

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

Volume 12 Issue 4 Winter 2007 Chapter of the **Gran Sport Club of America**; 625 Pine Point Circle; Valdosta, GA 31602 912-244-0577



Dan Rocco in his GS at his favorite spot – the staging lanes

Dan's buddies Steve Byssum and Brian Hendricksen owned Buicks, and introduced him to their potential. Dan's first Buick was a 1986 T-type that he had to have after a T-Type seriously flogged his Mustang. Dan's T-Type saw some action at Union Grove, but he knew he needed a big block car.

His Blue 1972 GS was purchased in 1995. The former owner was a body guy, which means this car was not finished as it had five colors when Dan purchased the car. The previous owner did not even know the 8.5 to 1 compression 455 in the car was not the original engine. Dan enjoyed the car and over the winter of 2001 to 2002, after Maccio gave him an incredibly high estimate, a neighbor who happens to be a great welder helped him prep and paint the car in his garage. The neighbor used a plasma cutter to cut out the minor bad sections, and used the bad sections as templates to cut new sheetmetal that was carefully welded back to the car.

The inaugural pass at a drag strip for the blue GS was the 2002 Midwest Buick Challenge at Morocco. Dan's brother Pete had the tow vehicle and came down for

the day, in spite of not being a car guy at the time. Pete seemingly got hooked, much to Dan's surprise with evidence being the red Skylark he regularly races with Pete.

In the winter of 2003 to 2004 the engine came out and was rebuilt. Thanks go to Roger Cross from Car Quest in LaGrange who did the machining and Brian who supplied the 430 heads that Dan mildly ported with Roger doing the finishing touches. New parts included higher compression pistons and Stage 1 valves to fit into the heads that were worked over. A Poston 118 bumpstick from Brian Hendricksen was installed.

The car has gone through quite a few other changes over the years. The first set of headers was from Jack Fisher, with the second set from Brian Hendrickson. Many of you may remember the time Brian's flexplate exploded at Union Grove. The neighbor who is handy with the welder fixed the starter ring holes in the headers so Dan could use them. The latest set is big tube headers purchased out of Washington state.

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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 September, 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

December recess at this is the month to be jolly

Feb 23 - Christmas Party - Park Place Of Countryside

Jan 13 - Meeting at Caspers Electronics

Jan 19 & 20 Drag Race Expo - Schaumburg

Feb 10 - Meeting at Midwest Hot Rods / Plainfield, IL

Mar 9 - Chili Cook off –Franklin Park Rec Hall

Mar 30 – BOPC swap meet DuPage County Fair Grounds

April ? – Dyno Day at ATR's shop

May 13 thru 17, 2008 GS Nationals in Bowling Green, KY

May 30 thru June 1, 2008 Buick Race Day – Norwalk, OH

Jul 16 thru 20 - BCA Nationals – Flint, MI

Aug 1 to 3 BPG HP Nationals in Hebron, OH

Replacing the original cast iron manifold was an Edelbrock B4B, which worked fine, but was sold in favor of a SP1 intake purchased from Keith Egan, outfitted with a 850 Holley double pumper purchased for \$100.



At one point the original Turbo 400 was giving Dan fits, offering the opportunity to have it rebuilt with a shift kit and high performance bands. The 3800 rpm stall converter was installed with the rebuild. Now Dan is

using a 4200 stall converter originally from Perry's Station Wagon. Brian Hendrickson is using the original 3800 stall unit.

As with many of the GS's of the era, Dan's came with a 2.72 peg leg unit that at least was already the corporate 8.5 inch unit being a 1972. In early 2000 when Steve Russo's buddy was selling the Eaton 28 spline posi units, Dan grabbed one and with a set of 3.73 gears upgraded the differential. This combination was used until this fall when a set of 4.10 gears were tried in the last races. The suspension remains stock with the exception of drag race springs and shock absorbers for both the front and back end of the car.

Dan estimates there are between 150 and 200 passes on the engine he rebuilt. The combination has been trouble free except for a blown head gasket at Morocco about 4 years ago and some electrical gremlins that cropped up at Byron at the Fresh Aire Finale. He has to iron out why the HEI distributor is chewing up fuses.

Dan of course has been bitten seriously by the need for speed, and his beautiful car has responded to the efforts, with a best time of 11.80 at 112 MPH. Thanks to Roger, Steve and Perry for all the help and encouragement.
Dan Rocco

Now for a real treat, we have a second car for this issue, Dan's brother's Pete and his Buick



Pete Rocco by his GS at Cordova Dragway

It was in the summer of 2002 when I caught the "Buick" bug watching my brother Dan and some of our friends race. I remember at one of the races I told Dan "Next year I will have a Buick and be

racing with you". He looked at me and said "Yah right".

