

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

Volume 14 Issue 2 Fall 2008

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

912-244-0577



Jeremy & Beth Race's Hot Air Transformed GN

My love for Buicks began when I was 16 years old. I had saved up from two summer jobs and went out and purchased a 1981 Buick Regal with 60 some thousand miles on it. It was a V6, with absolutely no power options. Gold with Gold interior and it had bench seating and a column shifter. The car lasted a year and a half until my brother destroyed the transmission in a snow storm and I couldn't afford to have it fixed.

Four years later I was looking for another Buick. I knew very little about Grand Nationals, All I really knew about them was they were fast, black, and rare. I had no idea there was a difference between the 84/85 and the 86/87. In my quest for a car I came across an 85 that was for sale by the original owner. It only had 48,500 miles on it. I bought it the day I took it for a test drive. It was my daily driver except in winter when I stored it. Soon after purchasing the car I joined the club and soon after joining the club I began modifying

the car. The first thing I upgraded was the exhaust to a 2 ½ "downpipe a new up pipe and a torque Tech 2 1/2" dual with flow master mufflers. I also put the typical gauges knock, boost, temp and oil in. I took it to the track in Joliet and did a 14.8 on 12 psi of boost in the ¼ mile. With that not being fast enough, I upgraded the fuel pump to a walbro, the injectors to a 42.5 pound per hour rated, adjustable fuel pressure regulator adjustable boost activator homemade cold air kit, alky kit, dump pipe, chip, new springs, shock boxed lowers and air bags. Unfortunately my acquired work schedule made it very difficult for me to take it back to the drag strip. I was able to take it to a dyno day at ANS. It had 230 horsepower and 327 ft. pounds of torque.

A few years passed and I had put the car up for sale due to lack of work. Luckily no one wanted to buy it for what I was asking. 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 January, June 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 providing Buick Motorsport activities for our members. Fresh ideas are vital to keep the Club exciting. By distributing the work among more volunteers make it more enjoyable for all. The tasks are easy, generally fun, plus you will always have plenty of help.

Upcoming Events

Sep 14 - CCGSCA Race #4 Byron Dragway, Byron Illinois.

Sept 21 BOPC Car Show @ Marquardt in Barrington, IL

Sept 27- Meeting at Cars of America in Glenview, IL

Sept 28 – Cruise at Heroes West Sports Grill – Joliet, IL

Oct 11 - BOP race Cordova Raceway, Cordova Illinois

Oct 18 - Dyno Day at Street Stuff in Addison

Oct 26 - CCGSCA Race #5 "The Finals" Byron. IL

Nov 9 - Meeting and Technical Session in Franklin Park

Jan – Holiday Party dates to be announced

Jan 22 & 23 – Drag Race Expo in Schaumburg, IL

May 12 to 16, 2009 – GS Nationals in Bowling Green, KY

Hot air Transformed Continued: The transmission went and I took it to Jimmy for a rebuild. I also upgraded the radiator to an F-body Modene 150. Soon after I upgraded the Trans and Rad the engine seized up on me. Not having a garage at the time, the car went up for sale again and once again no one made me a reasonable offer.

The car sat for a few months until we bought a home with a garage. Then the fun began on the conversion. I figured since the car was stuck with me I would convert it to intercooled make it faster and have a larger variety of parts for future upgrades. I borrowed Loyd's hoist and pulled the engine. When it was pulled with the timing cover, pan intake and heads, and mains off I still couldn't figure out why the crank and cam wouldn't turn until Loyd hit the wedged and broken crank out of block. Not wanting to trust this block I got a block that Loyd had from a parts car. With the help of Paul Dubois he showed us how to rebuild a short block. I sent the heads and intake to Wagon Rick to be machined. Thanks to Mike Weber and Steve Pitts who filled a majority of the parts that I needed for the conversion.

