season from the entire board. Not to mention a wonderful 2000!

Contributing Editors' Column

- Devin C. Tornow

The Chicagoland chapter has over 350 members and we should be proud of that!! In one year the Chicagoland chapter probably does more that most clubs do in a couple of years. 1999 bought us many informative tech sessions, 5+ Race days, a picnic, a Christmas Party and more! This work also included the 2nd Annual Buick Midwest Challenge that turned out great for a sunny Sunday only event! THANKS to all those that helped make this year (and past years) be so good!

This made my fourth year of being involved with the Chicagoland GSCA Newsletter. I have been helping out with feature car articles (please send your Buick or Buick powered vehicle in and share!) and other items. I will still be part of the action in 2000 and I will help keep thing rolling (I'm still having fun with my tendonitis and carpel tunnel in both my arms).

We are always looking for your input on the Chicagoland Chapter to make things better, easier, more informed, and just more dedicated to Buick. If you have an idea for the chapter make sure to call one of the board members with your input. Please be diplomatic about it since it is not like any of us are getting paid to do this! There is really no room for a pessimist, but there is room for an optimist willing to do something about it! We are all just showing our Buick enthusiasm in supporting the club by helping out. With 350 plus members, the work is increasing fast and help is always appreciated.

Support the Club! Helpers & Volunteers are always needed. A Little goes a long way! Tech Articles, Buick Info, submit an upcoming event, problem solving help and guidance, event helper, or Board member are just a few suggestions! Help out and make 2000 even better! Let us know if you are interested in even helping out on a portion of the newsletter. This newsletter can only be what people contribute! I know there are plenty of people out there that can help out and we sure have enough members that have a computer to help get involved! Take part and show your Buick Enthusiasm!

Renewal Time Draws Near!

As 1999 comes to a close, remember to renew your membership now. You won't want to miss any of the great activities that are being planned for Y2K!

Classified's

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

- RMI-25 Cooling System Treatment by Radiator Masters Inc. Get rid of your Redline Water Wetter (breaks down after 6 months causing damage to your cooling system). I know I had battled yearly cooling system problems / leaks for more than a few years until I figured it out! RMI-25 cleans and protect your cooling system while lubricating your water pump. Safe for all metals, plastics, hoses and seals. Compatible with all types of antifreeze/coolant solutions and metal-based stop leaks. 8 oz bottles (1 treatment) \$6 each + shipping. Devin Tornow, 5123 N. Merrimac Ave.; Peoria, IL 61614-4657 (309) 693-7506 djtornow@bitwisesystems.com
- Peachstate Motorsports 1/18th scale diecast BUICK GNX. 3rd in the 1999 Buick Series, beautiful detail with all the actual GNX mods. Each limited edition car comes in a custom box with a serialized certificate. Quantities limited. RACING CHAMPION BUICKS: Motor Trend Mint; 1970 Buick GSX #186 (white/black) 1/9,998 made \$5.00, 1987 Buick Grand National #181 (silver) 1/9,998 made \$7.00, HOT ROD Magazine Series; 1970 Buick GSX #112 street machine (green/white/blue) 1/19,998 made \$4.50, 1987 Buick Grand National #101 (dk green) 1/19,998 made \$4.00. Shipping extra. Devin Tornow, 5123 N. Merrimac Ave.; Peoria, IL 61614-4657 (309) 693-7506 djtornow@bitwisesystems.com
- 6 Cases (36 Bottles) SUPER 104 Octane Booster, asking \$140 or best offer. Lou Slessinger 216-671-0972, pager / voice mail 216-552-4661
- 1972 White woodgrain door panels and back seat. good shape. \$200.00; 1971 N25 Bumper \$300.00 (obo); 350 Buick motor. Complete with new Quadrajet. \$300.00; 1978 Turbo Regal, no engine, no trans. No rust on body. \$1000.00; Intake manifold Edelbrock, fits 400/455 Pontiac \$750.00 (obo); 1970 Skylark custom Convertible Best offer. Johnny Gribble (847) 455-7931
- Holley 850 double pumper with electric choke, works excellent, lo miles. \$300.00. Greg Stilp (815) 469-6265

