



### **Turbobob924's Hybrid Porsche**

Perhaps some of you have seen Bob Ward's hybrid at the occasional car show or dyno day.

This is one unusual swap to say the least! Actually it is the only Porsche 924 with a intercooled Buick GN motor in the world. Bob does know a guy in Vegas that has a 944 but it is a hot air swap that is being converted to the same setup after "exchanging ideas". What is even more unique is that even though Bob is a CPA accounting type he is a gearhead at heart and

has done everything himself except the engine machine work!

So you got to ask yourself....why put a Buick in a Porsche? Well as Bob explains it...because nobody has ever done it and everybody said "you can't run a Buick GN with a manual transmission". That's right, this thing has a Porsche manual "transaxle" meaning it is setup like a Corvette C6, the engine is in the front and the transmission and axle are together in the rear. Porsche started doing it in 1977. Continued on Page 3

**Please volunteer to become a Chapter Officer we need your help.**

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 is up in June, 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 Buick Motorsport activities for our members. It is very important to have fresh ideas introduced into the operation of the Club. Plus we need help to distribute the work so no volunteers get burned out. The tasks are easy generally fun and you will always have plenty of help.

### Upcoming Events

- Sep 7-9 Midwest Buick Challenge, Osceola, IN
- Sep 16 J.C. Whitney Car Show, LaSalle, IL
- Sep 29 CCGSCA make up race at Da Grove
- Sep 30 BCA Marquardt Car Show – Barrington, IL
- Oct 6 Dyno Day at ATR in Joliet
- Oct 13 Buick-Olds-Pontiac Race, Cordova Dragway
- Oct 21 5<sup>th</sup> Race in CCGSCA Drag Race Series
- Nov 14 CCGSCA Meeting

### History - Turbobob's 924 hybrid

Like most of us, Bob has been into cars and the turbo Buick V-6 for a long time. He originally wanted to do a Skyhawk swap but could not find any "clean" swap candidates. He purchased a 4.1 V-6 back in 1989 for a "future project" when he lived and worked in Cleveland, Ohio. In 1994 he relocated and worked in beautiful Hammond Indiana when he found an article in Kit Car magazine about Chevy V6 swap kits for Porsches. He knew that the Chevy was dimensionally similar to the Buick so the planning and search began. In 1997 he found a suitable candidate, a 1980 Porsche 924 turbo with a blown engine for under \$1,000. The bodies of the 924 use galvanized steel and just don't rust out. Around the same time he was able to acquire a complete turbo GN engine and harness. Ultimately the goal was to be fast in both straight line and in the corners whether on the highway or racetrack.

His car has already been featured in the local Porsche Club newsletter and won a director's choice at last years Buick Horsepower Nationals.

### The Swap

- Before going into the engine build up you may be interested in some of the issues. Everything is custom or fabricated. The 3 main issues were the transmission, the motor mounts and the exhaust. Here is a swap summary:
- Universal motor mounts from Advanced adaptors-welded to frame
- Custom crossmember lowered to clear the center sump of the Buick
- Custom steering linkage and manual rack and pinion
- Bell housing from advanced adaptors
- Aluminum adaptor plate to connect the Porsche torque tube to the Buick bell housing
- Custom Buick flywheel- hard to find as most are automatics!
- Hydraulic throw out bearing from quartermaster clutches
- Muncie style TO bearing mounted to inside of adaptor plate
- 8.5" custom racing clutch setup from quartermaster (some fords have same 1" 23 input spline)
- Stock 86 GN manifolds with modified TH TTA downpipe and fabricated 3" exhaust connected to dynomax muffler
- 84 Buick hydroboost assisted brakes with turbo 944 bremsbo 4 piston calipers.
- Fiberglass hood, fenders and rear flares.
- Front swaybar had to be lowered. Steel adaptors fabricated to clear the front pulley
- 944 turbo radiator and Ford Taurus 3.8 fan
- Drain peacock installed in top of intake to bleed the cooling system of air since the motor sits higher than radiator
- Custom IC tubing- with a custom FMIC and Tial BOV
- Fiberglass hood with raised cowl to clear the throttle body

