



Steve Else's 1989 Turbo Trans Am

Buick Power in a Pontiac

In the fall of 2004 I was looking at the "cars for sale" section of Turbobuick.com and came across a 1989 Pontiac Turbo Trans Am in Algonquin. The car caught my eye and as I saw his selling price drop over the next several weeks, I started to become interested in buying it. The guy then listed it on Ebay and it ended up selling for \$2,000 more than it was listed for on Turbobuick.com. In a sense I was happy since I did not really have space for a 2nd toy. My first toy is a 1987 Buick Grand National that my Dad had purchased brand new.

Anyway, I was still browsing the car for sale section on Turbobuick.com and I came across another TTA that was for sale in Champaign, IL. It was priced similarly to the one I was previously looking at. I had the guy send me some pictures and thought about it for a few days. I was supposed to go look at the car on a Sunday in late September. I ended up going to the bank on Saturday to get a cashier's check since I figured I would buy it on the spot if the car was what I expected.

When Sunday rolled around I was still on the fence about buying the car. I had all day Sunday to think about it since the guy who owned the TTA would not be available until 7pm. Good thing there was a car show at Hooters in Downers Grove that day to pass the time!!! After being at a car show all day and having a few beers to think about it, I decided that I would buy the car if it had been what the guy had told me. So we left from Hooters and drove down to Champaign in the early evening to look at the car. The car was as described by the owner.

The car was in good shape and all of the electronics worked. The car was all stock down to the chip and airbox. The car ran pretty good when I first got it. The factory boost solenoid was a little goofy. The boost would go up the 15lbs and would drop to 12lbs and the car idled a little rough on the cold start. I expected to go over the car anyway and do the standard "spring cleaning" anyway.

As soon as I got the car home, I had a full detail done to the car inside and out.

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

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Membership Policy & Dues

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

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

Chapter Web Page

<http://www.chicagolandbuick.org>

Member's Change of Address

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

Membership Renewal

Please check the label on your newsletter. If your membership 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 3 - Orland Hills Cruise– Ricobene's, 9135 W. 159th
- Sep 11-12 – BOP races at Byron Dragway
- Sep 11 – Route 66 Car Show – Ogden Ave. Berwyn
- Sep 11 & 12 – CCGSCA Race #4 and BOP at Byron
- Sep 17 & 18 - Pure Stock Drags – Stanton, MI
- Sep 26 – Marquardt BOPC Car Show
- Sep 26 – Riverside Car Show
- Sep 29 – Naperville Cruise - Crest Creek Shopping Center
- Oct 1-2 East Coast Buick Regionals – Cecil Co, Maryland
- Oct 3 – CCGSCA Race #5 at Great Lakes
- Oct 9 – BOP races at Cordova Dragway
- Oct 20 to 23 – GS Nationals in Bowling Green, KY
- Nov 13 – Meeting and Technical Session in Darien
- May 20-22, 2011 – Buick Race Day – Norwalk, OH
- Jul 29-31, 2011 BPG Horsepower Nationals – Hebron, OH

Continued from Page 1 Then I changed the oil, spark plugs, and the other usual stuff along with a manual boost controller. After doing that, the car ran great! I soon put the car away for the winter.

In spring 2005, I got a GT3255 turbo, Dutt neck intercooler, and 50lb injectors. I then ordered a 100 octane chip from Turbo Tweak and had Dennis Butt make me a test pipe with a dump. My goal with this car was to have a 12.00 street car. So these parts would easily make that goal achievable. In spring of 2005 we went to a Test and Tune at Rt 66. I ended up running a best of 12.80s that day. Not bad for a first time out with a car that was never run before. We went to Byron next for the Samantha Rix race. I ended up getting the car down to 12.20s that day, which I was somewhat happy with. Based on my experience with the Grand National, I knew it would go faster. But after that trip to the track, I noticed the stock transmission was kind of sloppy. So I decided to take it to Jimmy for a new transmission and a 10" Neal Chance converter. The transmission and converter turned out great. The GT3255 spooled great with the stock converter and now the boost was instant with the new converter. I also decided to run 110 octane the next time out and see what it could do. That fall, at Byron I got the car down to 11.83. The car would run 11.90s.-12.00s at 110+ consistently with that set up and low 20lbs of boost. Overall I was happy with how the car ran.