It's a long list. Here is the list of parts you would need to do the swap. Wiring harness, downpipe, passenger header and crossover pipe, turbo, and heat shield you'll need both the J bracket and shaft bracket, oil feed and return lines to turbo, I went with steel braided, intercooler with brackets, up pipe from intercooler, throttle body and plenum, intake manifold all the sensors and temp sensor/water neck housing electric fan, belt tensioner, accessory bracket with braces for the alternator and ac compressor, which are different as well, ac lines, top radiator brace, fuel lines, and fuel rail, ecm coil pack and ignition which I had already swapped when the car was a hot air needed special two piece brace. The MAF sensor which I also swapped when the car was a hot air is different so I went with an LS1 with translator because good stock ones are hard to come by. Passenger side valve cover, crank pulley, throttle and trans cable, engine and trans dipstick tubes, power steering pump along with reservoir and bracket, air intake, plug wires and finally the air temp sensor. I'm sure there are a few things missing but after putting a car together with a list of things like this you can imagine I'm a little scatter brained.

While the engine was out and I was trying to locate the harder to find parts I painted the frame and

under carriage with POR- 15. Let's just say you never want to get that stuff on your skin anywhere because you'll never get it off. At that time I also replaced all the body and suspension bushings with the poly ones from the Energy Suspension kit for our cars along with the Trans and motor mounts.

Luckily for me Loyd only lives in the next town over and came over to help me put the heads on the block and then the block in the car. He was also nice enough to drive over on his lunch breaks and park his Daily driver facing my car so I could figure out how to hook up and run all the vacuum lines along with everything else because before this I wasn't familiar with intercooled cars at all.

After the parts were assembled it was time to break in the flat tappet cam. This was amusing to say the least because whatever could go wrong did. I wiped a cam shaft lobe so I did the only sensible thing and went with a hydraulic roller from Full Throttle. The car is up and running now - I'm just trying to get it to run smoothly. It's plagued with a lot of little intermittent gremlins. I thought the brand new alternator was bad so I replaced it with a 240 amp but it turned out to be the exciter wire. Thought the coil or ignition was going bad so I replaced it with a type II ignition and MSD coils. But I'm still having trouble; it starts and runs well for a short time but then I get all kinds of goofy stuff happening. Turns out that it was the Translator + so it looks like I might be up grading to a MAF Translator GEN II.

Current Modifications

- PTE 51 Turbo
- 009 42.5 injectors
- RJC power plate
- 210/215 Comp Cam Hydraulic Roller Cam with Beehive Springs
- 240 Amp Alternator
- Ported and polished heads and intake
- F Body Radiator
- Cold air Kit
- 3.5 MAF and Translator Plus
- 3" downpipe with external waste gate and dump pipe
- 3" single shot exhaust with Magna Flow muffler
- High Flow water pump
- 160 degree stat

Current Modifications Continued

- Jimmy's J-200 4RSS Transmission with 2800 stall and external cooler
- H&R Parts Motor and Transmission Mount
- Energy Suspension body bushings
- Boxed lower and upper control arms with poly bushings
- Type II ignition module with MSD coils and wires

Future Modifications

- MAF Translator GEN II with wideband O2
- Vigilante Torque Convertor
- Bigger injectors
- Bigger turbo
- Front Mount Intercooler
- A lot of black powder coated engine parts
- New Paint
- And the list goes on and on and on



From this Hot Air Setup



To this Intercooled Setup

This is one gorgeous Grand National . . hope to see it out soon. Editor

Directors Garage

Loyd Bonecutter

The eleventh Midwest Buick Challenge is in the history books and in spite of the economy, energy prices and the normal weatherman's threat of rain for most of the weekend it was well attended therefore great. With rains earlier Friday, Tim the track dude called off Friday's session, based on the Doppler radars view of rains all evening. Tim soon regretted that decision as the rains moved on and the evening was beautiful. For those of us who made it to the Simington Lake Drive Inn we had at least 20 Turbo Regals and 4 GS/Skylarks come out, drawing a lot of attention from the regular patrons who swung by.

We had 62 cars participate in the all Buick Saturday. The earlier rains caused a slight delay in getting the track up in the morning, but with clear skies all day we not only got the entire program in, but got any test and tune run for everybody who wanted them. We even had the lane open for one last run after the

eliminations that helped one racer sort out some problems that he could not figure out earlier in the day.