- Recalibrated VDO tach by North Hollywood Speedo



### Engine Build up

- The 4.1 block was selected and completely rebuild at home, bored 0.40 over with hyper pistons, polished stock rods, polished 0.10 under 86 GN crank
- ARP bolts through out
- 218 comp cams hydraulic cam
- home ported heads and intake from 86 GN motor
- RJS power plate
- TE-63E turbo
- BSTC boost controller
- 3" LT1 MAF, Translator and extender chip-seems to work OK with no VSS signal
- 50Lb injectors
- 86 GN wiring harness was used for only the engine sensors
- PTE remote Oil filter kit
- A/C Delete pulley kit- had to be shortened to fit in engine bay

Bob's best dyno run made 550 ft lbs of torque at the wheels but only 360HP at 4000RPM because he kept running out of fuel and the restrictive stockfish heads! Due the to huge amount of torque the Buick motor makes he has blown up more than his share of Porsche transmissions and clutches, his most recent changes include a torque biasing LSD, trans cooler, and clutch good for 700ft lbs of torque. So far the new drivetrain has held up.

The 924 was never really setup for ¼ runs but Bob managed a 13.1 at 124MPH spinning the tires almost the entire track. He hopes to get into the 11's with the following changes: HP external Bosch fuel pump  
MAFPRO and LC1 Wideband O2-converting to speed density  
60Lb injectors  
rear harnessbar/rollcage

New 17" Wheels from a Porsche 911 8.5 front, 10 rear  
235 45 front 265 40 rear tires  
Ported and polished heads with bigger valves to move the  
power band up to the 6000RPM range

In the off season he plans to finally finish the fiberglass  
bodykit and paint job. With all the other custom stuff the  
project has required, "just being able to drive it" has been his

main focus the last 2 years. Bob has much of this swap  
documented on his website: [www.turbo924.com](http://www.turbo924.com).

Most recently, Bob has finally succumbed to the "go fast with  
class" motto and bought a 87 GN (he purchased it at  
Bowling Green) with 61,000 original miles. Upgrade plans for  
this car are already under way...

**Be sure to check out the Midwest Buick Challenge. Racers and show car owners should have fun at this event.**

#### Directors Garage – Loyd Bonecutter

I remember the endless summers while in School and the  
terror the arrival of August brought, as the beginning of  
another school year was near. At least with a job that is one  
less concern to worry about, but the dog days of summer  
does mean that another years cruise, car show and racing  
season will only last another three months. This has been a  
particularly fast summer, and I have not been adequately  
prepared for any of the events this year.

Shari and I have been fortunate, that we have been able to  
attend quite a few regional events this year. Since the last  
newsletter we went to Roberta and Bill's Buick Race Day in  
Norwalk, OH. This is a well-run event and one of the nicest  
dragstrips in the area. If you see any changes in the  
Midwest Buick Challenge you have Roberta Vasilow and Bill  
Wills to thank, for a lot of the ideas. Hope you have fun and  
let us know how else we can improve the event.

With the decision to move the Midwest Buick Challenge to a  
new track this year, Shari did a lot of work with the area  
hotels to find what we thought would be enough rooms for  
participants. The track owners have been cooperative, but  
insist their insurance program will not tolerate overnight  
camping. This track is typically not open on Saturdays, so  
having a multiple day event is kind of foreign to them. The  
members we know in the area have been helpful in helping  
find places that will help in making this an enjoyable event.

I am not particularly good at asking for help, but our  
sponsors have really stepped up to the plate to offer our  
racers rewards for attending and winning. Please be sure to  
take a look at the Midwest Buick Challenge Sponsor page  
and let them know how you appreciate the support, when  
you order goods and services or call for support. I am  
grateful for their help.