In the fall of 2007, I installed a Razor Alkycontrol alcohol injection system and a 3" Terry Houston

downpipe. The new mods netted me with an 11.70 ET. with a low 1.7 60 ft time. In the spring of 2008 I upgraded the Neal Chance converter to a 5 disc 3200 Vigilante and turned the boost up. With these new mods I was able to get down to a best of 11.51@121 with mediocre 1.70 60 ft times. So I was happy with the car and after doing some research it was up there with the fastest MPH out of a GT3255 turbo. It probably would have gone 11.30s if I could have achieved 1.60 or better 60fts.

In the summer of 2009 with all of the hoopla over the new Billet wheel turbos I decided I would try one. I ended up getting a journal bearing 6262. The spool up was noticeably slower than the 3255 which was expected. But it also seemed to pull quite a bit harder and was much quieter.

At the club race at Byron in September 2009 was my first trip out with the new turbo. My best that day was an 11.30@124.8 with a mid 1.7 60ft. I knew if I worked on the 60ft that 10s were possible on a perfect run. So what better time to try it than the last club race at GLD!!!! The night before the race I was looking over my logs from the previous trip to the track and made some small adjustments due to the 20+ drop in temperature. I told Joe Garcia the night before the race that I had my "Roast Joe Garcia tune" in the car. He said bring it on. LOL I figured at best the car would go 11.00 with a 1.60 60ft, which I had never done in that car before. Joe and I were going to race each other on the first pass but we could not get in the lanes together. And it was a good thing for Joe!!! I ended up running far better than expected. I had a 1.52 60ft and ran a 10.80@124. As far I know that is the fastest pass on a stock longblock TTA.

In the end this car has far exceeded my expectations. But I had a lot of help along the way. Racing in the club I was able to absorb information from fellow members like Dennis Butt and Keith Egan when I was still wet behind the ears. Also thanks to Jimmy's Transmission's for building me a great transmission. Still going strong after 5 years!!!! Also thanks to my "race team", which includes Joe Garcia, Nick Dedio, and Camper Dave, for making going to the track fun.

Steve Else –

Thanks to all who came to the Midwest Buick Challenge making it a fun event.

Director's Garage

Lloyd Bonecutter

Find it difficult to believe we are heading into September with cooler weather on the way. Has been an interesting year particular after looking at Shari's synopsis of the year including all the rained out or delayed events. Then the relentless heat came, but most hot days at the track included a light breeze that kept things reasonable.

Going to Norwalk this year with quite a few Chicagoland members was a real hoot. Shari and I have been going to this event almost annually since our first one. We were hooked on the laid back atmosphere, the car show at the Arbys next door to the host hotel, and the wonderful track that lets little things slide, while offering great services including a pound of ice cream for a buck. This event was to be a week away from the postponed GS Nationals, so folks with the need for a Buick fix came on over, and I think were pleasantly surprised. We have several Members that have to think about going to the GS Nationals or Buick Race Day, if they cannot go to both. Definitely got a feeling the attendance was up.

Our racing series started off with the track canceling the day's event when many of us were nearly there in apparent sunny skies. It did turn rainy later on, but it was disappointing to have to turn around and go home. Shari and I have had to miss one of the racing series due to other commitments and have made two of them at Great Lakes Dragway. The Racing Director should be congratulated on the wonderful job he does for us. The next time you see Joe, please give him your thanks.

The BPG HP Nationals went off without a hitch this year. Was great seeing the display area full of Stage 1 cars this year. Definitely had a feeling the attendance was down due to areas of the pits normally filled without Buick fans. The track folks defiantly got a little surly over lack of cages in fast convertibles and data logging with laptops in turbo Regals. This is not a track to go if you are not in compliance with NHRA rules.