Sunday we had 17 participants in Modified instead of Bracket 1, and 5 participants in Street in lieu of Bracket 2. TSO saw 5 participants that were extremely fast. The locals who rarely see Turbo Regals in action were amazed at the performance of the little V6 and how quite the cars were. Bobb Mackley with his overtorqued monster was fun to watch as he tried to hook all weekend, and Rod Hendrickson pulled off some fantastic runs. It was great seeing Danie run the old Skyhawk.

Please take a look at the fall line up we have put together for you. Dana Andrews got a great place for October meeting and for anybody who has seen Tom Rix's car hook, knows his ability to set up a chassis for racing is second to none.

The new dyno place should be fun, but we need 10 cars to fill out the day. As of now only three have signed up, It is getting later in the year, but this is a great opportunity to baseline your set up before the winter changes.

For all who have been waiting here are the results of the 2008 Midwest Buick Challenge:

TSM

Winner was Steve Hughes

Runner-up was Scott Simpson

Excellent showing for TSM, with about 10 or so cars racing

Quick 16 (had 12 participants this year)

Participants included:

- Jim Dotson Middleboro, KY
- Jerry Switec Canfield, OH
- Keith Egan Hartford, WI
- Dave Roland MaComb, MI
- Lawrence Clark Chicago, IL
- Jack Fisher McHenry, IL
- Dan Rocco Lombard, IL
- Steve Pitts Chicago, IL
- Roberta Vasilow Flint, MI
- Amy Mackley Hasting, MI
- Chris Lyons Boardman, OH
- Bobb Mackley Hasting, MI

Winner was Lawrence Clark, with Jim Dotson taking second.

Alcohol Class

Winner was Tim Galloway Others running were Steve Else (Sweet6) - West Chgo Burbs, Bruce Jones - Southern MI. and one other racer.

BCO race

1st place was Dan Rocco

2nd place was Dana Andrews

The ladies race only had 2 participants in it

1st place was Beth Andrews -

2nd place was Lisa Duggan

Car show

Class 1 - GS All Years

1st place - Harley Cordell - Red '65 GS

2nd place - Karen Ciesiolka - Red '70 455

Convertible

Class 2 - Turbo - All Years

1st place - Rick Hunt - '87 T-Type

2nd place - Russ Ciesiolka - '86 GN

Class 3 - General Buick

1st place - Steve Smith - Blue '70 Skylark

2nd place - Frank Jackowiak - Beige '65

Skylark Convertible

Class 4 - Modified

1st- Anthony Thornton - '85 GN

2nd - Eric Barth - Green '55 Buick Special

People's Choice - Cash Award from both Clubs

Paul Vilser - Yellow '70 GSX

Winners of Bracket 1

Due to the rains the night before Bracket 1 was joined in with the Modified program. We had 17 participants in Bracket 1 with 6 winners in the first round.

Unfortunately all 6 lost the second round. The winners agreed the 1st and 2nd place pot would be split between all racers. The winnings were rounded up and checks were presented to:

- Bobb Mackley
- David Day
- George Wolfenburger
- Dave Leonhart
- Jack Fisher
- Joe Garcia

Winners of Bracket 2

We had five participants in Bracket 2 and two won the first round. For the second round Pete Rocco won and Dave Kolecki lost.

For TSO

There were five Participants for TSO

First round Odel Cantrel beat Chris Lyons who was having problems with his car and Dave Fiscus edged out Brad Tennison, with Ted Achatz having the bye run taking it easy on his equipment, making an 11.33 pass.]

Second round Dave Fiscos had the bye, and Ted Achatz edged out Odel Cantrel

In the final round Ted Achatz edged out Dave Fiscos

I appreciate all the folks who put a lot of time and effort into this event. This is truly a great event that receives a lot of support from Chicagoland, Indiana Chapters plus the South Bend TR Syndicate. They gathered cash and a lot of giveaways

Please be sure to take your Buick out for one of our events as fall approaches. This is probably the best time of year to use you Performance Buick. Hope to see you and your car.

Membership Scribbling

Shari Bonecutter

Hi Everyone! Well, I'm typing this in August, as Loyd and I are trying to get things wrapped up for the Midwest Buick Challenge. I thought I'd have a better chance of remembering things before the event!

