

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

Volume 11 Issue 2 Summer 2005

Chapter of the **Gran Sport Club of America**; 625 Pine Point Circle; Valdosta, GA 31602

912-244-0577



Mike Mullen's Gran Sport

GS Internet Shopper – by Mike Mullen

I've been a muscle car person since getting my drivers license. In the early seventies, we would sneak up to Union Grove to drag race my father's 66GS Riviera. I got hooked on racing and going to car shows to see the amazing cars Detroit was producing during that era. Still am.

Corvettes were my focus in the 1980s and 1990s. In 1996 upon being transferred to Hong Kong, I sold off the Corvettes and the 1983 Riviera 'winter car' (Buicks were never totally out of the picture) and went for about three years owning no cars at all.

I began cruising the internet while in Hong Kong looking at ads, club sites with car photos and participating on various Buick forums to appease my appetite for the hobby. And as the assignment in Hong Kong came to an end I started looking more seriously. There was a short assignment in Beijing coming up next but that put me back in the USA by the year 2000. The Beijing job has been extended several times and my collection has been adding up in the meantime.

The stable currently includes: 1968 GS400 4 speed Coupe, 1971 GS455 TH400 Convertible, 1971 GS455 4 speed Convertible, 1972 GS Stage 1 TH400 Coupe, 1972 GS462 200r4 Coupe, and an 1987 GN.

I bought my first internet GS in late 1999 answering an ad in Collector Car Trader Online. It was a Bittersweet Mist 1971 GS Convertible from a fellow in Arizona. Highly optioned, represented as originally being a Stage 1 with a replacement 350 engine, no rust. The pictures looked good so I went for it. The seller even agreed to haul the car to Illinois. I was pleased with the deal. The car was as stated, except that after more research we've concluded that it was originally a GS455 not a Stage 1. In late 2003, I sold the car (over the internet of course) to one of the V8 Buick board members. He spent about a year going over it top to bottom including restoring it back to a GS455 TH400. Then just last month I repurchased it from him after he found a Stage 1 4spd project car he wanted to restore instead.

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Opinions expressed in this publication are not necessarily those of the GS Club of America, the Chicagoland Chapter of the GSCA, or any of the officers of these automotive enthusiast clubs.

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Membership Policy & Dues

The Chicagoland Chapter of the Buick GSCA is open to all Buick enthusiasts and owners of Buick powered cars. Membership is \$20 per year, and includes a quarterly newsletter and much more. Apply online at the chapter web site or send dues with check made out to **CCGSCA** with membership form to:

Shari Bonecutter – Membership Chairman
Chicagoland Chapter GSCA
4010 Raymond Avenue
Brookfield, IL 60513-1846

Chapter Web Page

<http://www.chicagolandbuick.org>

Member's Change of Address

Chicagoland members who move are requested to notify our membership chairman before the next newsletter mailing. We do not want you to miss a single edition of your newsletter. Please notify us of e-mail address changes as soon as you change providers.

Membership Renewal

Please check the label on your newsletter. If your membership was up in January, this will be your last newsletter. Obtain an application from the website or past issue, and mail to 4010 Raymond Avenue, Brookfield, IL 60513, along with a check for \$20 made out to "CCGSCA." Please don't let your membership lapse!

Volunteers for the Chapter

Contact Bob Nunes if you are interested in helping our Chapter continue our pursuit of excellent Buick Motorsport activities for our members. It is very important to have fresh ideas introduced into the operation of the Club.

Upcoming Events

- Jun 4 CCGSCA Picnic at Bruce and Shirl's
- Jun 5 BOP Race at Great Lakes Dragway
- Jun 11 Cascade Drive-In (yes we are trying again)
- Jun 12 Rte 66 Car Show – Countryside, IL
- Jun 19 Second race in series at Byron Dragway
- Jun 19 Lyons Father Day Car Show
- Jun 25 Bunker Hill Buick Drag races
- Jun 26 BCA Woody Car Show
- July 4 Woodridge Police and CCGSCA Car Show
- July 17 Third race in series at Great Lakes Dragway
- July 22 Franklin Park Car Show
- July 23 Bunker Hill Buick Drag races
- July 30 Ridgefest Car Show - Chicago Ridge, IL
- Aug 6 BCA Loren Buick Car Show
- Aug 7 Arthritis Foundation Car Show – Burr Ridge
- Aug 10 – 14 BPG Nationals – Salem, OH
- Aug 17 – 20 BCA Heartland Regionals in Lincolnshire
- Aug 27 Cruise to Heros and Legends in Joliet
- Aug 28 Fourth race in series at Byron Dragway
- Sep 16, 17 & 18 Midwest Challenge (Our biggest event)



Speaking of 4 speeds, a few months after buying the 1971 GS Convertible I ran across an advertisement posted on the BuickPerformance.com site for a 1971 GS455 4 speed convertible badly in need of restoration. It was located on South Side of Chicago so I asked one of my old college buddies living nearby to go take a look at it for me. He reported back, "Don't buy it." Over the phone the seller swore that it was numbers matching but I really doubted it because the production figures showed that only 18 were made. Anyway, I sent the money the next day, figuring that I could use the drive train to upgrade my other convertible. We'll come back to this one later.

In about mid 2000, I got an email that there was a real nice 1966 GS Dual Quads Riviera for sale with original numbers and ground up restoration. It was another purchase based on pictures. It was the signature car for Ron's Auto Body in San Marcos, CA and the paintwork on the car is truly outstanding. I entered this car in the Loren Buick/Pontiac car show with the CGSCA in August 2004 and took first place in the Riviera/Grand Prix class. This car was sold in 2005 to Tom Mooney who lives in the Chicago area and is a long time ROA member. Hopefully we'll see it again soon at some CGSCA events since he does plan to show it quite actively.