The Friday night cruise night the evening before the Thirteenth Midwest Buick Challenge, was the driest we have ever had, so things were looking brilliant.

Woke up Saturday morning to pouring rain, but being the optimist, I went to the track early to start setting up. The weather service insisted the rain would clear by 10:00 AM, therefore we would be racing by Noon. This seemed to be on track until another storm came up and keep misting on us until around 11:30 am. It was the type of day that nothing was going to dry with heavy clouds. It was close to being dry in the parking lot, but the track was soaked later in the afternoon. We made the best of it with a grill from the track, and generous donations by Paul and Debbie Ferry, and many others to get food for grilling and feeding of Buick fans who hung around the track. We ended up having a blast, getting to know one another better, with the feast.

Sunday was a great day. The track attendance was down so we managed to get in Turbo Hot Street, Turbo Street Machine, Buick Competition Open, Quick 16, and one of the two track brackets in. Buicks won the track Street Class, but we had no one enter the Pro (no box) Class. There will be a sponsor listing elsewhere in this newsletter. Please be sure to use these sponsors for your Buick needs, and be sure to thank them for their generous donation in these tough economic times.

Have been hitting the local cruise spots this year. Lately it has been to put easy miles on the newly rebuilt Blue Regal. It is now up to 178 miles and still hanging in there. Have a minor coolant leak to deal with and an oil leak that is fairly heavy even for a Buick, but not have found the source for either. I have been enjoying the car too much to take it apart for major surgery again. The last repair was just last week, replacing the brake line between the proportioning valve and the flexible line to the differential. Had developed a leak coming home from an oil change.

Speaking of service for your Buicks check out Harders in LaGrange. Club member Brian Hendrickson owns the landmark across the street from the Stone Avenue Train Station in LaGrange. Definitely a place to check out if you live in the area.

Time to leave you all until the next newsletter

If you see March 2010 on your Mailing label, this is your last issue of this precious newsletter

Membership Scribblings

Shari Bonecutter

Hi Everyone! It's hard to believe that summer is winding down, isn't it? It seems like it's gone by in the blink of an eye! I know the weather has wrecked havoc with a lot of our events, as well as some of the regional ones, too.

A few more folks went to Norwalk, as I expected, and the weather messed with us there, too. Friday was supposed to be test and tune and some gamblers race, but it rained. They called it around noon or so. Saturday was the car show, next door to the hotel at Arby's. It rained for the first hour, but then the sun came out and all was well. Scott Nelson and Paul Brelie both took home trophies from this show.

Sunday was a warm one, but sunny. They got all the racing in – hooray! Bob Nunes got to make it through 5 or 6 rounds with his 69 convertible, before being eliminated. And the most exciting was the V6 race – the final race was between Joe Garcia, driving Dave Leonhart's GN, and Paul Brelie, driving his '86 GN. Joe won, with Paul taking 2nd place! 'Way to go, guys! Roberta Vasilow and Bill Wills – you guys put on a great event!

June started off our club series of racing. Our first race was supposed to be in April, with the Samantha Rix Memorial Race at Byron, but guess what – it rained!! So we started in June at Great Lakes Dragway. As of right now, Dan Rocco is in first place in our points series, with 2 more races to go. Hmmm, seems to me that he won last year. He must be good or something....

As for cruises in June, it either rained or was too freaking hot. I know that we tried to schedule 2 Drive Inn Movie nights, but the first one got rained out, and for the second one – the movies were really not family friendly. So I guess next year...

The 4th of July car show went off well. This was the first time that we worked with the Local 150 Union, to raise money for their food pantry. Our club participation helped raise over \$19k for the cause. (most of the money came from the raffles and such, but we did good, too!) This was also the first time that we used this venue, and it seems to be a keeper. It was in the 90's temperature-wise, and having an air-conditioned building to go into to cool off was

