



Rich Diaz's 1987 Grand National

Rich Diaz got hooked on cars like many of us in his high school years. Buicks caught his eye when his brother bought a 1985 Buick Regal T-Type. When his brother's friend bought the intercooled 1987 T-Type, it was all over.

In 1996 Rich purchased his first Grand National for \$9,000 with close to 80,000 plus miles on it. It was totally stock with an ANS install a 2 1/2 exhaust, down pipe with test pipe, chip, shift kit and a K&N filter. After three years Rich ended up selling the GN

In 2002 he wanted another turbo Regal, but his girl friend was not keen on the idea. He finally put a ring on her finger and she agreed. A month later for \$17,500 he purchased a 28,000 mile 1987 Grand National, but unfortunately Rich's fiancée did not remember that part of the conversation so was not happy.

Modifications since that time include; 210/210 DLS roller cam, alky injection system, TA-49 turbo which Rich regularly pushes to 23psi, 42 pound per hour

injectors a billet adjustable fuel regulator, adjustable waste gate, Turbo Tweaked chip, a 160 degree thermostat, fuel pump hot wire kit, torque strap, boost & vac gauge, knock gauge, billet aluminum vacuum block, 17" Budnik 8 inch by 17 inch wheels, with a 4 inch backspace, 245/45/17 tires on front and 9.5 inch by 17 wheels on back with 275/40/17 tires, scanmaster, LT1 MAF with ranslator, Vigilante 9 1/2 2800 TO 3200 stall torque converter, transmission cooler, Jimmy's rebuild transmission, walbro fuel pump, PTE stock location intercooler, Hooker 2 1/2 Exhaust, The best run at Byron to date is a 12.79 with a 1.84 – 60 ft. time. This GN now has 38,938 on the clock

Rich goes under Diaz 87 on www.turbobuick.com, promoting the Chicagoland Chapter to new members from the area introducing themselves. Living in the Wrigleyville area the plumbing business keeps him very busy, plus a place to ship all the car parts.

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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 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

Mar 7 – Meeting and Chili Cook off at Franklin Park
Mar 6 & 7 Race & Performance Expo at Pheasant Runn
Mar 15 to 20 Turbo Buick Nationals - Burlington, NC
Mar 28 – BOP swap meet at DuPage County Fairgrounds
April 10 – Meeting in Darien, IL featuring PT&E
April 18 - Larry Roesch Car Show in Elmhurst, IL
April 25 – Samantha Rix Memorial Race – Byron Dragway
May 11 to 15 – GS Nationals in Bowling Green, KY
May 21 to 23 - Buick Race Day in Norwalk, OH
Jun 19 – CCGSCA Race at Great Lakes Dragway
Jul 4 – 4th of July Car Show – Countryside, IL
Jul 24 to 31 – BCA Nationals in Ames, IA
Jul 30 to Aug 1 –BPG Horsepower Nationals – Hebron, OH
Aug 21 to 23 – Midwest Buick Challenge – Osceola, IN
Sept 11-13 – BOP races at Byron Dragway
Oct 9 – BOP races at Cordova Dragway

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Rich became familiar with the Chicagoland Chapter through the stickers on many of the local Turbo Regals. A few members Rich met would always tell him to join. Rich decided to take the plunge and join after many many years in the making.

We appreciate Rich's participation when he can. Even at our meeting at the Detail Shop just a few blocks from where he works, he came in after being on an emergency call that got him up at 3:00 AM that morning.



Please take a look at your mailing label it has your renewal date.

Director's Garage

Lloyd Bonecutter

Interesting to note this is the beginning of my 11th year as director of this Chapter. In going through some of the back issues for ideas, it is amazing to note the number of folks who have stayed with us and the number that have moved on to other interests. Keeping the interest to the intensity of many of our members is difficult to sustain. Shari and I have stuck with the hobby as much for the folks we have met through the hobby, as the rush the cars give us.

It seems our fall schedule of events was interrupted more than normal and this winter seems never ending with snow after snow, with below normal temperatures. Can only hope April brings the reprieve we have all been looking for.

This year has started out fantastic with a great meeting at Casper's Electronics, where a stir crazy crew from cabin fever went through 16 pizzas in 20 minutes. The manly men left behind the veggie types, but devoured the ones featuring meat. The bacon pizza was fantastic. Thanks John, Jason and Jimmy, for a great technical session.