I began to search locally at a few cars, but they were all over priced and needed a lot of work. I then

began to look on E-Bay and I found a red 1972 Skylark Custom (350 engine), with the GS hood. I placed a bid and then another bid and another and then the listing ended with "Reserve not met." I was very disappointed. The next day I received an email from the person who had it listed and asked if I was still interested. He asked me to give him a call. I called and found out the guy lived in a trailer park in Kentucky, had to sell the car because he bought a Mustang and his wife told him he had to sell the Buick. We worked out a deal and I had the car shipped to me the next week.



The car was completely original, except for the GS hood, and had been repainted a few years earlier. From the paint job it was missing a few pieces of molding and a few emblems. The driver's front fender was dented but it came with a rust free replacement that just needed to be painted and then installed. I have to tell you I had a great experience buying this car on E-Bay and would do it all over again.

Since owning the car I've replaced the damaged fender, and replaced the missing molding and emblems, plus installed the original am/fm radio with the BUICK on the push buttons. I have returned the car close to how it would have looked in the showroom in 1972.

In the last couple of years I have added posi-traction, headers with a 3" exhaust, and a new Holley carburetor. The best time the car has run is 15.0 something, which is not bad for a motor approaching 143,000 miles. I am currently in the process of rebuilding a 1970 350 motor I purchased from Stan, who is a friend of Steve Blankenship, and am hoping to be in the mid 13's come next year. Once the motor is complete and installed I do not have any other plans for the car other than the normal maintenance.

I want to thank my brother Dan for getting me interested in Buicks and addicted to racing and for all the help he gives me with the car. I would also like to thank Perry and Jack for their input and knowledge on what to do with the car. Last but not least I have to thank the guys by name from Harders Auto for all their help working on the car while I watch and annoy the heck out of them and pretend I know what they are doing. Thank you, Brian, Steve, Eddie, Roger, Jimmy, Johnny B.

I am proud to be a member of the Chicagoland Buick Club (which is filled with a GREAT bunch of people) and I look forward to being a member for many more years to come.

Pete Rocco



The Rocco brothers staged and ready to go at Cordova Dragway

2007 MIDWEST BUICK CHALLENGE

Hi – I just wanted to give a run-down of this year's event. Friday night's cruise was kind of a bust, as it ended up raining. We also overwhelmed the micro-brewery, who had a number of folks call in sick that day. So we won't be going back next year. As you know, the racing was moved to Osceola Dragway, Oseola, IN. This turned out to be a great choice for our event, as the track was nothing but helpful to us! Quite a change from US 41, if I may say! I heard nothing but good things as to how the track hooked. We did have some issues with Mother Nature, but that's par for the course with Buick events, it seems. We did get off to a later start both days due to track drying. Saturday we had to cut a gambler's race before the next weather front moved in. Sunday was busy, as the track had it's regular program to run as well as our bracket racing. We ended up combining races, which no one seemed to mind about. We had \$4,000 in racing payouts, thanks to our many sponsors! The winners of the various races were:

Quick 16

1st - Jim Dotson - Regal aspirated V6
2nd - David Roland - Designer 1987 Turbo T

BCO

1st - Dave Rocco - Blue 1970 GS 455
2nd - Keith Egan - Black 1970 GS 455

Ladies Race

1st - Ann (Oakley)McNew - Red 1970 GS Conv.
2nd - Lisa Duggan - 1987 GN

Highest Buick racers in Modified

1st - Darayl Sigourney - Dark green GS
2nd - tie: Roberta Vasilow, David Roland, and Mike Koszyk

Highest Buick racers in Street Class

1st - Ramin Ansari - White Regal with 455
2nd - Dennis Butt - 1987 GN . . close were

TSO

Dan Strezo wins with 8.61 @160.13 mph
Dave Fiscus runner-up with 12.82 @59.15 mph

TSM

Walt Judy wins with 9.735 @ 138.88 mph
Art Frye runner-up with 9.954 @ 137.18 mph

Car show winners and runner's up:**PEOPLE'S CHOICE**

Mike Devenport aka Couch - 1967 black GS.

Gran Sport - All Years

1st Place - Joe Pratt - 1970 GSX
2nd Place - Paul Vilser - 1970 GSX Stage 1 4-spd

Regal - All Years

1st Place - Ruben Salazar - 1987 Grand National
2nd Place - Mike Davis - 1987 Turbo-T

General Buick - All Years

1st Place - Dave Falstad - 1982 Riviera Pro Street
2nd Place - Kurt Hoover - 1967 Skylark Convertible

Buick Powered or over 5 mods

1st Place - David Paschall - 1972 Skylark
2nd Place - Tom Brown - 1987 Grand National

We want to thank the following sponsors for their generous donations. There would not have been as many happy people without them! Please remember them the next time you need goods and services.

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I also want to thank the various folks for donating their time and help. Beth and Dana Andrews, Paula Dulli, Barb and Mark Holda, Paul and Linda Brelie, Frank Jackowiak, Tim Kereny, and Bob and

Carol Nunes, Steve Ledger and Barb Carroll. Without you guys, it would not have gone so smoothly. Thanks to Beth for the program and flier designs – they were awesome! And big thanks to the Indiana chapter for running the car show – again, it would not have taken place without you guys, and it turned out great!