awesome! It was great having nice clean bathrooms, and it was nice to be able to buy food and drinks and sit down to visit and eat. We still have some things to work out for next year, like parking all the Buicks together. But hey – it was a new partnership. We did have our Buick-specific trophies, and these went to: 1st place, Steve Russo; 2nd place Eric Croxton; and third place Jeremy Race. Congrats, you guys, and thanks to all who gave up part of their holiday to help raise the money. Big thanks go to Steve, who helped organize and run the event. Other volunteers were Frank Jackowiak, Dana & Liam Andrews, Paul Brelie, Mark Holda, and Bob Nunes – these guys were out in the sun directing traffic and collecting money. The ladies that were such a big help were Beth Andrews, Linda Brelie, Barb Holda, Martha La Mantia, and Carol Nunes. You guys were a super help with processing registrations and counting ballots. Mike La Mantia was our entertainment for the day, and he was most excellent, as always! Thanks to all who helped!

We had the best turn-out for the cruise at Culver's in Downers Grove, in July. Another hot one, but we had some shade to sit in. Thanks to Chris Gatch for setting this one up. And it was nice to see Bill and Carter Grupp; Chris, Anna and Brett Gatch; Bob and Carol Nunes; Scott Pitts; Steve Pitts; and Bob Davy. Thanks for coming, you guys!

The car show in Franklin Park had a few folks there, too. It rained on us once, then cleared up for a few hours. I think most of us left around 10:00 pm – I know Loyd and I got home during a break in the rain. We got everything unloaded and put away before the heavens opened up and rained all night!

A lot of the other cruise nights in July were hit and miss, mostly because of the heat. Maybe next year we'll just cut back on them, or post on the website if something comes up. Not sure where we should go with this.

Some of us went to the Buick Performance Group Nationals at National Trails Racetrack near Heath, OH the end of July/beginning of August. This year they featured the Stage-1 cars, and this was the place to be to see Skylarks and Gran Sports. Our Chicago group staked out a claim at the top of a hill, and it was a perfect spot to get breezes in the heat. Here, too,

Mother Nature was a pill – it rained for about an hour or so on Saturday. Thanks for the heads-up, Beth – we were able to get all our stuff into the cars and trucks so that it was just us and our chairs under the tents. They got the car show and all racing done, though, between Saturday and Sunday. Another great Buick event!

We just had the Midwest Buick Challenge, held at Osceola Dragway, near Elkhart, IN. I know that we sold out one set of reserved rooms at the Comfort Inn, and there were some folks at the other two hotels, too. There was one Buick at the test and tune Friday night; about 10 of us were at the Simonton Lake Drive Inn for a little cruise. The mosquitoes sent us back to the hotel early, though. The Comfort Inn was kind enough to let us socialize in the lobby both Friday night and Saturday night – although they did offer us a conference room Saturday night. But they were nice enough not to complain!

Saturday rained out – what a surprise! The track did not think they could get it dry enough in time for us to run our full program before dark. But they did offer us the use of their grounds, and the track owner's own grill to have a free cook-out – at no cost! They did not charge us to come into the track! Loyd and Paul and Deb Ferry bought the food – thanks so much, you guys! Paul Brelie and Amy Makley cooked the burgers, dogs and brats – and thanks to you, too! Since we couldn't race, I guess it was a nice way to spend the afternoon.

Sunday turned out nice, and we were able to get in our full program minus the ladies race. The winners were:

TSM – Jason White – first place; Walt Judy – runner-up

TSH – David Day – first place; Dennis Butt – runner-up

Quick 10 – Lawrence Clark – first place; Dave Dechent – runner-up

BCO – Darryl Sigourney – first place; Dave Leonhart – runner-up

Sportsman/Street – Dave Kolecki – first place; and tied for runner-up were Joe Eichendorf and Bob Nunes.

I want to thank our sponsors for their support. All money donated went out to the racers, as usual. Our club never keeps a penny. Stitches & Designs with Muscle Cars in Mind and Precision Turbo and Engine

were our Gold Sponsors – you guys know that we can't thank you enough!

Silver Sponsors were A Alert Auto Service, Automotive Machine & Performance, Casper's Electronics, Cottons Performance Center, Finish Line Motorsports, HRpartsNstuff, Jimmy's Transmissions and Rally Insurance Group. With the economy the way it is, you all came through and made this worth the racer's time and money to come out and compete.