Has everyone's summer just whizzed by? I can't believe that so many events have already taken place. Just look at all the races we've already had – Joe Garcia and his wife have been very busy! We've had many cruise nights and a few car shows – Chris always has an ambitious schedule. Let's see what I can remember....

The Drive Inn night at the Cascade Drive Inn was a lot of fun. We met at Augustino's in West Chicago and ate first, then drove in together. We probably had only 8 cars there but that's ok – we all parked in the first row and sat together to watch Kung Fu Panda and Get Smart. The weather was iffy late in the afternoon, but was wonderful while we were there. The rain started again on the ride home – what timing, eh? I would love to do this again in September or October – stay tuned....

The 4th of July car show was awesome!! For some reason, it was the largest in several years – maybe because the weather was superb? We had 300 registered cars, with maybe another 60 after we ran out of registration forms. 64 of them were Buicks, with maybe another 15 non-registered. We ran out of goody bags, parking places – it was amazing! I want to thank everyone that worked their hiniies off – Beth, Barb, Carol, Wayne, Paul, Bob, Chris, Steve. We were super-busy with all the cars. We had 2 great examples of how our Buick folks are class acts. We had a 50-50 raffle with the Ronald McDonald Hospital going – and we raised \$705 towards the cause! When Carol Jackowiak won the raffle, she gave the money back to the hospital! Bob Hill had donated some gas cards and a round-trip limo ride (he owns Prestige Limo) for door prizes or raffle prizes. We used the limo ride for the raffle, and Bob and Carol Nunes won the limo ride. They also donated it back to the hospital, for a family that needs to get to and from the airport. I was so proud of our community – for all the donations! Paul Castle also donated some bottles of ZDDPlus – thanks, Paul! The only thing I was disappointed in was that only 8 Buicks were voted for – you guys need to quit talking so much and vote for your cars!! We have Buick specific trophies at this event and it was tough to award them! But thank you all so much for sharing your day with us – it was quite a show!

A bunch of us attended the Franklin Park car show – mostly Turbo cars, for a change. Again the weather was nice, and we all feasted on Al's Chicago shrimp and scallops, across the street. Bob Nunes manages to save us room so that we can all park together, so it made for a nice display of Buick Thunder! Thanks to all that came out.

The Turbobuick.com Midwest Meet was at Volo, this year, and that too, was an amazing show of force. I'm not sure of the car count, but you had all kinds there – a token GNX (good show, Alex!), all years of GN's, several T-Types, Tom's Caddy, John Spina's Cobra – it was quite the show! The weather was great, again, and some of our folks had a picnic lunch. Big thanks to Bob Ward for arranging for this event. It's definitely something to keep your eye out for next year.

Member news: Mrs. & Mrs. Rich Pawlak welcomed 10-pound Braydon David on June 6, 2008. I've heard of at least one project under construction so stay tuned...

I missed sending Rich Fitzmaurice get-well wishes in the last newsletter. I totally spaced it out, and now they are not needed. He proved that by getting kicked off the track at Osceola for going too fast without a cage. Glad to see you back in the saddle, Rich!

Welcome to the following new members: Jeff Wolfenbarger of Kankakee, IL; Pete Van Tholen of Bolingbrook, IL; Jim Rorabaugh of Milwaukee, WI; Steve Hajek of Glendale Heights, IL; and Clarence Ward of Oak Park, IL. Welcome back to Devin Tornow of Peoria, IL. Glad to have you all a part of the family!

The Midwest Challenge has now come and gone, and I have a big bunch of folks to thank. Major thanks to Steve Kelly for the use of the tent – it really saved our butts, especially on Saturday. Thanks to Deb Ferry, Beth and Carol for stuffing the program bags – that was a big help! Thanks to the IN Chapter for running the car show – Tim and Lisa Duggan, Linda Sue and Tom Bratcher, (even though she said she didn't help!), Russ & Karen Ciesiolka, Tom Brown – you guys in particular worked hard. It really came off well!

At the track, we could not have pulled it off without Paul Brelie, Barb and Mark Holda, Roberta Vasilow, Paula Dulli, Beth and Dana Andrews, Carol and Bob Nunes, Tim Kereny, and Wayne Smith. Loyd and I really appreciate the time and effort you guys contributed to help.