The following weekend was the drag race expo and the Winter Party. Well attended, Shari got a lot of great things to raffle off, with Bobb Mackley bringing in a 455 timing cover and Paul Castle bringing in a 1987 GN Grill. Thanks guys the raffle tickets were selling like hot cakes. It helps when Robin Stevens does not

give change back, when selling tickets. Just the amount of tickets appropriate for the bill was handed over.

Our February meeting at the detail shop was great. Wondered as we were driving up 294 in the snow how the attendance would be affected. Being on the north side brings more nort-sliders, out to play.

Our April meeting will be in Darien which is near I55 and I 294. We are trying the Darien Park District facilities and will be featuring Precision Turbo and Engine. It has been a long time since we have been to their site, and I understand that back room is too full to accommodate us.

Many of you know Wild Bill Burton who is sponsoring a Wildcat Nationals within the GS Nationals. This should be interesting, as there are a lot of great examples of these wonderful cars out there. Seeing a few more at one place should be great.

It is great to note plans for the 4th of July Car Show is moving forward, as noted elsewhere in this newsletter. This will not be a free car show, but the donation of \$10 will be going to a charity. Some decent raffle prizes are already pledged, so stay tuned and save the date.

I am anxious to get the cars ready for the season of driving. Not the ambitious project of last year, but fine tuning of what I have previously done. Am looking forward to seeing many of you at some event this year.

Well time to sign off as I'm running out of room here.

CCGSCA 2010 Race Schedule - Local & National Events

March

*March 15th - 20th, TurboBuick.com Nationals, Burlington North Carolina

April

***April 25th, Sunday CCGSCA Race #1 - Samantha Rix Memorial Race Byron - Dragway, Byron Illinois.**
Track opens 9:00 A.M. T&T (about) 10:00 A.M.

May

*May 11th - 15th, GS Nationals, Bowling Green Kentucky (Make Reservations Early)
*May 21st - 23rd, Buick Race Day, Norwalk Ohio

June

*June 5th - 11th, Hot Rod Power Tour
***June 19th, Saturday CCGSCA Race #2 - Great Lakes Dragway, Union Grove, Wisconsin.**
We will be scheduled with the Nitrous Street Car Brawl (NSCB) - (Times to be announced)
*June 25th - 26th, "Pinks All Out" Route 66 Raceway, Joliet Illinois

July

***July 11th, Sunday CCGSCA Race #3 - Byron Dragway, Byron Illinois.**
Track Opens at 9:00 A.M. T&T starts about 10:00 A.M. Eliminations start at about 12:00 Noon.
*July 30th to August 1st, Buick Horsepower Nationals - Buick Performance Group, Hebron Ohio.

August

***August 7th, Saturday CCGSCA Race #4 - Great Lakes Dragaway, Union Grove, Wisconsin.**
We will be scheduled with the Nitrous Street Car Brawl (NSCB) - (Times to be announced)
***August 20th - 22nd, Chicago & Indiana Chapters GSCA**
***"Midwest Buick Challenge" Osceola Dragway, Osceola Indiana**

September

***September 12th, CCGSCA Race #5 - Byron Dragway, Byron Illinois.**
(Byron BOP and CCGSCA race #5 may be combined - Date subject to change)
*September 12th, "BOP" (Buick, Olds, Pontiac) Byron Dragway, Byron Illinois.

October

*October 3rd, Sunday CCGSCA Race #6 "The Finals", Great Lakes Dragway, Union Grove, Wisconsin.
Gates Open at 9:00 A.M. T&T until we are ready to race eliminations.
*October 9th, "BOP" (Buick, Olds, Pontiac) Cordova Dragway, Cordova Illinois
*October 17th, Sunday (CCGSCA RAIN DATE)

November

*November 5th - 6th, Southern Buick Shootout, Columbus Georgia

Joe Garcia – Race Chairman

Joe has put a lot of time into the race schedule this year. We had a meeting today at Jimmy's Transmission where a few members of the Corvette Club signed up to race with us. It should make for an interesting year.

Membership Scribblings**Shari Bonecutter**

Wow, Spring newsletter time already! It's a little hard to believe, when there's fresh snow on the ground! I'm starting this on Super Sunday weekend – not going to mention whom I'm rooting for. But if you really know your Bonecutter trivia, it shouldn't be hard!