Then in 2001 another offer came up on the BuickPerformance.com site for a 1972 GS coupe near Los Angeles that had been totally gone through and was for sale at a reasonable price. Another no rust highly optioned car that had been upgraded from a GS350 to a GS455. Here was a perfect race car candidate. Once again, I bought it based on the pictures and had it delivered to Ron's for repainting to restore it back to the original Silver Mist color. Then I went a little overboard performance wise and it stayed at Ron's for a couple years undergoing many performance upgrades too. It's one of the few cars that has participated at the BPG West Coast

Nationals in 2002 and 2003 while based in San Marcos, and the BPG Nationals in Salem, Ohio in 2004 after being delivered to Chicago.



The owner of Ron's, Skip Ylhainen was interested in my green 1971 GS455 4 speed Convertible, so I traded it to him for paintwork on the 1972 GS. It shipped to San Marcos about the time that work started on the 1972 GS. After we finished the 1972 GS, we agreed upon a deal for me to buy back the convertible. Now it's being restored. All the numbers were correct on that car all the way down to the carburetor. It is one of just a handful of 1971 GS big block 4 speed convertibles that still exist in one piece. Just 18 GS455 and 9 Stage 1 4speed convertibles were made.



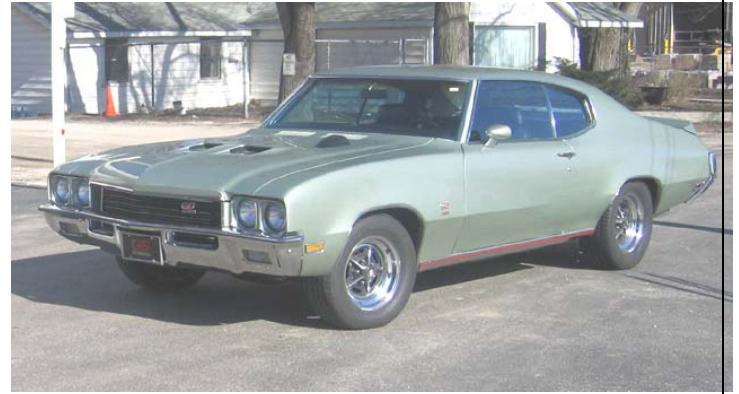
Somewhere about this time I found an unmolested 1987 GN located in Ohio with 15K miles on it and very nice condition. Another good internet transaction and the seller drove it to the Chicago area for delivery. I've had the GN at two events in Byron and it's been fun meeting the CGSCA people to play with our cars. The GN is a completely different driving experience than the Big Blocks. It is easy to see why so many people in the club like them.

Next was the red over black 1968 GS400 4 speed coupe with 17K original miles on it that came up on the V8 Buick board. I answered the ad within 45 minutes of when it was posted but I was already

second in line. The buyer changed his mind after sending money for the car to the seller and scheduling pick up by the hauler to South Carolina. I bought it from the buyer. Consequently, the car shipped the long way around to Chicago from Boston via Miami but everything worked out fine in the end. The 1968 GS400 took second place at the annual Marquardt Buick show in 2003. I have been fortunate enough to schedule several of my business trips and vacations to participate in shows and races in the last couple years.

Yesterday I bought a 1972GS Stage 1 coupe listed on the V8 Buick board by a seller in Pennsylvania. It is Seamist green with black interior, no AC, manual steering, and a very low optioned car. It's a real survivor, always garaged with 49K miles and a lot of the original dealer and factory paperwork. I finally found an unmolested Stage 1 to add to the stable. Now it is time to work through another one of these deals and make it happen.

Maybe it has just been good luck making all these internet deals over the last few years and never encountering a problem. It's probably safer dealing with people in the clubs, on the V8 Buick board, or the Buick Performance site. Many of us have been participating on them for a while and have reputations to protect. That works in the buyer's favor. Happy hunting for the next car of your dreams! Try it on line if you haven't already.



Buick parts to sell, contact the owner of Da Wagon - Beth Andrews who is in charge of classifieds.

Director's Garage

We survived another GS Nationals. What a kick. The calendar said we were there for a week, but I swear it was only 15 minutes we had so much fun. Drove down and seemingly drove right back home, exhausted and poor. Would do it again in a second. Tried hauling Shair's GS down to the event. Kind of missed driving the GS down and back, but it was sure great having the second vehicle to haul all the club stuff around in. Our Tee shirt for the 25th anniversary proved to be very popular as it basically sold out Thursday with only small and medium sizes that sold on Friday. We plan on getting a reprint made and available for the 4th of July Car Show, for those of you who missed out.

Wow the folks helping at the tent did a fantastic job. I would like to thank Linda Brelie, Beth Andrews, Mary Ferrari, Barb Holda, Carol Nunes and of course Shari for keeping calm through the flurry of activities. It seemed like a feeding frenzy of folks wanting shirts and other Chicagoland goodies. We even weathered the flash storm. We had just started throwing merchandise into the Rainer when Glen Dempsy came up in his golf cart and hung onto one of the tent poles. At first I was wondering if he was just hanging on for dear life, when I realized he was making sure our tent did not go away as some others in the Thursday wind. I sincerely thank all who helped save our tent and merchandise from blowing with the wind. Certainly was difficult staying dry with the wind blowing the rain sideways. Rain ponchos anyone? Even that seemed like fun at the time.

Our racing team has planned a great drag racing series. I neglected to put the flier into our last newsletter, so hopefully the membership will help me make it up to Brian and the Pauls by attending one or more of the racing opportunities. It should be a hoot with most of the events at Byron Dragway who certainly been very good to us over the past few years. The Buick definitely needs to come out of the garage and flex its muscle a little. That is what the Buick Motor Division made our cars to do. I often wonder if they could only imagine that decades later we would continue to hold these cars in such high esteem when they were designing and assembling our Buicks.