I also want to thank the track folks who helped things run smoothly, too. And last but not least – there is a group of local racers – specifically Tim and Shane Galloway, Patrick Hall and Sam Colalillo. These guys raised \$750 from local sponsors to help fund some of the races. There was also a list of prizes, which will be covered elsewhere. Thanks so much to

these guys – and whomever I forgot to mention. You guys are awesome!

In closing, Loyd, Paul, Dana and Bob just got the fall schedule put together. I hope to see some of you at some of these tech sessions. They look to be fun, especially the dyno session. Take care, all!

Please seriously think about the future of the Chapter . . volunteer to be an officer

Wanted to Buy:

I am looking for 350 short block motor. Preferably, already done and put together so I can just drop her in. Does anyone know of anyone selling one? It seems my block on the wagon has a small crack in it, and that it cannot be repaired. It is not imperative I get this done ASAP. I'm just throwing it out there for next year. Any help on this would be much appreciated! Mike La Mantia - 708-385-0503 or cell 708-299-1915

* * * * *

1970-72 Stock mono AM-FM radio for GS or Skylark. Please write: Raymond Schordie, P.O. Box 925, Redgranite, WI 54970-0925

* * * * *

For Sale:

Solid lift roller cam and lifters for a v-6. I don't know too much about the cam. It came with a couple pieces I wanted and seller wouldn't break up the set.

Back of cam reads:

- cd 320/325 - 07 stg 2
- 135
- nn4379

Both cam and lifter appear to be in good shape. Sell both for \$100.00

Call Wayne Smith at 708-354-0130

Hot air parts

I still have a ton of good used hot air parts left over. Since I don't want to take them with when I eventually move, will some one please take them? I'll give you a good deal on any of it you want. I still have the fuel rail with new Caspers harness, fan and the top shroud, fuel lines that run from the frame along the engine to the rail, good working maf, almost brand new alternator, almost brand new belts. There is a ton of stuff I'm not listing because I can't remember what I have and I don't want to pull them off the shelves if I don't have to. If you need something let me know and I'll check or you can come over and rummage for your self. Call Jeremy at 708-426-5320

* * * * *

Holley fuel system

Holley 12-706-1 250 gph pump - 352.00 new

Holley 162-515 filter recommended for the above pump - 151.00 new

Holley 17-707 4 port pressure regulator recommended for above pump - 172.00 new

New cost - 675.00 Will sell all for \$350 obo + shipping. Call Carl Creque at 773-875-4866



Owner - Dennis Butt

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Caspers Electronics – John Spina

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847-247-0484
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John and his staff offer Turbo Regal electrical components from plug and play restoration, upgrades to the harness, to adapter harnesses for aftermarket computer systems. His products are truly innovative.

Champion Racing Heads - Tom Allen

13 Hargrove Grade
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Champion Racing Heads supplies Buick racers with GN1 Aluminum Heads, CNC Ported Iron Heads, GN1 Intake Manifolds, Fuel Rail kits, Billet Alternator Brackets & much more

Cottons Performance Center

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<http://www.cottonsperformance.com>

The Jack drives the pumpkin Turbo Regal at many of the Buick event to demonstrate the capabilities of his products and service. His service for the Buick community with great parts is second to none.

Finish Line Motorsports Geof Ketchum / Bobb Mackley

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616-756-5101
(Geof) Lstg3@iserv.net
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Midwest Buick Challenge Sponsors

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Mike has been supporting the turbo Regal community for a number of years and offers a number of innovative products that are second to none for increasing the performance of our cars.

Indiana Chapter Gran Sport Club of America

www.indianabuick.org

The Indiana Chapter Buick Gran Sport Club of America is dedicated to the maintenance, preservation, and restoration of performance Buicks including but not limited to GS, Riviera, and Turbo Regals which collectively demonstrate that Buick is second to none in performance, aesthetics and quality engineering.

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<http://www.worldofmotorworks.com>

Paul offers Chicagoland members a local place to buy Turbo Regal upgrade and service parts. Additionally he is a local supplier of ZDDP that our flat tappet cars with high lift cams need.