So our January meeting at Casper's was well attended, as usual. We had three presentations – one from Paul Castle with his goodies for sale, one from Jimmy the transmission dude, and one from John Spina. There were 54 of you in attendance – you could tell cabin fever had set in! No, just kidding – these guys do a great job for our Buick community and it shows. We also set a new record – we ordered 18 pizzas – 16 of which were devoured in 20 minutes. Next year I promise to have more meat-lovers pizzas and will not forget the pepperoni. Thank you, Jimmy, for the coffee cake and really good doughnuts!! And thank you, Beth, for your hard work yet again. I really appreciate it!

Next was our Christmas party on January 30th. We lucked out – the weather gods smiled at us once again; no fresh snow so that our friends that plow snow could attend! The total attendance was 80 folks. We had a good meal from Park Place once again – Chicken Marsala, Roast pork with Dressing, and pasta, veggies, etc. We ended the meal with 3 cakes – we were celebrating the 30th anniversary of the GSCA, the 15th anniversary of the Chicagoland chapter GSCA, and the 20th anniversary of Buick Race Day in Norwalk, OH. One of the folks in charge of Buick Race Day, Roberta Vasilow, was at the party so we decided to celebrate early with her. Midnight Mike did his usual fantastic job as the d.j. Sorry that we didn't have many dancers, but the music is much appreciated. Barb Holda, Robin and Autumn Stevens did an awesome job selling the raffle tickets. We had many raffle prizes – our club bought 3 different restaurant gift cards, a T-Type director's chair, 9 sweatshirts from Stitches and Designs, a few items with A Christmas Story theme, a battery charge pack, and an aluminum car jack. We had several items donated – the big ticket items were a timing cover from Bobb Makley of Finish Line Motorsports and an '87 GN grill from Paul Castle! They really generated the ticket sales! Paul also donated a GN clock, a fender cover, and some Buick shirts. Dennis Kirban donated some DVD's. Dave Formato donated a train set. Wayne Smith donated a Detweiler neck. Barb Holda donated a goody bag from Pampered Chef, and Al & Deb Martinez donated several hats from their Stitches and Designs business, including a very cool new Skylark design. I'm so thankful for all of you and your

generosity. You guys helped pay for the party, big time! Frank Jackowiak had a slide show of past Nats at Bowling Green showing before dinner – thanks, Frank! All in all, I think it was a good time.

Next was our meeting/tech session at Procare Auto Appearance in Glenview, IL. I want to really thank Dana Andrews for setting this up for us. Phil and Andy did a great job of show and tell, along with answering any questions we all had. They are very knowledgeable, and did their best to entertain us! Thanks to Beth for her help, as always!

Member news: We've had some bad news over the winter months. Our sympathy goes out to Bruce Davis III on the passing of his father in December. Bruce spent a lot of time taking care of his father, which is to be commended.

Former club member Scott Mich passed away January 16th, after a battle with cancer. Scott was more active with the BCA, including being director of the Chicagoland Chapter. He was also involved with the classic car shows in Mundelein. He will be sorely missed.

Lastly, former member Kerry Swearinger passed away February 5th, after a life-long battle with cystic fibrosis. Loyd and I never got to meet Kerry, because he usually was too sick to make the trip from Decatur. From what I heard, he'd been into Buicks most of his life and was always ready to help a Buick Brother. It's sad that he's no longer with us, but at least he's resting and no longer in pain. Hopefully there's drag racing in heaven!

We'd like to welcome back Nathan Hale, of McHenry, IL, and welcome new member Greg Smith of Wasaga Beach, Ontario, Canada. I hope you guys enjoy the club!

Spring seems a long time away, but we're planning stuff to do in the future. Joe Garcia just about has our race program together – it will be listed here in the newsletter. Also – please make sure to check the message board on the website – <http://www.chicagolandbuick.org> All changes will be posted there!

Coming Events - Our next few months have some things going. Sunday, March 7th is our annual chili cooking contest. Please feel free to bring a crock pot full of your best offering. We have some gift cards to award to the top 4 or 5, along with a traveling trophy for the best one. We will have a 50/50 raffle so come try to win some bucks! We will also be selling our left-over tee-shirts and hats. Most importantly, we have 2 guest

speakers. The first is Jim Gollwitzer of Next Level Kustoms. He will be speaking promptly at 10:00 am about engine compartment restorations – promptly because they have a few cars at the World of Wheels and have to leave. Mike Phillips of Automotive Machine and Performance will speak after the chili is served and judged. Mike is always entertaining and a wealth of knowledge! For those who've not brought chili before, the club will provide extension cords, bowls, spoons, sour cream and shredded cheese. You just need to bring your pre-heated chili in a crock pot with a serving utensil.