Thanks to all our sponsors, and our volunteers. We would not have been able to get through Sunday without Beth and Dana Andrews, Paul Brelie, Mark and Barb Holda, Bob Nunes, and Joe Garcia. You guys are golden!

So new stuff – we have 1 new member to welcome: Alex Tzitzis of Machesney Park, IL.

We still have a few cruises left but I do want to point out one that changed - Friday September 3 – Orland Hills – Ricobene's, 9135 W. 159th – probably 6-9 pm. This was listed as Applebees in Tinley Park in the newsletter; this got changed as the newsletter went to print! We have a last cruise scheduled for Wednesday September 29 – Naperville – Crest Creek Shopping Center, Off Ogden at 796 Royal Saint George, 6:30 – 9:00 pm. We have a race scheduled at Byron on Sunday, Sept. 12th. This is actually their B-O-P weekend, so some folks might want to race on Saturday, too.

October – we have a club race at Great Lakes on Sunday, October 3rd. The following Saturday, October 9th, is a Buick-Olds-Pontiac race at Cordova Raceway, Cordova, IL. This is usually a really nice drive with the trees starting to change. Some of us stay in LeClaire, IA for a mini-getaway.

Then the GS Nats are taking place October 20-23. This will be a first for all of us, going to Kentucky in October. I have my fingers crossed for good weather and nice scenery!

Saturday, November 13th is our first tech session for the fall/winter season. We're working on getting something scheduled for this. I do know that it will take place at the Darien Park District, at 10:00 am. We will also have a pizza lunch, to close out the year for us all.

So in closing, I hope you all have a safe autumn season with your cars. I know some of us will be on the road later in the year than usual, so please be careful!

2010 Midwest Buick Challenge

GOLD Level Sponsors

Chicagoland Chapter Gran Sport Club of America
4010 Raymond Ave. - Brookfield, IL. 60513-1846
708-485-8477 - www.chicagolandbuick.org

We provide Motorsport activities which include, car shows, drag race events and cruises, for Performance Buick owners. We promote the sharing of information on restoration and performance upgrades. We are a nonprofit organization with volunteers who plan, promote and/or execute our activities.

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Al & Debbie offer tee-shirts, jackets, baseball caps & other apparel with GM licensed logos & designs. Their products are second to none, plus they continue to support the Buick community.

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Please thank and support our sponsors.

2010 Midwest Buick Challenge

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John and Justin are seriously into electrical and electronic systems, and provide the turbo Regal community innovative plug and play products. replacement harnesses, or upgrades and solutions for adding the latest aftermarket computers. I would bet 9 out of 10 upgraded turbo Regals have one of their products.

Cottons Performance Center - Jack Cotton

105 Walnut St. - Agawam, MA 01001

413-789-0531 - <http://www.cottonsperformance.com/> - <mailto:jack@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.

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Bobb and Geof are racers who provide engine services and parts to help support their racing habit. You cannot beat Finish Line Motorsports for knowing their products and how it will perform for you.

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Please thank and support our sponsors.

CLASSIFIEDS

1974 Buick Apollo GSX Stage 2 Race Car

This is one of the quickest and fastest stock suspension 9" tire naturally aspirated Buick powered cars in the country. I purchased the car from Marvin Marksberry in December 2004 and transformed the car to race IHRA Top Stock. It has consistently qualified in the top 3 cars in Stock Eliminator over the past 4 years. It won Best Appearing Sportsman Car (out of over 700 cars) at its debut at the IHRA World Nationals at Norwalk in 2005. Car was featured in the Spring 2006 Muscle Car Review.

Engine Fresh 462 Stage 2 SE engine built by AMP. Shortblock is IHRA/NHRA Stock Eliminator Specs with CP pistons, TA Sportsman rods, TA block girdle, SRE custom oil pan. Custom solid cam with .530 net lift. TA roller rockers and SRE custom valve covers. Trick ring package. Heads were ported by Wink. TA SPX intake ported by Wilson Manifolds and QF 850 carburetor. Trick custom merge collectors. Motor makes over 650 HP on a warm Summer day.