In closing, if there's anyone I forgot to thank, I'm sorry. It went by so quickly. Loyd and I worked hard but also had a great time. I hope everyone that went had fun, and will return next year. I hope more of our own club members come, too. Hope to see you all next year!
Shari Bonecutter

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

Racing Chairman's Comments Joe Garcia

What an exciting final race of the season.. We had a beautiful day for the end of October. Over 400 cars showed up to race at Byron. Thirty Buicks participated in our bracket race. There were many other Buicks at the track also. It was the largest turnout of Buicks in a very long time. This was one hectic but exciting day.

The Bracket two racers started the day separated by only a few points. When the bracket two point leader went out in the second round, everything went up for grabs. The championship had yet to be claimed and we were in round three of the final race. It doesn't get any better than this! But in the end RICH GEORGE emerged the winner and the 2007 CCGSCA Bracket Two Champion. Congratulations Rich. Second place goes to Steve Blankenship and third place to Pete Rocco. In Bracket One DAN ROCCO only had to show up to lock in his first place win and the CCGSCA Bracket One Championship. Congratulations Dan it was a well deserved championship. Second place went to Joe Garcia and third place to Brian Hendrickson.

I hope everyone enjoyed this year. Allow me to thank a few friends for their help. Paul Dubois for helping with this year's racing event and showing me the ins and outs of running a race. My wife Cindy for her time and hard work making the cookouts a delicious success. Steve Blankenship for donating the Quaker State racing Jacket for the best reaction time in race four. A special thanks to Al and Debbie Martinez from **Stitches and Design with Muscle Cars in Mind** and our own CCGSCA club for donating two black, leather sleeve embroidered jackets for the bracket one and bracket two champions. I will be contacting Rich and Dan for sizes. The jackets and trophies will be presented to the winners at the Christmas Party.

Loyd, and Paul Brelie for joining the huddle when I needed direction and suggestions. And last but not least to Beth and Dana, our new club photographers for posting some great pictures. I especially enjoyed the comments on each picture which I just recently figured out how that worked!

I hope next year will be even better and I know it can be especially if all racers get involved. We had 45 total racers participate this year so it's possible to have 45 new ideas to improve our race series. We will announce a driver's meeting in the near future to discuss next year's race event

I especially enjoyed this year because of the new friends and acquaintances I've made. This isn't just a club, it's a family. Thanks to all the racers and members who participated and took part in our racing series.

To recap what Joe said about the last race on our website:

Race five had just about everything you could ask for to make this the most exciting race of the year. 37 Buicks came to race. Three decided not to race because they came late and had never raced their GN's before and didn't know what their dial in should be. Four Buicks raced in test and tune because they didn't know about our series and was wondering why there were so many GS and GN's there. So we ended up with 30 Buicks, 17 in bracket one and 13 in bracket two. Three full lanes of Buicks!!

The beautiful weather this late in October brought out scores of racers trying to get in one more test and tune. Ron Leak the owner of Byron dragway said they had over 400 cars. As usual Byron did a great job running the cars thru at an exceptional pace. "Kudos" to the Byron personnel. The Bracket two race was the equivalent of the seventh game in the playoffs with two outs, bases

loaded, and the game is tied!!! Bracket one had some excitement with several changes in the second through seventh positions. The following is a recap of the races, the final point's standings and a final comment.

Bracket One – Round One

Frank McCulough and Bill Lones had an identical dial in giving them a heads up race. Frank had a better reaction time for the holeshot win over Bill's quicker elapsed time.

Bill Dyrek vs Katie Fisher. Both cars broke out but Katie was much closer to her dial. Bill was late on the tree and ran way under his dial in.

Jo Pathusseri must have been distracted by the rumble of Perry Carlini's monster GS. Perry cut the tree down with a .005 reaction time to Jo's .612. That's pretty much all Perry needed for the win

They said Steve Else cut in front of another car in order to line up against Joe Garcia for what he said would be an easy win.. That turned out to be a big mistake for Steve. Joe led in all areas of this race from reaction time to finish line. To recap this race – Joe won!!!

Steve Pitts Jr. Reacted first with a .062 r/t while Dave Leonhart waited on the line .192 before leaving. But Dave crossed the finish line first running an 11.89 on an 11.80 dial. Junior's car fell off a little running a 12.70 on a 12.10 dial.

Jay Westberg vs Steve Dickerson - Steve was a little slow getting off the line with a r/t of 1.637. It's hard to believe Jay's .373 r/t gave him the "holeshot" win. Steve ran a very strong 11.01 at 125 miles per hour.

Dan "The Rock" Rocco came out swinging with a .061 r/t vs Frank McCullough's .101 r/t. That was enough for Dan to cruise over the finish line first. Frank's car must have been down on power a little, only running an 11.38 on his 10.50 dial in.