Sunday, March 28 is the annual Buick Olds Pontiac Cadillac swap meet at the DuPage County Fairgrounds in Wheaton. Please look for a flier elsewhere in this newsletter. We will have a booth near the stage. Come on by and say hi, or renew if you've not yet. We will have what's left over of our tee-shirts and hats for sale.

A meeting/tech session on Saturday, April 10 will be at a new venue, for us. We'll be meeting at the Darien Park District located at 7301 Fairview, Darien, IL 60561. This meeting will feature a speaker from Precision Turbo located at Hebron, IN. We've not met with them for a while, so this will be a treat for all you turbo guys out there. Lunch will be served afterwards. This will be our last tech session until fall.

The 30th GS Nationals in Bowling Green, KY will be held May 11 through May 15. Since there was a rain-out last year, all prize money for racing will be rolled over and possibly doubled! I've also heard of a Wildcat Reunion taking place this year. This should be fun, as always. Look for us to have a tent along the fence again this year.

The 20th Buick Race Days will be held in Norwalk, OH from May 21 through May 23. Roberta and Bill do a great job with this event – a nice car show, great dinner, and racing! We plan on not missing this event!

Some things we will be talking about at our next board meeting, that you will find out about March is the new revised 4th of July car show. This is being moved to Park Place in Countryside, IL and will no longer be free. We'll be supporting a food pantry charity – so we will be asking for a \$10 donation to get your car into the show. Exact details will be in the next newsletter.

We'll be posting dates in the next newsletter for a Drive-Inn night, a picnic up at Lake Como, WI, the BCA car shows, and maybe a few new surprises of our own. Stay tuned! I hope we see more of you at some of the events – it's going to be a busy summer.

Take care, everyone!

4th of July Car Show

Park Place
6240 Joliet Road
Countryside, IL

We ARE having a car show on the 4th of July. This will take place on Sunday the 4th itself, at Park Place, at the address above. This is just west of LaGrange Rd (State Route 12, 20 & 45) on Joliet Road. Very easy to get to and across the street from the landmark William Tell Holiday Inn. Yes, this is the same place that we have our Christmas party.

The show will run from 10:00 am until 2:00 pm – enough time to celebrate with your family, if need be. The show will now cost \$10 – which will be considered a donation to the food pantry. The union that owns the property will be running a raffle – which I heard includes a 52" flat screen tv!

Frank will again be asking for things for the goodie bags, and our club will be handling the registrations and parking. The union will also have Park Place open for the sale of food and beverages – and a nice cool place to sit down! And last but not least,

Midnight Mike will be spinning tunes for us. We will have a flier in the next newsletter with all the details. Please save the date!

ALL ABOUT YOUR CARS FINISH - Phil Kranz

When it comes to the love (or labor, if you prefer) of producing a really fine finish on a car's surface, the best job absolutely CANNOT be produced with a so-called "one-step" product. On an older finish the paint MUST FIRST be cleaned, really cleaned, deep down to the pores – sort of like the way a modern hand cleaner cleans grease and oil from the skin while containing other ingredients which preserve the skin. Or the way a carpet shampoo penetrates the fibers of the carpet and literally lifts the soil from the carpet and leaves it bright without damaging the carpet fibers.

ANALYZING THE FINISH

Before starting the job of giving your car the "perfect" finish, it is necessary to "analyze" the car and determine both the procedure and the products to use. Trying to take a so-called "one-step" wax to a car that hasn't been polished for six months to a year is not much different than trying to fix a leaky faucet with a hammer and nails.

There are several questions you should try to answer before starting:

1. How old is the car? Is it almost brand new, or is the finish so bad that the oxidation is visible? Oxidation is, at advanced stages, that chalky film you see. Or it may simply be dullness. If the finish has a film that can be improved, even a little bit by rubbing it hard with your finger, then it is likely a thorough cleaning is needed.
2. How about scratches? Are they the light scratches that you put onto the finish when you were careless enough to set a box or bag on the paint (probably while thinking "I'll be real careful and won't hurt anything")? Are they the heavier scratches that maybe came from the neighborhood cat running across your hood to get away from a dog? Or are they those heavy scratches that go all the way through the color coating of the paint?

Another kind of mark is that wonderful parking lot ding. Again, did the idiot just leave a little bit of car's finish on your door or did he kick the door open with both feet, leaving damage that would qualify him for execution?