On June 9<sup>th</sup> Steve Kelly invited the Chapter to a relaxing day  
on Lake Como. For those of us who made it, it was a  
wonderful day with great weather, interesting cars to look at  
and great meals. We sure hope Steve invites us back.

The annual Drive Inn night was unusually dry and warm, with  
two interesting movies. This was well attended with our  
members bringing interesting Buicks to look at, before the  
movies started. It is interesting to sit in the lawn chair  
watching flicks on the big screen with Buick buds, among the  
cars.

I really hate missing a few of the CCGSCA races this  
summer due to other commitments. I hear the program is  
quite heated with close racing among the near combatants,  
who are defiantly playing mind games with each other.  
These are a great group of Buick racers out there who  
welcome all to come out to play. For you newbies the group  
will be very helpful and will lay off the mind games until you  
are comfortable with racing then watch out.

Of course the 4<sup>th</sup> of July car show has the biggest  
attendance of members with their Buicks. We support Frank  
and the Woodridge Police Department who have been  
putting this show on now for 14 years. This year the weather  
cooperated with near perfect temperature and no rain  
thorough out the day. The good news is the show will go on  
in 2008.

Our original planned CCGSCA Cruise Night was rained out,  
and the substitute date came up fast for many of us, so was  
not well attended. If you want Chris Gatch to continue  
planning events, please let him know you appreciate his  
efforts as much as Shari and I do.

Bob Nunes invited the Chapter to attend the Franklin Park  
Car Show and had the premier spot blocked off for us. Shari  
and I love this show, due to the company, the different cars  
we see there and the fried food we get by the pound at  
Frank's Chicago Shrimp House. All I can say is yum.

The BPG Horsepower Nationals which combined John  
Chamberlain's HP Nationals held in Indianapolis and the  
BPG Nationals that were held in Salem, OH were great. The  
area around National Trails Raceway in Hebron, OH has  
grown up and route 79 through Heath where the hotels were  
is quite busy with all the hotel accommodations and  
restaurant styles and pricing you could want. All this was a  
short drive from the track making it easy. The planning was  
second to none with the hotel making arrangement with the  
nearby Kroger lot to accommodate the trailers.

The last event I had the pleasure of attending was the BCA  
Heartland Regional in Brookfield, WI. This was well  
arranged with a tour of the Sprecher Micro Brewery on one  
day and one of the Harley Davidson engine plants the next.  
For those of you who have not attended a BCA National or  
Regional show it is definitely something to try.

Enough for this issue see you at the Midwest Buick  
Challenge.

## Cruise News

-Chris Gatch

Greetings Buick Enthusiast!

With summer winding down and fall right around the corner, I hope that everyone took full advantage of all of the nice (and not so nice, as of late) weather that we were given this year. We had to reschedule a few of the cruise nights because of rain but that's Chicago. The end of summer brings about many things, such as the end of the hot weather and that one last time to get those Buicks out a few more times before you have to put them away for the winter! With that said I will get to some of the many events that we did as a club this summer!

The 14<sup>th</sup> (I can't believe that it's been 14 years already!) Annual Gorilla Days car show was held on its usual day, July 4<sup>th</sup>. This is always a great show and big thanks go out to Frank Jackowiak and everyone who helped to make this show go smooth for another year. The weather for this show was very cooperative this year! There was that chance of rain but it held out for all of us to show off our great cars. We had around 175 cars that showed up and around 40 of them were Buick's. Once again thanks Frank you did a great job - it's much appreciated - and thanks to all the club members that spent their holiday with us!

I would like to thank Bob Nunes again for having us out to the 16<sup>th</sup> annual Franklin Park Car show that was held on a beautiful Friday night. We had a good turnout of about 9 Buicks that night. There is a great seafood place across from where we park so

besides the car and food what else would you need on a great summer Friday night? This is a great show put on by Franklin Park and hopefully next year we can get some more cars out for this event!