Brian Hendrickson vs Al Martinez (GN). Brian knew he had to keep winning to hang on to his second place standing. Brian had a .078 r/t but Al countered with a .053 r/t. It all came down to who would run closer to his dial. Brian ran .09 over his dial taking the win. Nice run Brian.

Greg Johnson had the solo run this round – Taking The Win!!! (.025 r/t 11.65 / 11.60 dial) Nice Run!

Bracket One – Round Two

Dave Leonhart lined up against Bill Lones. Both cars turned on the red light but Dave ran closer to his dial in and advanced to the next round.

Jay Westberg took on Brian Hendrickson who was trying to hold on to his second place standing in bracket one. Jay had the advantage off the tree with a .161 R/T vs Brian's .421 R/T. Jay needed every bit of it for the holeshot win.

Dan Rocco lined up against Greg Johnson, a newcomer from the NHRA ranks. Greg Johnson had a slight advantage off the tree. Dan was trying to run right on his dial but missed by this {--}much, breaking out with a 12.04 on a 12.05 dial.

Katie Fisher was going to have to bring her "A" game against Perry Carlini, and she did. Katie went after the tree with a .059 light. Perry, not to be outdone went .061 and ran a 10.06 on a 9.98 dial, an unbeatable combination, Unless.....Katie runs dead on her dial-in, which she did. A 10.77 on a 10.77 dial for the win. WOW !!!

Joe G had the bye run and managed not to red light. Good for him.

Bracket One – Round Three

Jay Westberg vs Greg Johnson. Both racers turned on the red light but Greg smith ran closer to his dial sending Jay home. Unfortunately Greg did not make the call to the final round. This was Greg's first race with CCGSCA and we hope to see Greg and his nice looking GS next year.

Joe Garcia was worried about racing Katie Fisher after what she did to Perry Carlini. So Joe took a shot at the tree and cut a .054 light to Katie's .083. But Katie pressed the gas peddle just a little too hard and ran a 10.76 on a 10.77 dial, breaking out and giving Joe the easy win.

Dave Leonhart took a ride in the country with the bye run and advanced to the final round.

Bracket One – Final Round

It was both Joe Garcia and Dave Leonharts first time in the final round. Joe put Dave on the trailer and went home with the second largest payout this year.

Bracket Two – Round One

Pete Rocco was lucky Ken Stasiak turned on the red light because Pete ran a 15.44 on a 15.45 dial in. Ken's red light was only by -.006.

Loyd Bonecutter went after the tree with a .064 reaction time to Steve Blankenship's .129. But Steve won the race on a double breakout.

Dana Andrews ran a 12.73 on a 12.72 dial in, (good job Dana) Ed Phifer broke out giving Dana the win.

Bob Nunez went too fast for his dial in and broke out giving John Jaffe the easy win.

Bob Enghart ran way off his dial in but Bob Ward must have had to finish his sandwich before he left the starting line with a 3.778 reaction time. Bob Enghart advanced to the next round. Hey Bob, what's up with that reaction time??

Bill Grupp vs Keith Van Tholen – Bill took it to the tree for this race cutting a .080 light against Keith's .413. That was all Bill needed to get to the finish line first.

Rich George cruised to the next round with a bye run but still managed to cut a .084 light.

Bracket Two – Round Two

Steve Blankenship vs Pete Rocco – This could have been the biggest race of the year. Third place Pete Rocco decided to go after Bracket Two leader Steve Blankenship himself. Steve knew he was the target today in bracket two and he had to be at his best. Unfortunately Steve turned on the red light giving the easy win to Pete Rocco.

John Jaffe's car driven by the legendary Buick Guy Paul Dubois took on Bill Grupp. Bill who is one of the best on the tree was a little slow with a .231 r/t.

Paul's .158 r/t was enough to advance to the next round.

With Steve Blankenship on the trailer, second place Rich George had his sights locked-in on first place. But Rich had to get by Dana Andrews BBB wagon. Rich came out shooting with a .073 reaction time which was enough to make Dana put the street tires back on the wagon for the drive home.

Bob Enghart had the bye run and advanced to the next round.

Bracket Two – Round Three

Rich George vs Pete Rocco --- This was it! It all came down to this race. When the light went green Rich took a slight advantage off the starting line. This was a side by side race to the finish line where Rich edged out Pete for the win and advanced to the final round.

Paul Dubois put the smack on Bob Enghart off the line taking the win on a double breakout. Paul goes to the final round.

Bracket Two – Final Round

George Rich vs The John Jaffe's GS driven by Paul Dubois. BBB vs Turbo. Rich George had the advantage off the line with the better r/t. Paul Dubois tried to makeup for his sleepy .402 r/t on the top end but broke out, handing the win and the championship to RICH GEORGE. Congratulations Rich on another great year.

Editor's note; Please thank Joe Garcia and Paul DuBois the next time you see them for a great year's racing. Love the recaps of the races

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Please be ready for the upcoming elections of officers. The CCGSCA needs your help.