Bronze Level Sponsors

A Alert Auto Service - Tom Osec

3632 W Fullerton Ave
Chicago, IL 60647
773- 384-9000
fastcts@hotmail.com

Tom knows his turbo Regals and as the owner of the Buick V6 powered CTS Cadillac known as the Radilac, knows how to make them reliable and run. Great resource in Chicago's north side.

M&M Auto Appraisers - Mike Grippo

584 Broomspun St.
Henderson, NV. 89015
702-568-5120
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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 member's cars.

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Pro-Trac Turbo Specialties

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Dennis' fascination with Turbo Regals started in 1992 with the purchase of a 1985 T-Type w/ a blown engine. In the course of rebuilding this car he decided that he would help others with their upgrades too. Is a great resource in the southwest Burbs.

Poston Enterprise – Jennifer Daw

200 Ewing Lane
Atmore, OH. 36562
800-635-9781
www.postonbuick.com

For over 20 years, Poston Enterprises has been a leader in Buick restoration & performance engine parts. They have an extensive line of parts for early Skylarks, GS & GSX, as well as focusing on 81- 85 Turbo Regals. We welcome Jennifer Daw as the new owner.

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Sauce King barbeque sauce has a zesty flavor that will never let you down and you'll never want to be out of it. Once you try it you'll be hooked, ask our members.

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520-370-4067
tpkgsx@aol.com

Nephew of Dick Kereny of TSM fame, Tim is into Buick as well and is a veteran attendee of the MWBC. For those who do business in the Tucson area, know Tim's services are second to none.

A group of Turbo Regal fans in the South Bend area gathered the following sponsors:

Affordable Systems
3702 W Sample St,
South Bend, IN
Jason @ (574) 288-1999

Scott's Paint & Performance
30446 County Road 12 / Elkhart, IN 46514
Scott @ (574)329-6390

Competition Components
Sam Colalillo and Patrick Hall
Makers of Turbo Regal parts sold thru jobbers.

Ultimate Paintball
127 E, Windsor Ave., Suite 14
Elkhart, IN
(574) 361-2983

Discount Tire Company
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Metro Beverages Incorporated
3707 Lathrop St, / South Bend, IN
(574) 234-6075

Thanks to: Sam Colalillo; Patrick Hall; Jason – affordablegn; Tim Galloway and Shane Galloway

Tech Session at Cars of America Inc. featuring Tom Rix **Saturday, September 27 @ 9:30 pm**

We are in for a treat, Tom Rix has agreed to share many of his suspension secrets with us in a Technical Session. This will be held at Dana Andrew's shop in Glenview, with plenty of space for the scales and a lift to use. Please please bring a chair! Please thank Dana and his fellow workers at Cars for use of the facility. Session will be at:

Cars of America Inc
1727 Chestnut Ave
Glenview, IL 60025
(847) 724-6724

<http://www.mycarefreecar.com>

Meeting to start at 9:30 AM
 Lunch will be served

Directions:

- Take I-294 North to Willow Road.
- Stay right o ramp, and merge onto Willow Road.
- Willow Road to IL-43 Waukegan Road – turn right.
- Go to Chestnut Avenue and turn right



Cruise/Show at Heroes West Sports Grill **Sunday, September 28 @ 3:00 pm**

Come join us for a social gathering at Heroes West Sports Grill. We will have an informal line-up of Buicks starting at 3:00 pm. Folks can go in and eat as you want. We had this before at their old location and a great time was had by all!

Heroes West Sports Grill 1530 Commerce Drive Joliet, IL 60431	Come anytime after 3:00 PM for the cruise and have dinner at Heroes West
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Directions:

- Take I-55 south to I-80 exit 250A toward Toledo, OH.
- Take I-80 to exit 127, Empress Road/Houbolt Road.
- Turn left onto Houbolt Road.
- Turn left onto Rock Creek Boulevard.
- Turn left at Commerce Lane.
- The Grill is located next to the Ramada.

<http://www.chicagolandbuick.org>

Chicagoland Chapter BCA – Fall CAR SHOW

Chicagoland BCA with the dealership listed below is hosting a free car show, 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 21, 2008
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.