I would like to thank our new advertisers and existing advertisers that Beth Andrews has coordinated for this issue. Please be sure to give these automobile enthusiasts a try when choosing a provider for your car.

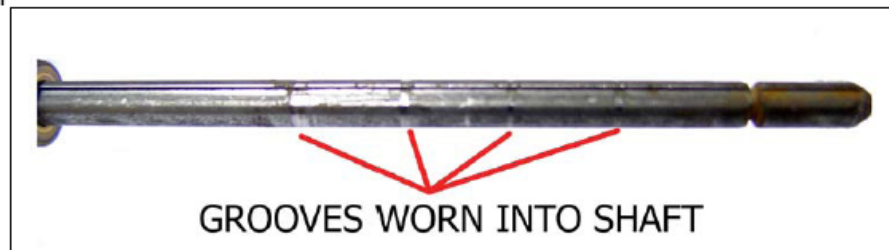
TRIP ODOMETER REPAIR – ANALOG DASH

Buick Regals built between 1984 and 1987 were fitted with analog dash displays, 85MPH, as a standard dash setup. The analog dash cluster utilized a mechanical cable-driven speedometer, odometer and trip odometer with an integrated reset button. The trip odometer is ordinarily reset to all zeroes with the button, and will accumulate trip mileage until it is reset again.

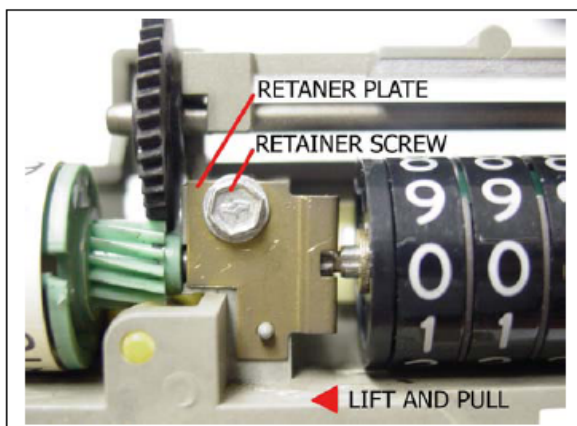
Over years of usage and mileage accumulation, a fault develops where the trip odometer fails to reset to all zeroes. This is a common problem with higher mileage cars. To fix the problem, the trip odometer needs to be removed from the dash cluster and serviced. The following procedure shows how to repair the fault and make the odometer work normally.

Part of the problem with the trip odometer relates to factory design; most of the internal parts in the odometer assembly are plain, un-plated steel. The steel pawl springs inserted between the wheels tend to rust due to moisture in the air, causing excessive wear to the grooved reset shaft, which is also un-plated steel. The wear is seen in the form of four radial grooves into the grooved reset shaft, causing the pawl springs to jump over the reset groove in the shaft, preventing the digit wheels from parking in the ZERO position once the reset knob is pressed.

Trip odometer reset shaft with number wheels removed. Note the damage caused by excessive wear.



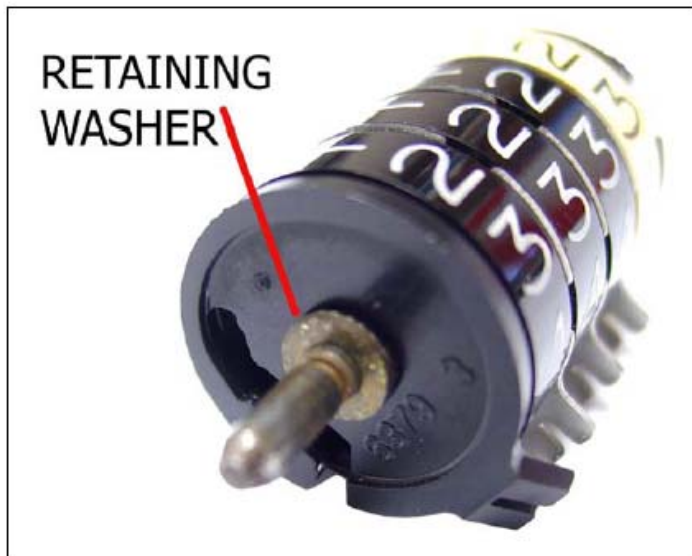
The trip odometer will be disassembled and repaired. First, remove the speedometer cluster from the vehicle, and remove the faceplate from the mechanism to reveal the speedometer and trip odometer. You will notice a small screw that holds the trip odometer in place, along with a brass retaining plate. Remove this screw and carefully remove the retaining plate. Carefully slide the trip odometer movement to the left while lifting the assembly up and away from its frame. The odometer movement can then be inspected and disassembled. You can now remove the seal and take the assembly apart.



Use extreme care when removing the plastic seal. This is very fragile and can break easily! Lift it away from the assembly evenly and slowly.



Once the trip odometer is removed, the brass retaining washer on the end must be removed. This washer is used to hold the number wheel assembly together and is press-fit onto the end of the shaft. To remove this washer, you must gently pry under the washer to lift one end, then wiggle the washer to loosen it. Use a miniature pair of fine jaw pliers to gently wiggle and loosen the washer to remove it from the shaft.



Loosen the retaining washer enough to grip it with a pair of pliers, then slide it off the end of the shaft.

Very carefully remove each part of the assembly, being extra careful to keep the order in which the parts are assembled. The metal plate between each number wheel has a small gear placed into a slot on the plate. This gear must be kept in its original place and can't be reversed on the plate, so take note as to how the gear is positioned on the plate.

Note that the gear on each plate is suspended within the groove by a small flat spring. The gear has regular teeth on one end, and interrupted teeth on the other end. Be sure the gear stays in the plate as seen here.