Director's Garage

Loyd Bonecutter

As the cold front approaches tonight, bringing in the cold weather later than usual this fall, I have to reflect on the great season we had with the cars. Shari and I are blessed with lots of time to go to many Midwest performance Buick events. We continue to meet folks As the cold front approaches tonight, bringing in the cold weather later than usual this fall, I have to reflect on the great season we had with the cars. Shari and I are blessed with lots of time

to go to many Midwest performance Buick events. We continue to meet folks who share our passion, combined with the folks we plan on seeing makes the events even more enjoyable. From the first venture in April with the car loaded, to the last return home in late October there are plenty of Chicagoland or Regional events to keep many weekends occupied. Winter season is time to prepare our vehicles for the upcoming season, and maybe get to a couple of the Chicagoland Chapter

activities planned to keep the winter blues away.

Our Christmas party is going from one month late this year to nearly two. It will be February 23, 2008, in Countryside, IL where the last two have been held. This is growing to be our best-attended event. There are many who want to change the name to the Holiday Season Party, but that just seems too politically correct to me.

Our January meeting at Casper's Electronics has been a traditional well-attended meeting with many folks attending who seldom come south of Palatine Road, it seems. As always John Spina puts on a great demonstration of new things developed for our Buicks and Jimmy Hussin backs him up with innovative ideas to keep our transmission shifting in spite of increasing amounts of torque.

The February meeting is further south than we have ever been. Paul Quinn with Midwest Hot

Rods Plainfield, Illinois has invited us to his shop. They restored George Voris' beautiful 1940 Buick Special that those of you who go to the BCA shows have seen. This should be very interesting to see who comes that far south on a chilly Sunday morning.

The March meeting is back at the Franklin Park Community Center. With the chilli contest this has grown to be another of our larger events. Mike Phillips always has some good information to share with us about our favorite big block engine. Last year we had 14 chilli's entered and our own Sauce King – Frank Jachowiak won.

I see that our newsletter is getting rather lengthy, which is my queue to keep this short. Here is to our Buick family having happy holidays, and to a great motorsport season next year. Winter is the time to get your Performance Buick ready for another great year.

Now for a few words from our Membership Chairwoman

Happy Holidays, everyone! It looks like the cold weather is finally getting here. We were blessed with some really nice warm days far into October and parts of November. Because of that, some folks got more racing in, and more cruising, also. It was nice to have the season extended a little!

We had a cruise night in September at Dukes. The weather was a little nippy, but we had a nice showing of classic thunder that night. We also had the Marquardt car show at the end of the month, winners included Bill Grupp with his Diplomat Blue Stage 1 Convertible, Bob Davys in his Riveria and Chris Gatch in his Grand National. I also want to thank Chris Gatch for helping Loyd park cars. We had a rain-date race at Great Lakes in September, also, along with a cook-out provided by Joe and Cindy Garcia. Thanks so much, you guys – no matter what you say, I know it's a little bit of work! We had a nice number of cars show up – thanks to all of you, too! And congrats to jacket winner Mark Rozak!

We had our last dyno session of the year at Al Thompson's new place of business in Crest Hill. This is a much larger facility, with lots of room

inside. I want to thank Barb Holda, Anna Gatch, and Linda Brelie for setting up the pizza and munchies. Big thanks go to Al and his lady Linda for opening up the place the morning after a wedding – you all know how that can be!

October also brought the B-O-P race in Cordova. This has to be one of my favorite races, because the drive to the area at this time of year is usually very colorful. Loyd and I like to make a weekend out of it, because the area is so cool, too. However, this year Loyd was under the weather so his racing got curtailed. The actual weather was iffy, too. I do have to say we had our biggest showing of Buicks since Loyd and I have started going to this race. Every year there seems to be more and more! Thanks all for helping show what the Buicks can do – particularly Perry Carlini, Tom Rix, Keith and Amanda Egan, and Rod Henderson!

We also had our last race of the year in October with our biggest showing of racers at a club event this year (besides the MWBC!) This race is traditionally at Byron, and has been a bit chilly in the past. We had perfect weather this time, and shared the track with about 400 other racers. Again,

thanks go out to Joe Garcia for running all over the place, running this event and racing! And thanks to all of you that attended – we ended on a high note, I think!

November brought our tech session at Bob Hill's Prestige Limo Service in Worth. It was so nice of Bob to let us have it there. Paul Castle did a presentation on ZDP, a gasoline additive. Then we ordered pizza and spent a lot of time just bench racing. Sometimes this can be the best fun! Thanks again to Paul and Bob.

I'm sure you'll see the fliers for some of the upcoming events elsewhere in the newsletter. January is our traditional meeting at Caspers in Mundelein, with Jimmy from Jimmy's transmissions there to answer questions. February is a tech session at a new place, Midwest Hot Rods in Plainfield, IL. February is also when our Holiday Party is (finally!) taking place – February 23, to be exact. Please note that we're asking for a \$5 deposit per person again this year, refundable at the door. We really need your RSVP's, too. Please help with that and be considerate, ok? March will be our annual Chili Cook-off, at the community center in Franklin Park. Mike Phillips from AMP will be there, available for questions.