3. What color is the car?
4. Why am I cleaning this car? Because I have no other outlet for my caresses? Or because the boss said I have

to wax the company car twice a year? Or is it because it is a one-owner 45,000 original 70 Buick GS that I just got? Or is it just because I like to keep my car in good condition so that it is a pleasure to keep up and brings more money when I go to sell it?

Whatever the reason – when you finish reading this, you will know just what to do!

5. How much work am I willing to do? This could also be asked – how good of a finish do I really want? If the answer is as little work as possible, so-so results, then you might as well just grab a bottle of "one-step" and save yourself the trouble of reading the rest.
6. Finish texture – See note at the end – "Evaluating the finish."

Having looked the car over and given careful consideration to the above questions, it is time to figure out what to do:

A new car merely needs some "massaging" of the finish to smooth it out a little; this improves gloss. Then a care plan should be developed to maintain the finish.

An old car should be cleaned with a proper cleaner, then polished and then a car plan developed for it.

ABOUT YOUR "CARE PLAN"

Over the course of the last 30 years I have met a substantial number of people who really do polish their cars anywhere from once a week to once a month. This probably seems insane, crazy and nuts to the person who has been victimized by those slick talking salesmen and ads that have him half-believing (maybe it's just wishful thinking) that there are products that can put a magic "force field" around their car that keeps the paint from aging or even getting dirty. Another company tells people to look for water beading instead of the shine (mainly because their product doesn't make cars shine very well – it just makes water bead up nicely).

He does know that after his "force field" has worn off and he goes to re-wax his car (probably with a new "miracle" one-step product) that he may spend hours and use lots of elbow grease to get the job done.

NOT SO for the once or every two or three week polisher. Because the car remains so clean that often it

can be re-done in little more time than it takes to wash it. (It's true!)

Back to our "care plan". It's a fact that darker colors almost always require a bit (or a lot) more care than lighter colors. In relation to the desired results, the reason for polishing a lighter color car really is a bit different than that for a dark color.

Light colors, especially heavy metallic's like silver, require gloss-reflectivity, which shows up more at a distance than up close. You just don't find silver cars that you can comb your hair in. A darker color, on the other hand, looks best when the finish is as clear and "deep" as possible for the best appearance and because the eye is focused on that clearness and depth. The degree of gloss on the finish is not as readily perceived.

Waxes and/or silicones produce gloss (as opposed to depth) more than polishes, but many of them can cloud even medium color finishes enough to require a good bit of effort to get it back to an acceptable finish. This "clouding" may come from the use of harsh abrasives or strong solvents often used as the vehicle in many consumer wax products.

A polish has no harsh solvents or abrasives and its free of wax and silicone. Because wax is a coating on the surface of the finish, it never is really quite as clear as polish is. This is much more noticeable on dark colors (the difference is that on light colors it doesn't show up as much.)

The disadvantage of using only a polish is in the area or durability. Because they avoid the use of waxes or silicones, they will always appear at least a tiny bit clearer and deeper on almost all dark colors and on many medium colors.

The whole point of this is to explain why I would tell a person with a white or silver car that WAXING it every 3 to 6 weeks will make it wash more easily and the finish will always be at better than 90% of the best it could ever look. A darker color on the other hand, almost absolutely requires a polish to look its best.

Because the chemistry of the polish is such that it doesn't contain any wax or silicone it doesn't last very long, certainly not 6 weeks. This can be an advantage. Because of that lack of durability, the product won't ever build up on the finish and it won't ever have to be stripped off as must be done when a car is waxed often.

Ideally, and speaking as one who has used this system (polishing at least once a week) on and off for a period of over 30 years, I highly recommend this weekly polishing because it keeps the paint clean and is really quite easy to do. The use of this approach will have people asking if your car is new for years and years. It has been my observation that if this is done regularly, the finish keeps getting better and better. But what about the person who simply can't find the time to do his car every week or two? No biggy, just follow the polish operation with a light waxing, using a cleaner-free wax, and try to do the car every eight weeks.

WAXES

Automotive finishes are usually guaranteed for only 90 days; some are guaranteed up to one year. Automotive paint is mainly aged by light (principally the ultraviolet). The durability of a polish job is as much dependant on the preparation of the finish product as it is on the finish product itself.