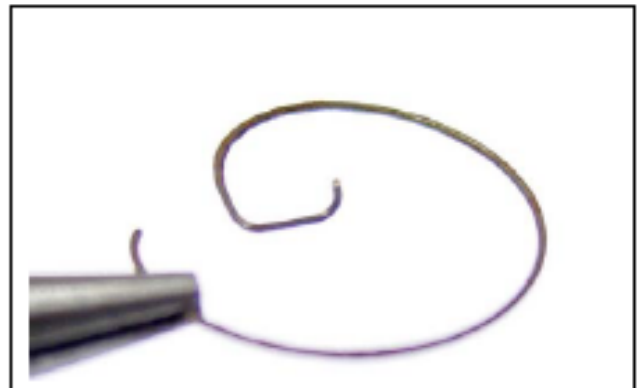
Carefully remove each number wheel and spacer plate, and keep them in the same sequence that they were originally.



Observe the number wheels. Each wheel has an elliptical spring inside it. The end of the spring has a pawl that drops into the inside center bore of the wheel, which contacts the grooved shaft. This pawl acts as a one-way clutch that enables the shaft to rotate counter-clockwise freely and lock the wheel when the shaft is rotated clock-wise. Occasionally, the pawl loses its spring contact with the shaft. When this happens, the wheel does not lock into the zero position when the reset button is pressed, causing the wheels to be out of sequence. This pawl contact, in addition to the wear on the shaft, is the reason the trip odometer fails.

The object of the repair outlined here is to re-position the contact area on the shaft and re-align the contact point of the spring pawl. Remove the spring from the number wheel and inspect it. Note that the contact area of the spring tends to be slightly crooked once it's installed into the wheel. By gently bending the pawl area, you can re-align the end of it, providing better contact to the grooved shaft.

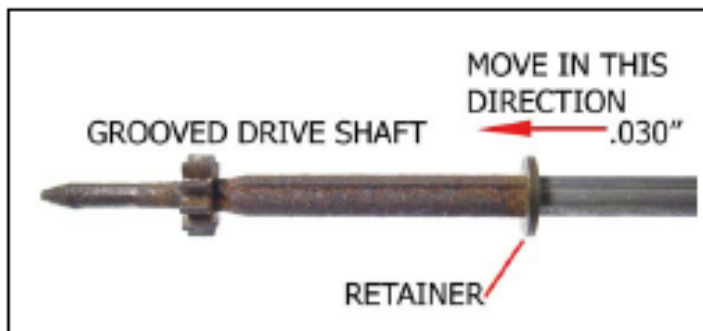
The end of the spring is curved upward and this is the area that contacts the grooved part of the shaft. This is what keeps the number wheels at zero when they are rotated by pushing the reset button.



Each of the wheels must be inspected to see that the pawl end of the spring is engaging adequately into the inside bore of the wheel. If the engagement is adequate, the wheel will rotate freely in one direction, and lock at the groove in the other direction. After verifying that the springs are going to engage correctly, insert each spring back into its original position.

Next, we are going to reposition the inside retainer washer on the shaft. What we want to do is move the retainer washer about $1/32''$ or $.030''$ further down the shaft. The effect of this is to move the contact area of the pawl away from the original worn out area, to give it a new spot on the shaft to contact. One reason the wheels don't reset properly has to do with the wear on the grooved shaft, and the other reason is the pawl spring losing its tension and/or wearing slightly.

To move the retainer, use pliers to wiggle it slightly to loosen it on the shaft. Be very careful to do this a little at a time, since you are most likely moving it to a rusty part of the shaft and you don't want to loosen it too much – it must be tight against the shaft once it's repositioned. If the retainer is too loose, it can slip and cause misalignment of the number wheels.



Now that the inside retainer is relocated, you can re-assemble the trip odometer. Starting with the gear plate, carefully slide each wheel back onto the shaft in the order in which it was originally. Each wheel should be seated and equally spaced. Be sure the metal plate and gear are in their proper position inside each wheel. After the assembly is complete, insert the outer retaining washer over the end of the shaft. You can use a pair of side cutters as shown to stake the washer in its place, to prevent it from coming loose.



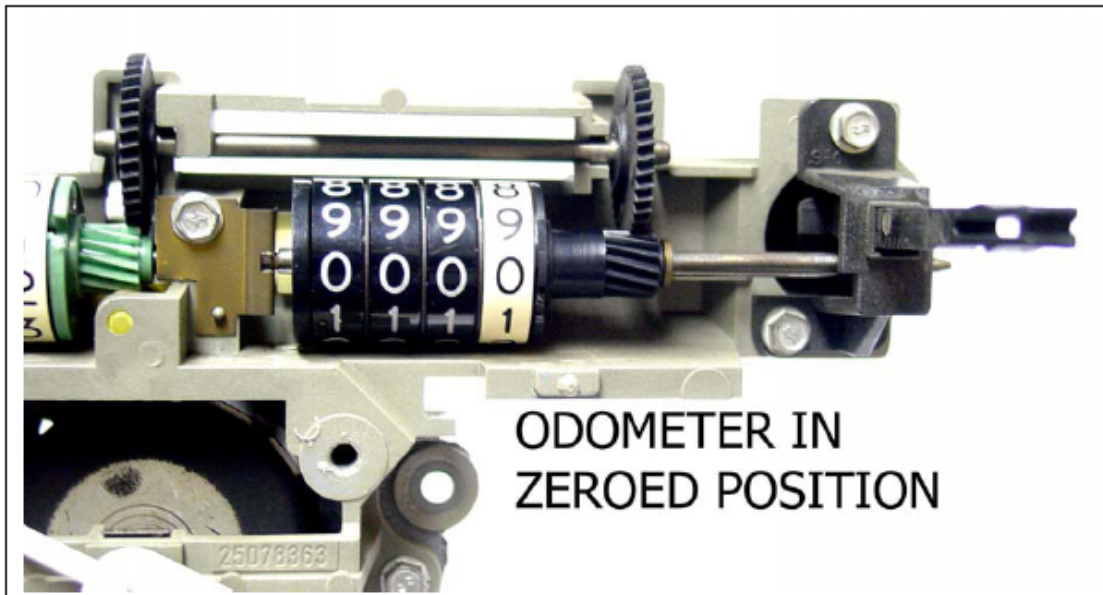
Once the number wheels are in place, you need to lay the assembly on the table and rotate the grooved shaft. It should rotate freely in the counter-clockwise direction. Now, when you rotate it clockwise, you will be able to align the number wheels and once they align with the same numbers in a row, they are aligned. You need to hold the seal plates in alignment while you are rotating the assembly.