Just a few of words about the license plates for 2008. We will not be doing those this year, and possibly ever again. The state is making restrictions on the designs, which will really leave us no room for a decent design. There are some other things going on with the distributions, too, one of which would be no out-of-staters would be able to purchase them. There's just too much going on to make it a painless deal, so we're opting out of it. Sorry to all who have purchased them in the past!

We need to welcome Samantha Rose Russo, born to Steve and Tammy on August 16. It was nice to see a girl mixed in with all these new born boys we're been having over the past year! Congrats go to the Russos!

Welcome back to members Rich Pawlak, Manteno, IL and Tom Wilson and Lawrence Gayles of Peoria, IL. Welcome to new members Scott Strefing, Galien, MI; John Brocar, Niles, IL; Marc Rozak, Willow Springs, IL; Jonathan Skrobot (and sons!), Naperville, IL; William Jones, Arlington Heights, IL; and James Boushley, Hanover Park, IL. Thanks for joining our club! And for the rest of you, don't forget that a lot of your memberships are up at the end of this year, so your dues are due in January. Please, please fill out the application elsewhere in the newsletter so that I have all up-to-date information.

As of this writing, we have 220 members. We also send out newsletters to 47 clubs, vendors, sponsors and advertisers. I don't know if we're the biggest – it doesn't matter to Loyd and I. I do think we have a great bunch of people with our members! Our volunteers are the bestest, too – we'd never be able to function without folks like Dave Anderson, Beth and Dana Andrews, Brad Berger, Paul and Linda Brelie, Paul Dubois, Joe and Cindy Garcia, Chris and Anna Gatch, Bill Grupp, Bob Hill, Barb and Mark Holda, Frank Jackowiak, Steve Ledger and Barb Carroll, Bob and Carol Nunes, Ken and Liz Stasiak, and Paul Vilser. Thank you so much!!

I hope everyone has a safe and happy holiday season! I'm looking forward to a great 2008!

Shari Bonecutter



We have been accused of developing Buick enthusiasts at an early age. Guess what!

We are GUILTY.

To the left Bill Grupp with Carter Grupp in training

To the right Brett Gatch getting his first trophy early.



Now for a little technical content. After all this is a car club newsletter. . . .

Old product ZDDPlus in a new package may save your flat tappet camshaft

When our Buick engines with flat tappet camshafts were produced, high levels of Zinc Dialkyl-Dithio-Phosphate could be found in our domestic oils. The API grade "SG" oils contained in excess of 0.12% ZDDP by weight. The AP grade of oil prior to this was "SF" and had ZDDP concentrations in excess of 0.15%. Unfortunately this has been phased out of the newer grades of oil as this product is poison to the catalytic converter. This has become a problem for camshaft manufacturers and engine builders, as flat tappet cams need the protection of a surface modifier to prevent metal to metal contact in this high load application.

Surface modifiers such as ZDDPlus replace the substance taken out of motor oil that any freshly rebuilt flat tappet cam, high lift or fast ramp flat tappet cam engine requires. A standard flat tappet cam engine with many miles will possibly operate satisfactorily with the newer oils, but the additive will reduce the possibility of wiping a camshaft. Modified cam profiles require this type of additive.

For those of you who have been attending our technical sessions have been following the concerns that have been raised by our engine builders. There have been lists shared of the available motor oils that have the zinc content necessary. This is finally a product that should solve the problem, by restoring available off the shelf motor oils to the pre 1988 levels of the surface modifiers that our flat tappet cam cars need. If you are interested in additional information on this product, contact Paul Castle at World of Motorworks. There is also information on the Buick bulletin boards.

Grade	Status	Specifications
SM	Current	For all current vehicle engines
SL	Current	For engines 2004 and older
SJ	Current	For engines 2001 and older
SH	Discontinued	For engines 1996 and older
SG	Discontinued	For engines 1993 and older.
SF	Discontinued	For engines 1988 and older.
SE	Discontinued	Not for gasoline engines made after 1979
SD	Discontinued	Not for gasoline engines made after 1971

Paul Castle - WORLD OF MOTORWORKS

TOLL FREE - 866-794-6320 • FAX -630-907-1255

web site - www.worldofmotorworks.com

email - zddplus@womw.net

Classified Ad Section

Wanted 1989 Indy Pace car:
Information leading to the purchase of the 1989 Indy Pace car, pre-production pilot car hardtop that was owned by PAS Inc. Photos and serial no. verification needed in first correspondence. Dave Willard #1298. 651-464-8621 (H) 651-248-5479 © 612-751-5718 (W) Thanks!

For Sale 1967 Buick Riviera

Dark Blue W/ Blk vinyl top, Blk Int. 430 CID, THM400, all original, 133,000 miles, newer tires, original wheels. Car in very good condition with all accessories working. Driver seat needs some work, some body filler and minor rust, vinyl top very weathered.