Buick Olds Pontiac Race and Fun Day

Gates Open - 9:00 am

Time Trials at 9:30 am

Eliminations at 1:00pm

Saturday - October 11, 2008

Cordova Dragway Park

19425 IL Rt #84

Cordova, IL. 61242

Track Operator - Scott Gardner

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



A growing group of us have been going to this excellent event for 7 years now. The track help is very friendly and helpful. At this time of year the drive along the Mississippi is beautiful. Well worth the short drive. Let us show the Olds and Pontiac owners what Buick torque is about.

Directions from Chicago:

- Interstate 88 to exit 18
- West on US 30 west through Albany, IL to Hwy 84
- South on Hwy 84
- Track off Hwy 84 about 3 miles down the road

or

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

<http://www.cordovadrag.com/2008/events/bop.html>



Meeting and Technical Session November 9, 2008

Suburban Welding
9820 Franklin Ave.; Franklin Park, IL
847-678-1264

Bob Nunes has something cooked up for us in November. His buddy Brian has a welding shop in Franklin Park that is car enthusiast friendly. More to come .

<p>Directions from I-290</p> <ul style="list-style-type: none"> ▪ I-290 (Eisenhower Expressway) to 25th Avenue Exit ▪ North on 25th Avenue and continue past Grand Avenue to Franklin Avenue. ▪ Turn left (northwest) on Franklin Avenue. ▪ Continue past traffic signal at Belmont ▪ Suburban Welding unity Center is at the northeast corner of the intersection 	<p>Directions from I-294 Southbound</p> <ul style="list-style-type: none"> ▪ I-294 to Irving Park Road (exit available southbound only) ▪ East on Irving Park Road to 25th Avenue ▪ South (right turn) on 25th Avenue ▪ Continue past the Rail Road Tracks in Franklin Park ▪ Next intersection is Franklin Avenue. ▪ Turn right (northeast) on Franklin Avenue ▪ Continue past traffic signal at Belmont ▪ Suburban Welding unity Center is at the northeast corner of the intersection
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Parking available in back. - Bring your lawn chairs.



**Saturday – October 4, 2008 bring your collector Buick & park
with us in the first row**

<p style="text-align: center;">Cascade Drive In 1000 E. North Avenue West Chicago, IL http://www.cascadedrivein.com Box Office opens at 7:00 PM South side of North Avenue about 1 ½ miles East of Rt. 59</p>	<p style="text-align: center;">Augustino's Deli 300 W. North Avenue West Chicago, IL 60185 630-293-8602 South side of North Avenue about a 1/8 Mile East of Rt. 59</p>
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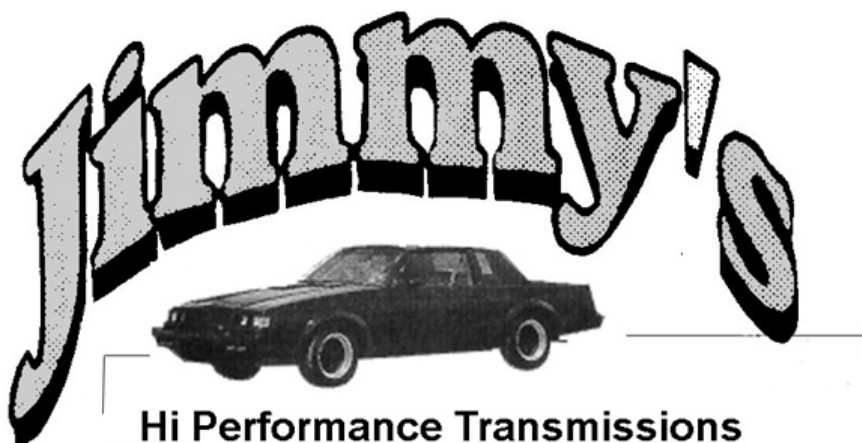
Many of us meet at Augustino's Deli around 5:30 PM for something to eat then caravan into the Drive in together at about 7:00 PM.

If you cannot get to Augustino's before 7:00 PM, just come to the Drive in. We will be in our Buicks near the front. **Be sure to wear warm clothes and bring a lawn chair.**

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