Now that the numbers are all in alignment, place the seal carefully onto the alignment tangs the same way they were originally. Be sure the zeroes are all on the opposite end of the alignment tangs. Referring to the illustration, rotate the shaft clockwise until it stops. Now, drop the trip odometer assembly into place back in its frame, sliding the gear into the reset button assembly first. Be sure the zeroes are at the top and the alignment tangs are seated properly into the groove at the bottom of the frame. Do not force the assembly into its location as you might break the seal if it is not done carefully.

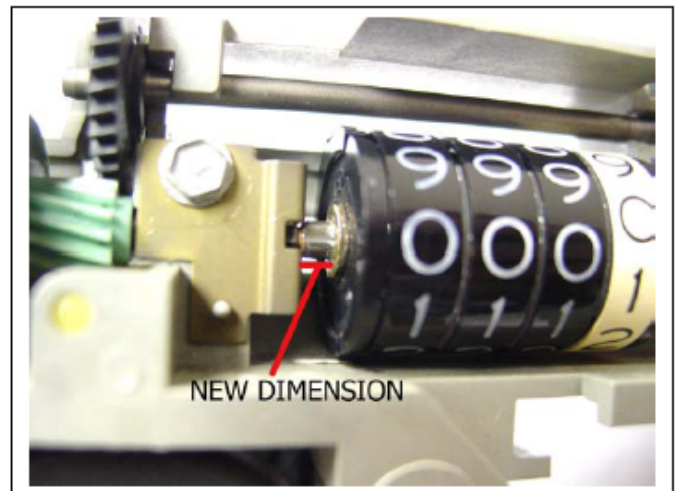
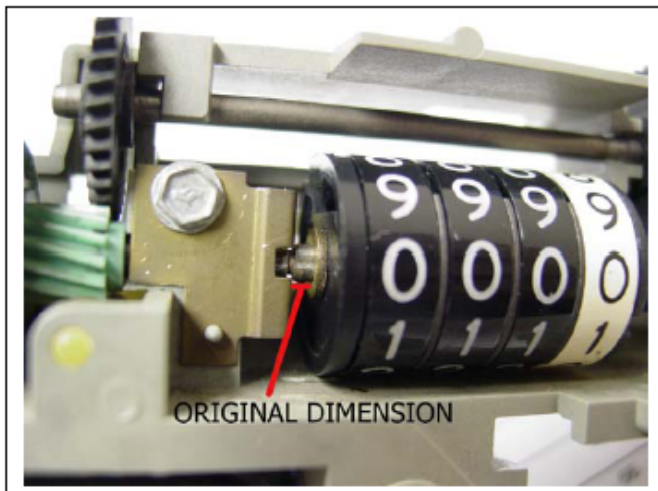


After the trip odometer is positioned, install the brass plate and retainer screw. Now you can press the reset button fully. The numbers should all rotate together and stop at zero when the button is fully pressed. If they don't stop at zero, repeat the procedure above, being sure to insert the gear into the reset button only

when the shaft is rotated clockwise fully until there is no free play in the shaft. When the reset button is parked, the shaft will be tightly in the clockwise position and the number wheels will all show zeroes at the top of the frame.



Now that once the retainer is repositioned, the trip odometer wheels will be slightly moved to the right. However, it will still be fully visible in the window cut into the dash faceplate. The difference in alignment is the 1/32" shift on the position of the locking washer stop.



When the repair is done properly, the trip odometer will reset to zero with one full push of the reset knob. Since the factory parts wear out due to poor design, you can probably expect the same thing to happen every 50,000 miles or so, but performing this repair will definitely buy you some time. Incidentally, these parts are not available from the factory, so repair is really the only option.

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Chicagoland Chapter Drag Racing Series 2005

Schedule

	Date	Name of event	Hosting Track
1 st	May 1 st	Samantha Rix Memorial Race	Byron Dragway
2 nd	June 19 th	2 nd Series Race	Byron Dragway
3 rd	July 17 th	3 rd Series Race	Great Lakes Dragaway
4 th	August 28 th	4 th Series Race	Byron Dragway
	September	Midwest Buick Challenge (not part of series)	US 41 Dragway
5 th	October 23 rd	Fresh Air Finale	Byron Dragway

It's time to start thinking about the 2005 racing season with the CCGSCA. We can just imagine all of the fresh parts just waiting for someone to put them on or maybe they are already on and just waiting for the fresh air of spring. I know I just can't wait to get back out to the track. There still is nothing like the smell of burning rubber and fresh race gas. Have we got you going yet? This year we are going to try a little different spin on our club racing. A small committee of racers talked about the direction club racing should progress. This year's program is designed to offer our die-hards and veterans something to go after, yet not exclude newer members from trying the sport of racing. This is not an easy feat. This is what we, as a collection of racers, have come up with for the 2005 points chase.