This car comes from a close family friend and Avid Buick Lover, he did not have the chance to finish the car before passing away. Having it go to another Avid Buick Lover, would make him and his

family smile. Car located in Lansing, IL, call Mike @ 708-895-0003 \$3300.00

For sale complete MAF Pro setup

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Caspers PNP harness \$150

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3 bar MAP sensor #16137039 worth \$70

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Complete package for \$1100 + shipping

Call Mark Holda at 708-466-8931 or email

M.Holda@comcast.net

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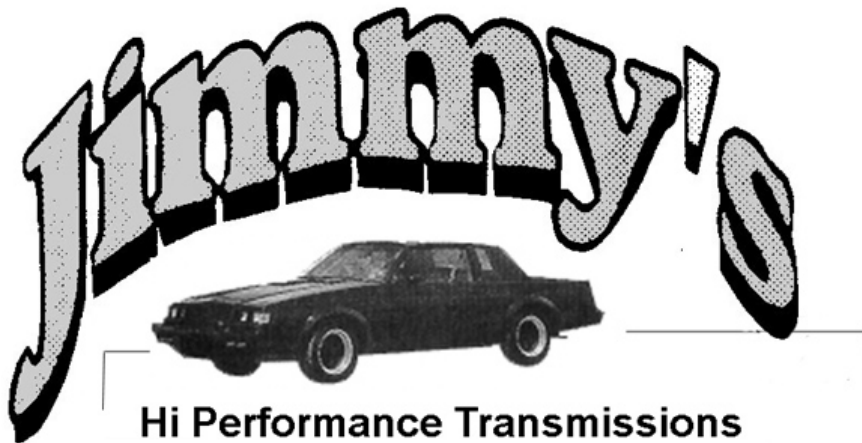
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References are available upon request.

Meeting & Technical Session
Sunday; January 13, 2008 @ 10:30 am
Casper's Electronics, Inc

Our first Meeting for 2008 will be at Casper's Electronics in Mundelein, IL featuring John Spina, and Jimmy Hussion.

John Spina, a member and advertiser for Chicagoland GSCA, supports our chapter in a number of ways and most important hosts one of the larger winter meetings. John is an electronics expert who develops many plug and play solutions to make our cars run to their fullest potential. He has developed and manufactures many innovative tools to help the tuning of our cars and has upgrade wiring harnesses and chips to make our aging cars run much better.

Jimmy Hussion owner and operator of Jimmy's Performance Transmissions, will also be on hand to fill us in on the developments he has been working on. He always has a few interesting tidbits of information on the needs of our TH 200R4s that take a real beating with increasing power. His job is increasingly challenging as we make our cars faster.

There should be something for our V8 Buick owners as well as Turbo Regal owners. I am looking forward to seeing you there.

Our regular business meeting will start at 10:30 am just before the technical session. Please bring lawn chairs. Yes, collect them out of the trunk of the GS or Turbo Regal where you had them stored from the last car show.

Jimmy's Transmissions
888 B. Tower Road
Mundelein, IL 60060
Jimmy Hussion
(847) 949-9230

Casper's Electronics, Inc.
133 Wilhelm Road
Mundelein, IL 60060
John Spina
(847) 247-0484



Directions to Casper's Electronics

- ⇒ I-94 (north of I-294 and I-94 junction) to Hwy. 60 (Town Line Rd.).
- ⇒ West on Hwy 60 about 5 miles past Hawthorne Shopping Center, to Butterfield Road.
- ⇒ Landmark: Just before Butterfield road on the south side of Town Line Road is an old round silo next to a Mobile station.
- ⇒ South (Left) on Butterfield. (Look familiar the other direction is the way to Jimmy's)
- ⇒ Once you have crossed the railroad tracks turn west (right) on Armor
- ⇒ Turn left (south) on Baskin
- ⇒ Casper's Electronics building's drive way is at the end of Baskin Street. The shop is near the southwest corner of the building.

**Please bring lawn chairs or folding chairs
to the Meeting and Technical Session.**

Need help with directions 847-247-0484- <http://www.chicagolandbuick.org>

Meeting & Technical Session
Sunday; February 10, 2008 @ 10:30 am
Midwest Hot Rods
10 East Main Street
Plainfield, Illinois 60544
Phone: 815-254-7637

Our second meeting for 2008 will be at Midwest Hot Rods in Plainfield, IL featuring Paul Quinn.

Paul Quinn and his partners are familiar with restoring Buicks in their 23,000 square feet of Hot Rod Shop that includes a 2,000 square foot parts room. BCA club member George Voris had his award winning 1940 Buick Special completed there, so this group comes highly recommended.

This is not only a great resource for restoration, but also a shop to purchase you hot rod specialty needs.

Our regular business meeting will start at 10:30 am just before the technical session. Please bring lawn chairs. Yes, collect them out of the trunk of the GS or Turbo Regal where you had them stored from the last car show.