Our mid summer BCA show was Loren Buick. This is always a great show and there were plenty of great Buick & Pontiac's to look at this day! This year there was also a class for non Buick & Pontiac and let me tell you there were some gorgeous cars there so next year even if you don't have a Buick or Pontiac come on out! You can't beat it! Free food, entry fee and fun! Congrats to Bill Grupp, Don Hens, Alex Stanojlovic and myself who won in their respective classes (if I forgot some one I'm sorry!)

We have a few more cruise nights scheduled before the end of the year so come on out and have fun. Enjoy yourself before winter is here and you can't! The Midwest Challenge is holding their car show on the 8<sup>th</sup> of September, which is a Saturday. We are also having our annual end of summer cruise at Duke's Drive In on September 22<sup>nd</sup> from 5pm-?. The final show of the year is at Marquardt and is going to be held on Sunday September 23<sup>rd</sup>. Make sure that you check the website to see what future events we will be attending as a club.

With the summer almost over there is not too much time to bring those great cars out and enjoy them. If you think that the first part of summer went by fast where do you think that the rest of it is gong? Well I hope to see you out there and remember to drive safe and to *Keep Going Fast With Class!*

*Look at the mailing label on your newsletter, if it says anything earlier than September 2007 it is time to renew.*

### *Some words of wisdom by* **Tom Shea**

Several of our club members have equipped themselves recently with F.A.S.T. engine management systems. These older "Classic Boxes" are now very affordable since the latest version, (XFI), and the Big Stuff 3 has come out. The used price is about ½ of what they were new, or what the new boxes cost.

The new boxes have a faster processor and some other upgrades that make them more desirable. There are many people that are now upgrading to these new

boxes, making the older ones available at very attractive used prices.

One reality of our hobby is a need for at least a minor amount of data awareness and or logging, even for stock engines. This is required in order to have at least a clue as to what is actually happening with our engines. There is a variety of scan tools available, ranging from mechanics types to specific in car designs.

The cost of these coupled with the cost of chips and other upgrades to address the clearly deficit stock mass air flow system adds up quickly. It doesn't take a

lot to come close to what a used F.A.S.T. box would cost.

The ability to make a few small changes is possible with some of the chips and MAF translators or eliminators on the market now. The ability to do all of this and more is present in a F.A.S.T. system.

The need to use a laptop computer can be intimidating to some, and may be the deciding factor. For those who are willing to deal with the laptop computer issue, there is a market flooded with decent used examples at very low prices.

For those that have some of the alternatives now in use, you have an idea of how that is serving your needs. If there is a desire to upgrade, the existing equipment now in use on your car can be transformed into a portion of the cost for the upgrade.

As modifications and upgrading progress, the use of an aftermarket, engine management system makes more sense. There is a point where it becomes no longer an option to use anything else. Somewhere along this line of progression is where we all stand. It is my opinion that stock and near stock cars would not benefit in a cost effective manner from an upgrade to a system like this.

It is my opinion that most of these cars are suffering from poor operational performance of their Mass Air Flow sensors. These can be functioning in a manner that causes the engine to run in a less than ideal manner. These sensors were designed over 20 years ago, when the state of the art for electronic engine management was in it's infancy. There have been subsequent improvements, to say the least.

Those running the original M.A.F. are subject to an increased likelihood of failure. You are also more than likely to have an engine that could be running better.

There are a few things about our cars that will be the most likely to cause concern. The M.A.F., the brake accumulator bowl, even the transmission. These issues are not a secret, but rather common knowledge. A little advance planning could help you avoid problems that could cause down time.

*Reprinted from the August 2007 MGNTA*

#### Cars For Sale:

In the Western Suburbs a 1987 Grand National for sale. Owner rates as good to excellent condition and well maintained with Power Windows, Power Door Locks, Am/Fm Cassette Player, G80-Posi traction option, Analog Dash. This is a Non T-top car that is pure stock and adult driven with 125,000 miles. Asking \$5,995 obo. Please call Jim Wolf at 708-246-0745.