Transmission Coan light weight Turbo 400 w/deep billet pan (less than 125#) 2.75 low gear set and all the trick parts. Just freshened. CSR carbon fiber trans shield. ATI custom 8" convertor.

Turbo Action Cheetah Shifter. Available ACD Air Shifter, can shift each gear at different RPM's.

Driveshaft Custom Dynotech Metal Matrix, lighter and stronger than aluminum.

Fuel System Triangle custom 5 gallon aluminum fuel cell with Magna Fuel 300 pump, filter and regulator. Earl's lightweight 10AN black fuel line. Pumps 1 gallon of fuel in 12 seconds.

Rear Moser custom 12 bolt housing with lightened spool and axles. 4.10 Richmond Pro Gear, lightened and micro polished. TA Billet rear cover.

Suspension Wilwood front and rear race disc brakes and aluminum master cylinder.

Double Adjustable front QA1 Coilover front shocks. Global West bushings. Flaming River aluminum steering box. Baer bump steer kit. Double Adjustable rear Alston Varishocks. Calvert monoleaf rear springs and traction bars. Alston wheelie bars.

Wheels: Weld Alumastar front 15x4 and rear 15x9 wheels. 28" tall Hoosier front tires with 2 sets of rear rims/slicks. 1 set- 9x30 Hoosier Radial Drag slicks & 1 set- 10.5x30 Hoosier Radial Drag slicks.

Interior: Custom black bucket seat interior. RCI Platinum Seat belt. Covan dash with Autometer playback tach and recordable water temp, oil temp, oil pressure and trans temp gauges. Computech dual EGT monitors. MSD Programmable Digital 7 Ignition with downloading Data Acquisition. 10 Point roll bar.

Fiberglass lift off hood with Stage 2 hood scoop and custom air pan. Custom fiberglass lower front spoiler. Stock hood and hardware is included.

Car consistently runs 1.25-1.28 on the 9" tires in 60' and can be set up to leave on the bumper or about 6 inches off the ground. Car consistently runs 9.50's at over 138 mph. Without the decals it looks like a 12 second car.

Best is; 1.251 sec 60 ft time / 5.974 @ 113.09 in the 1/8 mile / and 9.482 @ 139.42 in the 1/4 mile

I will help with the setup and tune up. Car could easily be converted to run a drag radial class and with Programmable Ignition would still hook in a car wash! Or it is legal to run in IHRA Super Stock or Stock Eliminator in 2010.

Car is together and ready for sale. I am finishing my Super Stock car and will be concentrating on that going forward.

For the next 4 weeks (through September 19) the price on the car will be \$25,000 less the air shifter, EGT recorder, O2 sensor and all spare parts. After that it will go back under the cover in the corner of the garage. Cost to duplicate the complete motor, trans, convertor and ignition is over \$22,000 alone.

Due to business commitments I did not make it to the Midwest Challenge nor can I make it to the rescheduled GSCA Nats in Bowling Green. However I do plan on being at the BOP races at Byron Dragway on September 11-12.

Thanks Tom Rix 815-675-3188 nights and weekends

CLASSIFIEDS Continued

Covercraft Technalon Cover 70-72 GS

This is an older heavy duty Covercraft Technalon car cover that I was using on one of my GS's that I sold. It is rated for both indoor and outdoor but has never been used outside and never been wet. It has no holes or tears but could use a washing as it is dusty. New cost appears to be around \$200, I'll sell this for \$65 picked up in Spring Grove. Tom Rix 815-675-3188

Other Parts for Sale:

All prices plus shipping. Will not ship larger parts.
 Set of 4 Larin wheel dollies, like new \$60
 455 Crank scraper \$10 used
 Moroso Super Cool can Blue \$50 used
 Barry Grant Holley rear jet extensions new \$7
 Holley 750-850cfm 1/2 inch wooden spacer new \$15
 455 cast iron thermostat housing, very nice \$10
 1970-72 GS/Skylark rear trunk trim, show polished \$75
 1970-72 GS/Skylark rear hood trim, show polished \$50
 1970-72 4 piece roof drip rail mouldings, polished \$100
 1970-72 rear bumper brackets, fresh powdercoat \$30/pair
 1970-72 rear bumper brackets, nice \$15
 1972 GS/Skylark bare rear bumper, shiny driver or excellent for rechrome \$140
 1971 base interior rear seat complete. Nice \$60.
 1971-72 GS/Skylark LH remote rear view mirror complete,

nice driver \$25

1970-72 inside door handles, small pits but shiny \$8/pair

Many other parts, both large and small. Call for details, nights or weekends, 815-675-3188 Tom Rix

1970-72 GS Rocker Panel Moldings

Pair of the repro rocker panel moldings for a 1970-72 GS. I had these on the car and drove it once while waiting for my original ones to be restored and polished. These are the red striped ones. As new condition. \$200+ new.

\$135/pair bare \$150 w/new hardware

Will not ship.

Re: 1970-72 Fiberglass Stage 2 Hood

Lower price to \$300.

Also have a very nice 1970 Skylark hood chrome that I would sell for \$75 if you buy the hood.

Tom 815-675-3188 nights and weekends

For Sale: 1967 GS, NOM 455, Factory, 4-speed, added p/d/b, re-chromed bumpers, fresh red paint, 15" Cragars, black bucket seats & interior. Also 1967 GS parts car, NOM 455, column automatic, black bench seat and interior. Both from Tennessee \$14,000,000. (423) 318-0009



Midwest Buick Challenge Shots



Truth In Advertising – by Bob Nunes

Let me start my story by saying that I have no connection to this company I am about to talk about. About 5 or 6 yrs ago as a member of the Chicagoland Buick Club, I attended a tech session our Chapter put together. The guest speaker was Paul Ferry of HRpartsNStuff. His presentation was about suspension parts. At the time, I had a 1969 G.S. 400 convertible, slightly built for street use and the occasional day at the drag strip. The car would run 13.2 - 13.6 with not very good 60 ft times (2.6 - 3.0). At that tech session, Paul installed his adjustable Super Sway Bar on a members G.N. They took it out for a ride; when they came back the club member could not stop talking about the difference it made. At the time I thought the bar was only for fast cars.

Moving forward to 2010, my 400 motor with 11 yrs of driving and racing was just tired. Not to go into details, I had a new motor built - a streetable 455 that produces, 510 HP, and 570 torque ft. lbs. The first chance I had to race the car was at the Norwalk Race. I swaped out the B.F. Goodrich drag tires for larger Micky Thompsons, that gave great bite off the line than ever before. I started running much better times but my 60 ft times were still in the 2's the day I made it to the final Fours.

On my run in the semi finals, I left the line really strong. I could feel the car twist. Somewhere between 1st and 2nd gear, my dash pad flew up about 4 inches.

When the car shifted into 2nd gear a chrome strip on the passenger arm rest popped off and hit me in the face. Those two things somewhat distracted me; I ended up losing that race by about a bumper.

With all that going on in the race, when I pulled off the track, I immediately drove to the front of HRpartsNstuff tent, looked at Paul and said "HELP!" I explained to Paul what had happened. He said that if I put his adjustable bar on not only would it end the twisting problem but I would really enjoy driving my car on the street. I purchased the bar and put it on as soon as I got home.

For the next 5 races I attended, not only has the twisting stopped but the car leaves the line straight and I do not have to make adjustments in steering for the whole quarter mile. More important - my 60 ft times have been consistently 1.6's.

Now at 65 yrs of age, I did not all of a sudden become a better racer. This bar really works and has done everything Paul said it would. My son Bob has this bar on his 87 G.N. and at the Nat's in October in Bowling Green, KY Paul is going to do a demonstration putting the bar on his 68 G.S.

I know many people have Paul's bar and know what I'm talking about. For those of you who are on the fence you cannot go wrong using this bar. Thanks Paul, you have made us better racers and allowed us to enjoy our cars more.





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