Bracket 1	11.99 and Quicker	Vehicles must be Buick powered, as in the past.
Bracket 2	12.99 to 12.00	
Bracket 3	13.00 and Slower	

Points will be accumulated in the following manner.

2005 CCGSCA Racing Series Points Guidelines

# Cars	1 st Round Loss	2 nd Round Loss	3 rd Round Loss	4 th Round Loss	5 th Round Loss	Runner- Up	Winner
4 or less	30					60	80
5 to 8	30	40				60	80
9 to 16	30	40	50			60	80
17 to 32	30	40	50	60		70	90
33 to 64	30	40	50	60	70	80	100

Bonus Points

Participation	20 points	Given for participants that compete in all five events. The driver must sign in and attempt to make a pass. Event coordination will count towards the participation bonus.
Perfect reaction time (.000)	15 points	One bonus possible per event/per person, across all brackets in competition only. Not awarded during testing and tuning.
Top MPH	15 points	Bracket 1 only, one per event.
Low E.T.	15 points	Bracket 1 only, one per event.

GOOD LUCK

Bryan Campbell & Paul DuBois

Shari's Scribblings

Hi, everyone! The 25th GSCA Nats are over, and we've been home from his event for 3 days. Loyd always says that it lasts 15 minutes – sometimes he's right. We had an awesome time there – and so did a bunch of you all! I was surprised how many new folks we saw – did you have fun? Send us an email or post on the board and let us know how you liked it. It's always good to have opinions.

We owe some people big thanks for their help for this event. #1 is Beth and Dana Andrews, who loaned us their trailer to bring my baby down. We've driven it in the past with no qualms, and would have again if push came to shove. But thanks to these good people we didn't have to. Loyd also got to feel the Ranier tow – very smooth! He was pleased. Next is Chris Gatch, for his judge co-ordination for the Nats car show. This would not have happened without Chris either. His father Mark, mother Sherri, and wife Anna were a big help too. Also big thanks to all of you who volunteered your time to judge the cars. There were more judges this year, so it went quicker. And so many of you have done it before so that it's pretty simple to you now. I loved being a runner, along with Beth, toodling around in the golf cart. I think it went pretty smooth this year. Thanks again, Chris! And a big thanks goes out to the Carolinas Chapter for their work with lining up the cars, and getting everyone into their correct classes. And the Indiana Chapter helped by tallying the ballots, and also providing us with judges. Thanks to both of you!

Our own booth sold out of everything!!! I think we have 3 cup cozees and 1 license plate frame left. During the week, Beth, Barb, Mary and Linda were our major sales ladies. Linda and Carol held the down the fort on Friday – and it was much appreciated. We sold 250 raffle tickets for a small garage-sized refrigerator. Big thanks go to Don Hens for coming up with this idea and having his son-in-law Dennis paint this for us – complete with Gus on the front, and Tri-shields and other stuff painted on it. Scott King of Kereny, NE was the winner – and I think he bought his ticket the first day! We also sold out of our tee-shirts by Friday morning.

We're going to have another batch printed up, so if you want one please let me know what size. Either email or on the message board will work, or the phone – 708-485-8477. We may have them available for the 4th of July car show. We will definitely have them for the Midwest Challenge.

Our first event since the last newsletter was the Chilli-Cook-Off and Tech Session at Pete Barton's ANS in Melrose Park on March 13. Thanks to Mark Gums for bringing outlet strips for us to use, along with thanks to Bob Nunes for bringing the tables, and to Carol Nunes and Beth Andrews for bringing cookies.

The five winners were - Marilyn Bachar for first place, and Liz and Jason Stasiak, along with Brad Berger and Paul Brelie for ties for 2nd and 3rd places. The other contestants were Mike and Tim from ANS (Tim's was the killer #4!), Mary Ferrari, Shirley Durband, Mark Gums, Loyd and I. Paul Dubois brought the sound system - it was a big help. I also want to thank everyone for their help with carrying, setting up, putting stuff away - you guys are awesome!

But most importantly - thanks to **Pete Baton** from **ANS** for hosting us, and to **Paul Ferry** from **HRparts n Stuff** and **Mike Phillips** from **AMP** for coming in and doing a presentation. This event would not be the same without you guys.

The next meeting/tech session was on Saturday, April 9, at **ATR Motorsports** in Joliet, IL. This event was an opportunity to dyno your car before the race season started. The results are as follows:

Lenny	66 Chevelle	415 hp	386 tq
Paul Brelie	86 GN #2	380 hp	425 tq
Bob Nunes	86 GN	231 hp	294 tq
Shari Bonecutter	70 GS 455	327 hp	421 tq
Bill Grupp	SC LeSabre	280 hp	348 tq
Scott Jones	67 Riviera	164 hp	246 tq
Mark Joyce	72 GS 455	268 hp	334 tq
Paul Dubois	87 GN	531 hp	658 tq
Rich Fitzmaurice	70 GSX	432 hp	440 tq
Josh Hill	87 GN	325 hp	373 tq
Mark Gums	83 Regal	97 hp	150 tq
Beth Andrews	72 Wagon	383 hp	414 tq
Bruce Durband	56 Buick Sp.	102 hp	156 tq
Steve Pitts	87 GN	506 hp	485 tq

Big huge thanks go to Al for allowing us to hold this event at his shop. We always have such a good time there, and I think he likes us, too. We clean up after ourselves! Thanks to all for attending, also.

The Samantha Rix Race was May 1st. We had a small attendance – probably because it was in the 40's!!! We even had sleet at one point. One of these days we'll have to go there when it's warm.... Tom Rix was nice enough to award a very cool chrome model, which Paul Brelie won.