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

- WANTED: Buick Turbo related literature, Buick Dealer Sales Albums . 1985, 1986, 1987 & others (64-72), Buick Sport Wagon Literature 1964-1972. Devin Tornow, 5123 N. Merrimac Ave.; Peoria, IL 61614-4657 (309) 693-7506 djornow@bitwisesystems.com

2000 ELECTIONS in February

Now's your chance to get out of the Grandstand and onto the track. Quit shooting your mouth off about who or what is moving to slow or in the wrong direction! Bolt those slicks on your butt, throw on some good old fashioned VHT and hook up to the track and make some SMOKE!

Show the members what you are made of and stand up to run for or volunteer for any, I MEAN ANY! Officer or Board member position! Hey I hear you winning already! But, But, But, But. Stop stuttering and say YES! The Nominations will be at the January Meeting with Elections being held at the February Meeting. BE PART of the Chicagoland Chapter and GET INVOLVED!

We now have over 350 members and some 20 people helping out. That's 95% not helping! How about volunteering for a task! Speak-up and say "I'll do that!!" Do you love Buicks or what? Let's make 2000 the best year ever for the Chicaagoland GSCA!

"Know Your Enemy" - Terminology

from Car Craft Dec. 1999 issue. This article dealt with informing American Street Machine enthusiasts about the raging import racing scene. Buick versions added by Devin Tornow.

All motor: No nitrous, blower, or turbo

Sentence: That guy wanted to race our Camaro all motor. We didn't know what that meant so we beat him with nitrous.

BUICK Big Block: All Motor, All Motor, All Motor, All Motor, that's my Buick!

BUICK Turbo: All Motor? It's just an old Buick V-6! (Ha, Ha)

Crew. The guys that do stuff for the driver, anytime, anywhere.

Sentence: I sent some guys from the crew to return my videos.

BUICK Big Block: Crew? That's ME!

BUICK Turbo: The crew had the 200R4 swapped in time for the Quick 16! What at Crew!

DOHC: Dual overhead cam

Sentence: I felt so sick, I had to see the DOHC.

BUICK Big Block: DOHC, that's that funny guy in those old Olds 442 ads.

BUICK Turbo: DOHC? All we need is rear wheel drive, two valves, pushrods, and one cam in the block where the "man" meant it to be!

Gran Turismo 2: A video game import guys love 'cause their streetcars are slow

Sentence: I spun my Acura playing GT2 and then spilled milk on the sofa.

BUICK Big Block: Gran Turismo 2? Is that Pontiac's new Goat?

BUICK Turbo: Gran Turismo 2 won't run on my laptop at the same time with Turbolink.

Jug kit: Big bore or stroker engine kits

Sentence: I put the 2.0L jug kit in my Acura.

BUICK Big Block: I just got my big block running with the 532ci (8.7L) jug kit.

BUICK Turbo: I skipped the jug kit and went to a Buick 4.1L Stage 2 motor.

Liter: Measurement of engine displacement

Sentence: I took my 1.8L Honda to the store and bought 2.0 liters of Coke.

BUICK Big Block: I took my 7.45L Buick to the store and bought 180L (6 1/4 barrel kegs) of beer in one trip!
 $1.8L \times 4 = 7.2L < 7.45L$ Buick (455)

BUICK Turbo: I took my 3.8L Buick Turbo to the store but I missed the turn smokin' one of those new Honda tin cans!

LSD: Limited-slip differential/transaxle (it,s in front)

Sentence: I dropped my LSD before the race and couldn't qualify.

BUICK Big Block: LSD, never touched the stuff but I was at Woodstock! I lost my Buick for a week!

BUICK Turbo: LSD (Lake Shore Drive) is neat to cruise in my TR. Watch them other drivers though!