For Sale: 1967 GS 400. 430 engine. 4-speed manual trans. Maroon with black vinyl top. Good condition. Call for details. \$12,000 (815) 895-5715. Ask for Steve

85 T-Type for sale: The bad - car needs a turbo and a tune up. 113,000 miles; older dull gray paint job; all 4 bumper fillers are bad; wheels are rough; some rust starting along inside bottom of both doors. Car has the limited gray leather seats with tall console (column shift) - seats have tears in them, but the back seat is in nice shape. The good - Rebuilt Motor; G80 posi; newer tires; chrome bumpers are good; hood--header panel and fenders are good; factory astrorooftop; trans shifts firm; Concert sound with equalizer radio; Power sun roof. \$2400. Email Dennis at Protsrace@aol.com

1972 SG Stage 1 for sale: \$16,000 firm with a fresh 462 engine, 200R4 transmission, 3:42 posi unit, rear spoiler added, new quarters, NOS grill, new interior and fresh paint. Call Johnny Gribble @ 815-492-6002

#### Membership Scribblings

Hi Folks! I hope you all have enjoyed your summer!

We had a great turnout for the 4th of July car show - 178 cars, of which 46 were Buicks! Very nice, everyone! I hope those that came enjoyed the goodie bags - our heaviest one yet! If you think about it, take some time to thank Frank Jackowiac for those goodie



bags – he sends out a begging letter every January in preparation of this event. And calls and reminds companies of their promises to send something. He really does an awesome job – not only at that, but also at getting everything else done. We also could not do this show without a great group of volunteers – Steve Russo, Barb Holda, Linda and Paul Brelie, Beth and Dana and Liam Andrews, Chris and Anna Gatch, Bob and Carol Nunes, David Anderson, Frank's Mom and Sister – from stuffing bags to directing traffic to setting up cones to handling all the entrants – you guys are what makes this show such a great event. Midnight Mike played a great selection of tunes, too – starting out with the National Anthem! What an appropriate way to start a 4th of July show! Thank you all from the bottom of my heart. Congrats go out to the Buick trophy winners – 1st place went to Bonnie Starzyk, 2nd place went to David Formato, 3rd place went to Joe Cool Eichendorf. 'Way to go, you guys!

We had our usual number of folks turn out for the Cascade Drive Inn. The movies turned out to be The Fantastic Four and Ocean 13 – both were great movies! We met, as usual, at Augustino's down the street, had supper, and drove en masse to the Drive Inn. The guy at the gate loved the group – he had a big smile on his face! It was fun to sit together and watch the movies; and for once the weather held! It was iffy during the day, and some got rained on driving to the restaurant. We also didn't freeze this time! I would love to do this again in fall!

There was a very small turn out for the Hondo's in Lake Como, WI event. I guess I looked at it as a nice get away for the day – parking next to the lake all day with some Buick buddies, across the street from the bar/restaurant. We had some good eats for lunch and dinner, and beautiful weather! The only complaint I had was that the darned cicadas were up there, too!

Chris has mentioned the car show in Franklin Park, so I won't go on about it. But it is another fun time – getting to park together and the guys got to bench race for hours! A few new members turned out, for the first time! I hope all had as good a time as I did! Thanks, everyone, that came!

The racing for this year has been going well. Race #2 at Great Lakes in Union Grove, WI and Race #3 at Byron, IL went off without a hitch. Race #4 was back at Great Lakes, and we were in the throes of our own Monsoon Season. The point update is on the Message Board on <http://www.chicagolandbuick.org>

Now we're winding down, at least with car shows and cruises. We do have a few races left, including the

Midwest Challenge and the B-O-P in Cordova. Fall is my favorite time to race!

We will be starting up our monthly meeting/tech session schedule in October, with the first one being the Fall Dyno Day at Al's in Joliet. If you wish to dyno your car and do not have internet service, please give me a call at 708-485-8477 and I'll put you on the schedule.