Membership News

Welcome back to the following members: Michael Herman, Romeoville, IL; Glen Reyelts, New Lenox, IL; Clarence Harding, Lowell, IN; Lorinda Bollinger, Peoria, IL.

Welcome to the following new members: Garry Melvin, Streamwood, IL; Dino Perez, Chicago, IL; John Hill, Tinley Park, IL; Scott Jones, Grayslake, IL; Michael Rehberg, Roscoe, IL; Dave Novotny, Chicago, IL; Specko Novakovoc, Leyden Twsp., IL; Steven Hobbs, Tinley Park, IL; Michael Riscossa, Bloomingdale, IL; Jeff Wecker, Abilene, KS; *Wayne Turner, Irving, TX*; Jason Koegel, Tinley Park, IL; Richard Smith, Minooka, IL; and Dave Campos, Kingsford Heights, IN.

Cool Events

So here are the events that I'm really looking forward to:

Of course all the races.

Bruce and Shirl's Party on June 4th – this is also the club picnic. Hope you RSVP'd for this – we really need the head count!

The Cascade Drive Inn night on June 11th – again! Hopefully we can get decent weather for this.

The Father's Day car show in Lyons on June 19th. One of our club members belongs to one of the political parties for Lyons, and we can park in front of

the parties' building. We are meeting first at the Burger King at 1st Avenue and Ogden Ave. – leaving there are 7:00 am. (yes, I know it's early!) We can park together at this building, and kind of use it as Buick Central for the day – read Bathroom! Air Conditioning! It would help to have a head count ahead of time, so please call me at 708-485-8477.

Of course – the Gorilla Days car show on July 4th. For a free show, you sure get an awesome goody bag!

The Franklin Park Car Show on Friday, July 22. Another good time – and a chance to park together again. Please call me to let me know if you're going.

A new event – The South Side Meet and Greet at Heroes and Legends in Joliet, IL on Saturday, August 27. The manager wants to rope off an area for us to park in, and we'll just order food and beverages on our own inside – kind of a social. This starts at 3:00 pm and goes until whenever.

And lastly – the Midwest Buick Challenge, September 16-18. Always a good time! I'd really really like to see more of our Chicago folks here – not just to show but race also! Let's see come Chicagoland folks take home some money!!

I think I've rambled on enough for this issue. I hope to see more of you out and about this summer – with your cars, too!

Take care everyone!

If Chris would have gotten his wonderful article in, it would have been here, but since he put the great schedule of events together that follow, plus did a great job with the GS Nationals Car Show we will not give him a hard time.

Chris and Shari's though list of events

Club Picnic

Saturday June 4th

Bruce & Shirl's Midwest Buick Extravaganza

Contact Shirl at ss_durband@yahoo.com to confirm you are coming

Great Lakes B.O.P Race

Sunday June 5th, Gates open @ 9am
Union Grove, WI / Car show and racing

Downtown Riverside Cruise Night

Thursday, June 9th – 6:00 pm to 9:00 pm
Downtown Riverside, IL

Drive-In Movie Night

Cascade Outdoor Theater

Saturday June 11th

We will plan to meet at the Steak-N-Shake on the corner of Rt. 59 & Rt.64

@ 5:30pm and then drive in together

<http://www.cascadedrivein.com/index.html>

1/2 Mile East of Rt. 59 on North Avenue, West Chicago, IL
\$7.00 Per Person (Unless you stuff them in the trunks!)

Rt. 66 Motorcars Car Show

Sunday June 12th, 10am to 4pm

Route 66 Motorcars

6420 Joliet Road, Countryside, Illinois

Steak-N-Shake Buick Cruise Night

Tuesday June 14th, 6pm to 9pm

320 West North Avenue

Route 59 @ Route 64, West Chicago, IL 60185

Lyons Fathers Day Car Show

Sunday June 19th, 8am to 3:30pm

Ogden Avenue & Joliet Road, Lyons, IL

\$15.00 Registration fee required

Boone's County Fathers Day Car Show

Sunday June 19th, 8am to 4pm

Boone County Fairgrounds

8791 Il Route 76, Belvedere, IL 61008

Registration fee required

Woody Buick

Free show hosted by the BCA

Sunday June 26th, 8am to 3pm

125 West Grand Avenue, Bensonville, IL 60106

Craven's Pub Cruise Night

Tuesday June 28th, Time 6pm-9pm

8700 South Roberts Road, Hickory Hills, IL 60457

Woodridge Gorilla Days

Monday, July 4th, 10am to 4pm

Wilton Industries, I-355 & 75th Street, Woodridge, IL

www.july4thcarshow.com

Rookies Buick Cruise Night

Wednesday July 13th, Time 6pm-9pm

2 Blocks East of Randall Road on West Main (Rt. 64), St. Charles, IL 60174

Great Lakes Buick Points Race

Sunday July 17th, Gates open @ 9am

Union Grove, WI

Papa Lugi's Cruise Night

Thursday July 21st, Time 6pm-9pm

103rd & Southwest Highway, Chicago Ridge, IL 60415

Franklin Park Car Show

Friday July 22nd, 6pm to 9pm

Downtown Franklin Park

Registration Fee Required

Ridgefest Car Show

Saturday July 30th, 8am to 3pm

Freedom Park, 2 Block East of Ridgeland on Birmingham, Chicago Ridge, IL 60415 / Registration Fee Required