Directions to Midwest Hot Rods

- ⇒ Take I-55 past Bolingbrook and the Weber Road Exit
- ⇒ Exit Hwy 126 toward Plainfield
- ⇒ Hwy 126 is Main Street
- ⇒ 10 East Main Street will be on the south side of the highway about 1 ½ miles from the exit.

**Please bring *lawn chairs or folding chairs*
to the Meeting and Technical Session.**

**Need help with directions
Call 815-254-7637**

<http://www.chicagolandbuick.org>



**YOU ARE INVITED TO THE
2007 CHRISTMAS PARTY
SATURDAY, FEBRUARY 23, 2008 at 5:00 PM**

PARTY IS FREE TO ALL PAID MEMBERS OF OUR CHAPTER & THEIR GUESTS

Winter in the Great Lakes Region is time to put your Performance Buick away. Fortunately the CCGSCA party offers a chance to celebrate the holiday season with your performance Buick buddies! While your winter Buick project is just getting underway, we ask you to brave the cold and come to our get together. We are offering very good beverages and food, provided by a good catering service this year as the past two years.

This year the party remains at: **Park Place Of Countryside
6240 Joliet Rd
Countryside, IL**

This is just west of LaGrange Rd (12, 20 & 45) on Joliet Road. Very easy to get to and across the street from the landmark William Tell Holiday Inn.

CCGSCA will pick up the tab for beer, wine, soft drinks and provide the meal. Other beverages will be available for a nominal fee.

Shari will gathering some more great door and raffle prizes that have become a tradition for our party making this one you should not miss. Be sure to mark this one down on your calendar

TO ATTEND WE NEED YOUR \$10 DEPOSIT OR A PROMISE TO PAY BY FEBRUARY 8. When you attend the party your deposit will be refunded. We had too many positive RSVPs with following no shows, for this expensive dinner.



Directions from I-55 North or South bound

- ✓ Exit LaGrange Road North
- ✓ At Joliet Road turn left (west)
- ✓ 6240 Joliet Road is about a ¼ mile to the left

If you partake in adult beverages, please arrange a designated driver, or plan on staying across the street at one of these hotels.

Hampton Inn 6251 Joliet Road Countryside, IL 60525 1-708-354-5200	Holiday Inn/William Tell 6201 W. Joliet Road Countryside, IL 60525 708-3544200
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Have a safe and joyous holiday season.

Please be sure to review our web site for any last minute changes

<http://www.chicagolandbuick.org>

Lost ??? Park Places' Phone # is 708-588-1756

PLANNING ON ATTENDING? WE NEED YOUR DEPOSIT BY FEBRUARY 8 AT:

Chicagoland GSCA Party
 4010 Raymond Ave.
 Brookfield, IL 60513

2008 APPLICATION / RENEWAL FORM

MEMBERSHIP PERIOD JANUARY 1 TO DECEMBER 31

WEBSITE ADDRESS — [HTTP://WWW.CHICAGOLANDBUICK.ORG](http://www.chicagolandbuick.org)

Founded in 1994 the Chicagoland Chapter is among the larger Chapters of the of the **BUICK GRAN SPORT CLUB OF AMERICA**. **GSCA** promotes Buick performance and preservation of products manufactured by the Buick Motor Division. Our Chapter sponsors, participates in or promotes regular meetings, technical sessions, car shows, drag racing at tracks, cruises, national events and sharing of technical data and parts sources. Our newsletter "Fast Times" is your ticket to "Going Fast with Class".

RENEWAL ☐

NEW MEMBER ☐

Last Name: _____ First Name: _____

Chicago GSCA #: _____ National GSCA #: _____

(Number is purely optional if you know it)

(From the mailing label on your GSXtra)

Address: _____ City: _____

State: _____ Zip+4: _____ E-Mail: _____

Home Phone #: _____ Cell ☐ or Work Phone ☐ #: _____

Skills: _____

(Automotive related skills or experience that may be shared with other members)

INTERESTS: ☐ Car Shows ☐ Socialize ☐ Buick Performance
☐ Cruises ☐ Car Maintenance ☐ Technical Sessions
☐ Drag Racing ☐ Area Service ☐ Part Recommendations

(Please check interests you may participate in)

Please list your Buick Automobiles and/or Buick powered cars: (Use the back of the form if needed)

Year _____ Model: _____ Engine _____ cu. in. Color: _____

Performance ☐ 1/4 mile ☐ 1/8 mile MPH _____ Time _____ 60ft. Time _____

Comments: _____

Year _____ Model: _____ Engine _____ cu. in. Color: _____

Performance ☐ 1/4 mile ☐ 1/8 mile MPH _____ Time _____ 60ft. Time _____

Comments: _____

Please send application with a check payable to **CCGSCA** and mail to:

Ver 2008.0

Shari Bonecutter * Membership Chairman * 4010 Raymond Ave. * Brookfield, IL 60513-1846

Dues for 2007 continue to be **\$20.00**.

We recommend membership in the GSCA.



An affiliate Chapter of GSCA; 625 Pine Point Circle; Valdosta, Georgia 31602