If any of you have any ideas for tech sessions or meeting places, please feel free to let one of us know. All board members are listed on the inside front cover, complete with phone numbers and/or internet addresses. We're always open to new ideas – just ask Rich George, about his BP tour this past year! We'll be the first to admit to needing some new ideas...

The Midwest Challenge is just around the corner. By now, you all have had a separate mailing and info in the last newsletter. I just want to remind you that it's there, and Loyd has raised a good amount of sponsor money for the racers – over \$3k! For us, that's an awesome amount! So come on over and try to win some of this money! We also have some goodies for the car show cars, so please come join us. And if you have any influence – please pray to the weather gods for us, so that we have a rain-free weekend!

New Members – Welcome back to Brian Hendrickson, LaGrange, Steve Gerber, Lake Villa and Jack and Sarah Fisher, McHenry. Welcome to the following new folks: Robert Almaguer, Braidwood, IL; Dan Rocco, Lombard, IL; Pete Rocco, Downers Grove, IL; Craig Bubenicek, Downers Grove, IL; Tom Tomsevic, Lake Zurich, IL and Robert Rogacki, Westchester, IL. I hope to see you at some of our events!

This Just In.... The rained –out Race #4 in our club series has been re-scheduled for Saturday, September 29th, at Great Lakes Dragaway, Union Grove, WI. Gates open at 3:00 pm – Our club can run with Test and Tune to fine tune our cars for eliminations. Eliminations will start between 6:00-7:00 pm. This is a Cookout Race – for those interested the club will provide burgers and gourmet hot dogs. Joe Garcia's wife will be doing the cooking and dinner will be served between 5:30 and 6:30 pm at Joe's tent. Don't be shy, come by and chow down!

I hope everyone has a safe and fun fall! We still need to see you guys at the remaining cruises and shows and races! You know how our cars love the cooler weather! Have fun! Shari Bonecutter

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## Application for Membership

Annual membership dues **\$35.00** for US and \$US38.00 for Canadian members. Dues outside North America are \$US42.00. Please make checks payable to GSCA, in US currency by money order or checks drawn on U.S. Banks. Membership dues are payable in September of each year. CCGSCA 02/23/2002

Name: \_\_\_\_\_ Phone (Optional): \_\_\_\_\_

Address: \_\_\_\_\_ Occupation: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Type of Buick: \_\_\_\_\_ Year \_\_\_\_\_ Year Purchased: \_\_\_\_\_

Engine: \_\_\_\_\_ Trans \_\_\_\_\_ Posi-traction? \_\_\_\_\_ Ratio: \_\_\_\_\_

Body Color: \_\_\_\_\_ Interior Color \_\_\_\_\_

### Optional Information

Gear Ratio: \_\_\_\_\_ Stall Converter: \_\_\_\_\_

Mileage: \_\_\_\_\_ Tire & Rim Size: \_\_\_\_\_

Stock Modified: \_\_\_\_\_ Street, Strip or Both ? \_\_\_\_\_

Best E.T.: \_\_\_\_\_ At What Speed: \_\_\_\_\_ Track Length: \_\_\_\_\_

Engine Modifications: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Car Options \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Entered In Shows?: \_\_\_\_\_

Do You Need Parts? \_\_\_\_\_ If so, please list: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

What Are Your Special Interests?: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

# Chicagoland Chapter BCA – Fall CAR SHOW

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

Sunday, September 30, 2007

**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](mailto: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.

**Saturday - October 13, 2007**

**Cordova Dragway Park**

**19425 IL Rt #84**

**Cordova, IL. 61242**

Track Operator - Scott Gardner

Track: 309-654-2110 Office: 309-654-2110

**Buick Olds Pontiac Race and Fun Day**

**Gates Open - 11:00am**

**Racing - 12:00pm - 4:00pm**

Directions from Chicago:

- Interstate 88 to exit 18
- West on US 30 west through Albany, IL to Hwy 84
- South on Hwy 84

or

- Interstate 80 to exit 1
- North on Hwy 84
- Track off Hwy 84 about 10 miles up the road



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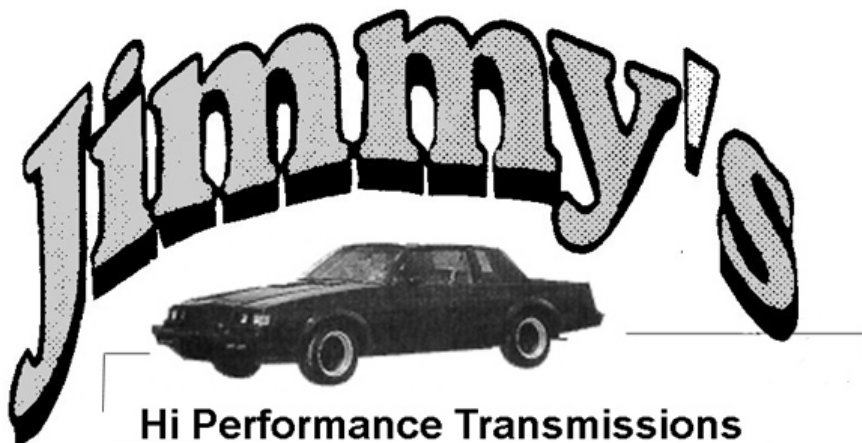
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**FREE CATALOG**

**Dyno Session with Meeting**  
**Saturday; October 6, 2007; @ 8:00 am**  
**ATR Motorsports**  
**550 N. Chicago St.**  
**Joliet, IL 60432**  
**815-726-7866**

Our opening fall meeting for 2007 will be at ATR Motorsports in Joliet, IL. Al Thompson and his crew has again invited our Chapter's members to dyno test our cars on his equipment. The meeting will be held at lunch time between dyno pulls while the crew takes a short break. A pizza lunch will be provided.

These sessions continue to be very popular with members who like Buick Horsepower. Where else can you stand besides a 500 HP car strutting its stuff? We are constantly amazed at the demonstration of Buick power, as long as Steve Pitts Sr. or Jr. does not break something vital.

Cost will be \$50 for 2 dyno pulls taking approximately 30 minutes per car. Please make your reservation on the CCGSCA Bulletin Board.

<http://chicagolandbuick.org/phpBB2/index.php?>

These session are always fun. Please bring chairs for the Event, and a smile to represent the fun you are having.



**Directions**

**From East**

- Take I-80 to Joliet
- Bear right on ramp at sign reading Exit 132 US-52 / IL-53 Chicago St.
- Turn north on S. Chicago St., IL-53
- Jump down to the common directions below

**From North East or West (start at step 2)**

- Take I-55 south to I-80 east.
- Take Exit 132B (north) US-52 / IL-53 Chicago St.

**Common Directions**

- Continue straight stay in right hand lane you will go under a railroad passage
- At the stop Sign "T" make a right. Follow this down.
- Continue through 7 stop lights after the "T"
- After the 7th stop light the very next street should be IRVING
- Turn left on Irving.
- Al's shop is on the right hand side of the street. (old Goodyear building)
- 

**Missed Turn Alternative**

- If you miss the turn on Irving and you go under then underpass.
- Make a left at end of street and then in about a block another left on to Chicago.
- You will then see the shop about a block down on left hand side of street.

**<http://www.chicagolandbuick.org>**

# MIDWEST BUICK CHALLENGE

Announcing the sponsors for the 2007 Midwest Buick Challenge. These folks stepped up to the plate to make our event enjoyable for the racers. We pledge all the money from the sponsors will go to the racers. When you need goods and services please call or E-mail one of these sponsors. Let them know you appreciate their support.