<http://www.chicagoridge.org/Community/Ridgefest.html>

Augustino's Rock-N-Roll Deli Buick Cruise Night

Tuesday August 2nd, Time 6pm-9pm

300 West North Avenue

Route 59 @ Route 64, West Chicago, IL 60185

Loren Buick

Free show hosted by the BCA

Saturday August 6th, 8am to 3pm

1620 Waukegan Road, Glenview, IL 60025

Arthritis Foundation 2nd Annual Car Show

Sunday August 7th, 9am-3pm

Burr Ridge, IL / Registration Fee Required

BPG Nationals

August 10th thru 14th

Quaker City Raceway / Salem, Ohio

<http://www.buickperformancegroup.com/>

BCA Heartland Regional

Wednesday August 17th thru 20th

Lincolnshire Resort / Lincolnshire, IL

[http://www.buickclub.org/chicagoland/2005 Regional Info.htm](http://www.buickclub.org/chicagoland/2005%20Regional%20Info.htm)

Gerties Cruise Night

Sunday August 21st, 6pm to 9pm

15501 South Cicero Avenue, Oak Forest, IL 60452

Buick South Side Meet, Greet & Car Cruise

Saturday, August 27

Hero's & Legends Sports Bar – 3:00 pm

2400 West Jefferson Street, Joliet, IL 60435

We are encouraged to bring our cars!

Byron Buick Points Race

Sunday August 28th, Racing Starts @ 10am

Midwest Challenge

Saturday & Sunday, September 17th & 18th

US 41 Dragway, Morocco, IN

Plymouth Place Car Show

Sunday September 18th, 10-4pm

please do not arrive any later than noon

LaGrange, IL

Mickey's Fall Cruise Night

Saturday October 1st, 6pm til ?

70th & Harlem, Bridgeview, IL

Marquardt Buick

Free show hosted by the BCA

Sunday October 2nd, 8am to 3pm

1421 South Barrington Road, Barrington, IL 60010

Cordova B.O.P. Race

Saturday October 8th, Gates open @ 9am

Cordova, IL

Byron Fresh Air Finale Buick Points Race

Sunday October 23rd, Racing Starts @ 10am

*Board members may not always be at all events listed.

We try and make every event we have listed but things do arise. I know that everyone has busy schedules but please come out and support as many of these events as possible. Hope to see you out there Cruzin!

One Classified Item came in under the wire:

Johnny Gribble wants to sell his fine 1969 Skylark Custom Convertible. It is blue with a 455 – 3:42 posi and Jimmy's 200 R4 auto.

Call 815-282-8217



28W741 North Avenue / West Chicago, IL
Saturday, June 11, 2005

<http://www.cascadedrivein.com> / **Information: 630-231-3151**

Bring your collector Buick to park with us in the first two rows

Where we meeting at 5:30 PM at: Steak n Shake
 320 W. North Avenue
 West Chicago, IL 60185
 630-562-4370
 West of Route 59, on North Avenue

We will head over to the Drive-In at about 6:00 PM when it opens

You may come later, just go straight to the Drive in. We should be near the front

Make a Wisconsin weekend of it

Saturday June 4th 2005

Bruce & Shirl's 3rd Annual Midwest Buick Extravaganza

Contact Shirl at ss_durband@yahoo.com to confirm you are coming

Directions on how to get to the Durband house: 9722 160th Avenue, Bristol, WI.:

- North on 294/94 towards Milwaukee. Cross the Cheddar Curtain and continue heading north.
- Exit 345 - Country Road C East
- Merge onto 120th Avenue (which is the frontage road parallel to I-94)
- Turn left (West) onto County Road C/Wilmot Road.
- Turn left (South) onto County Road MB/160th Avenue.
- Look for the house on the left with a black mailbox with flames.

Sunday June 5th 2005

BOP Race day at Great Lakes Dragway

There are very few products that you bolt onto your car and afterward say "wow that made a real difference". The first was the jounce bars (aka Monte Carlo bars) that stiffened up the front end. The last product was Paul's rear upper and lower control arms with his anti-sway bar. These in combination with the Mickey Thompson ET Streets dropped my 60 ft. times to 1.64 seconds. This is a vast improvement from the usual 1.9 times. The car is very consistent now. **Loyd**



2002 Industry Rd.
 Atwater OH 44201
www.nrpartsstuff.com/
 FAX: (330) 947-2977
HRpartsNstuff@aol.com
 Paul Ferry

Our goal is to design and produce components of the utmost quality that will improve upon performance, safety, and the appearance of our cars

Home of the urethane motor mounts.

Chicagoland Chapter BCA - CAR SHOWS

Chicagoland BCA with the dealerships listed below are hosting free car shows, with all Buick models and years welcome. Scott Mitch the Director of the local BCA has extended an invitation to CCGSCA members to bring out our Performance Buicks.

Summer Kick Off
Sunday, June 26, 2005
Woody Buick Inc
125 W Grand Ave
Bensenville, IL
Phone (630) 595-0250

Show hours from 9:00 AM until 2:00 PM.



For information on the Woody Show call Event Coordinator: Rick Schick @ 630-904-1950



Saturday, August 6, 2005
Loren Buick
 1620 Waukegan Road
 Glenview, IL
 Show hours from 9:00 AM until 2:00 PM.

Sunday, October 2, 2005
Marquardt Buick, Olds, Pontiac, Cadillac & GMC Truck Show
Marquardt Buick
 1421 S. Barrington Road
 Barrington, IL
 ½ mile north of Dundee Rd (Rte 68)

Show hours from 9:00 AM until 2:00 PM.

Contact Scott Mich at 630-860-2021 days or scott@earlmich.com

The Dealership provides trophies, door prizes, breakfast then lunch without charge. These will be judged events with a class for Turbo Regals and GS/Skylarks.



BCA Heartland Regional Car Show

Chicagoland Chapter GSCA Members are also invited to the BCA Heartland Car Show on Saturday August 20. You may enter your car in the show for display purposes without being a member of the BCA though that is preferable. Registration must be in by July 17, 2005. Contact loydb@chicagolandbuick.org for a copy of the registration form.

The BCA Regional Car Shows are a hoot, give it a try.