NOPI: Summit of import retail guys selling stuff

Sentence: I picked up a plastic ground effects kit and a 2-foot wing at the NOPI show.

BUICK Big Block: NOPI was the kid on the Andy Griffith(sp?) show.

BUICK Turbo: NOPI, I just went.

Pop-off or blow-off valve: The valve that vents excess turbo boost to the atmosphere

Sentence: My blow-off valve is bigger than your blow-off valve.

BUICK Big Block: Oh MAN! Get your darn pop-off my car! Your scratching the paint!

BUICK Turbo: I don't need a pop-off valve I have a head gasket to do that!

SOHC: Single overhead cam

Sentence: When I do laundry, I always manage to lose a SOHC.

BUICK Big Block: I think Ford built a fat engine called the SOHC that was only available over the parts counter.

BUICK Turbo: SOHC? The camshaft belongs in the block and I've never replaced a timing belt!

Three-inch: The minimum size for exhaust tips

Sentence: My 1 inch exhaust system feeds my big chrome muffler and 3-inch tip.

BUICK Big Block: My headers are 2-1/8" feeding 4" collector into a 3 inch mandrel bent full dual exhaust system (that's two 3 inch pipes).

BUICK Turbo: I just added a 3 inch turbo down pipe.

Torque: Never mind, imports don't make any.

BUICK Big Block: My Buford torqued so hard it ripped the engine and trans mounts out and engine was upside down when I opened the hood to check it out!

BUICK Turbo: If I don't watch the boost it builds too fast and the torque just shreds the rear meats until the 1/8 mile point! I still need to work on my launch!

VTEC: Variable timing and lift electronic control. This system gives Honda engines additional power by varying valve timing.

Sentence: Instead of changing cams, I smacked my VTEC with a hammer.

BUICK Big Block: VTEC, if I vary my valve timing then my engine won't lope at idle!

BUICK Turbo: VTEC made one of those annoying electronics toys my kid got for Christmas.

1999 Race Series Results

Bernie Rekus set up a great program this year with seven races at three Dragstrips. Over the course of the year we had about 100 racers participate in at least one event. This was great to get our performance Buicks out to

the tracks in numbers to receive the recognition they deserve. Anyway the racing was very close with the results down to the last race for a few.

We would like to thank all who participated this year. To view the results on the web page be sure to look for the events on the past events page, and click on the bold results tag at the bottom of the event description.

Bracket I 11.99 & Under		Pts.
1	Dan White	220
2	Tom Sladkowski	210
3	Perry Carlini	200
Bracket 2 12.0 to 13.24		
1	Gary Pote	310
2	Scott Pitts	300
3	John Soffietti	220
Bracket 3 13.25 & Above		
1	Ken Stasiak	300
2	Paul Brelie	220
3	Roger Keller	140

"Heard from the Pits"

- Rodger Van-Scoyk, aka "Tech Advisor Smith"

A Safety Note

Another NHRA rule change that some people may not be aware of. If you use racing slicks at the local NHRA track, Your car is required to have only plain water in it's radiator. A few reasons for this may be as follows:

1. It is difficult to get the track dry & safe if Antifreeze is spilled on to it. Ethylene Glycol is very slippery!
2. Water evaporates quickly and the clean up TIME is reduced to minutes vs. hours.

Winterize That Car

Before we place our cars up on jack stands for the winter, It would be a wise idea to check your car's Anti-freeze. Is it ok? or do you need to flush the cooling system? Remember that Anti-freeze loses it's ability to transfer heat, prevent corrosion, and keep from freezing. Another area of concern is your fuel system. If you can not drain the system, then it is a good idea to add some Stabil to the gasoline. Gasoline produced today has Alcohol blended that absorbs water from the air like a magnet. Water and fuel will not stay mixed. Eventually they separate. Water sitting in a Gas tank, Carburetor, Fuel Injectors & other Fuel system parts causes serious corrosion problems to occur. If at all possible drain the Fuel system. This will reduce future headaches.