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Champion Racing Heads 13 Hargrove Grade Palm Coast, FL 32137-5114	Tom Allen 386-446-4488 champracing@bellsouth.net	Champion Racing Heads supplies Buick Racers with GN1 Aluminum Heads, CNC Ported Iron Heads. GN1 Intake Manifolds, Fuel Rail kits, Billet Alternator Brackets and much more. <a href="http://www.championracingheads.com/">http://www.championracingheads.com/</a>
Finish Line Motorsports P.O. Box 26 Freeport, MI 49325	Geof Ketchum / Bobb Makley 616-765-5101 Lstg3@iserv.net bluestg2@iserv.net	Bobb and Geof are racers who provide engine services to help support their racing habbit. You cannot Finish Line Motorsports for knowing their products and how it will perform for you. <a href="http://www.finishlinemotorsports.com/">http://www.finishlinemotorsports.com/</a>
Full Throttle Speed & Style 34600 Klein Rd Fraser, MI 48026	Mike Licht 586-294-4404 mike@fullthrottlespeed.com	Mike has been supporting the turbo Regal community for a number of years and offers innovative products that are second to none for increasing the performance of our cars. <a href="http://www.fullthrottlespeed.com/">http://www.fullthrottlespeed.com/</a>
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# MIDWEST BUICK CHALLENGE

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M&M Automotive Appraisers 584 Broomspun Street Henderson, NV 89015	Mike Grippo 702-568-5120 Fax: 702-568-5158	Mike knows our Buicks and offers appraisal services that are second to none. He offers group discounts and occasionally is in town to perform appraisals on a number of our members cars
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Pro-Trac Turbo Specialties  24006 Keith Allen Drive Elwood IL 60421	Dennis Butt 815-723-2530 protsrace@aol.com	Dennis' fascination with Turbo Regals started in 1992 with the purchase of a 1985 T-Type with a blown engine. In the course of rebuilding this car he decided that he could help others with their upgrades.
Poston Enterprises 3480 Highway 21 Atmore, AL, 36562	Mark McWilliams 800-635-9781 mark@postonbuick.com	For over 20 years, Poston Enterprises has been a leader in Buick restoration and performance engine parts. They have an extensive line of restoration parts for the earlier Skylark, GS, and GSX as well as the accompanying V8 engine parts. They also focus on the 1981-1987 turbo Regal Buicks. <a href="http://www.postonbuick.com/">http://www.postonbuick.com/</a>
Tim's Janitorial & Construction Clean-up Services Tucson, AZ	Tim Kerney 520-370-4067	Nephew of Dick Kerney of TSM fame, Tim is into Buicks as well and is a veteran attendee of the Midwest Buick Challenge. For those who do business in the Tuscon area, know Tim's services are second to none.

**Meeting & Technical Session**  
**Sunday; November 11, 2007; @ 10:30 am**  
**Prestige Limo Service**  
**7225 Southwest Highway**  
**Worth, IL 60482**  
**Office: 708-448-7900**

Member Bob Hill has opened up his shop for our Second Fall Meeting. To date we have not set up a formal program for this meeting, and will be working on this as the meeting time arrives.

We will start the meeting promptly at 10:30 to allow adequate time for the technical session prior to lunchtime.

Up to this point we have not set the Technical Session details for this meeting. If you have any ideas for a meeting presentation, please let one of us know.

Will see you there, and please bring your lawn chairs.



**Directions from I-294 Southbound**

- I-294 to 95<sup>th</sup> Street
- East on 95<sup>th</sup> Street to Harlem Avenue
- South (right turn) on Harlem Avenue to Southwest Highway
- Turn East (right) on Southwest Highway.
- Prestige Limo Service is on the north side of the street in the first block.

**Directions from I-294 Northbound**

- I-294 to 127<sup>th</sup> Street
- West on 127<sup>th</sup> Street to Harlem Avenue
- North (right turn) on Harlem Avenue to Southwest Highway
- Turn East (left) on Southwest Highway.
- Prestige Limo Service is on the north side of the street in the first block.

Need help with directions 708-448-7900- <http://www.chicagolandbuick.org>