It seems to me a bit strange to guarantee a coating for one year or longer when the surface the coating is being applied to is only guaranteed for 90 days. All waxes (liquid or paste) are good for 3 to 4 months, depending on how well the finish is pre-cleaned, the color of the car and the amount of effort put into the application of the product. The time difference a wax will last (the top of the line, most expensive wax compared to the bargain basement brand) can be measure in days, not months or years like some would have you believe.

Now that you've analyzed your finish and have developed a car plan, it's time to get started.

WASHING THE CAR

There are probably almost as many different ways to wash a car as there are to polish or wax it, and personal preference plays a significant part in determining how to do your car. After listening to the suggestions of many different people who's opinions I respect, I will simply offer my opinions on this subject, the result of trying many different ways on many different types of vehicles.

When a hose is available and the car is being washed regularly (every week) I prefer to use plain water a fuzzy type wash mitt. NEVER WASH IN THE SUN! If the car has not been washed recently, or there is a lot of grime, especially in winter with road salt, I add one

capful of vinegar to the water. The reason I use vinegar and not traditional car soap is that car soap will strip the wax off, while vinegar will not harm the wax and it will provide a barrier between the finish and the dirt, making it easier to wash and it will clean better.

The procedure I prefer is to wet the vehicle very thoroughly; this helps flush off much of the loose dirt and loosens what is left. Even though I am using plain water, I keep the wash mitt in a bucket filled with water. I will take the mitt filled with as much water as I can from the bucket and start with the roof of the car and all the glass. Always remember to work in straight lines like when you polish your car. After doing that area, go back to the bucket with the mitt and agitate the mitt as much as possible to get the dirt out of it. Then wash the hood, trunk, sides. The final part is the lower area of the vehicle and the wheel wells.

Rinse the car off and inspect the paint. If the finish feels rough or grainy, or if there appears to be little rust colored specks (rain dust and/or industrial fallout) clay the finish. Using clay is quite easy to do. Take a piece, flatten it out in your hand, and while the paint is still wet, start with the roof and begin working the clay in straight lines until the finish feels smooth and/or the paint looks perfectly clean and free of any foreign matter. Keep the area you are working on wet and remember to rub only in straight lines. Clay is not actually clay but a chemical that safely removes overspray, chemical fallout, rail dust, tar and bugs. It will not harm the finish in any way and will make polishing much easier, and give much better results. The best clay I have found is either Eraser or Maguire's.

DRYING THE CAR

I'd be willing to bet that you have heard that a chamois will pull the wax off the car. Well, it's true – if there is wax on the car. If there isn't, then the chamois just dulls the finish slightly. Why? Because when the chamois gets wet it gets slimy, and that slimy surface is in total contact with the car's finish, unlike an imitation chamois which can never be in total contact with the finish. Because it is in total contact there is quite a bit of friction between the chamois and the finish. The reason wiping down a fresh wax job with a damp towel is effective at smoothing out the wax finish is because it softens the wax slightly and moves the wax around

enough that the drying with a fresh towel which follows sort of re-spreads the wax. The chamois simply gets even more of a grip on the finish than the damp towel and therefore will move the wax even more.

Many chamois also have irregularities on the surface and they will do something similar to what happens from using a flat rag with dirt on it, except that because the irregularity is leather, it isn't as abrasive as the dirt. The point is – an imitation chamois seems to be better than a chamois for drying the car. I am not talking about the effort involved, but rather about preserving the finish.

A few years ago I found a product that works great for drying a car. It is called Water Sprite. It is like a sponge and it seems the reason it is better is simply because it gets the water off with less wiping. In theory it would seem to have the same surface contact as a chamois, but in reality, what happens is the surface doesn't become saturated unless you overload it with water. It holds so much water and is so easy to squeeze out that it is unlikely you will overload it.

The result is that when using it on a waxed surface it almost seems to ride on a film of water and you only have to go over the finish once or twice to get it completely dry. At any rate, regardless of why, I have had many people tell me that their finish seems to stay nice longer if they use the Water sprite to dry it. **ONE WORD OF CAUTION** – because it has a flat surface it should only be used on a totally clean finish. For that same reason, even though it seems to be like a sponge, it should not be used to washing the car. If your car is not driven in the rain (unless you happen to get caught somewhere) and it's not driven in the snow or allowed to get really dirty, another way to clean your car is with Show Shine. This really is the best product that I have found to remove dirt, dust, bugs and grime from your car without harming the finish.

Mist the Show Shine on in sections and using a micro-fiber towel, simply wipe the product, again using straight lines until its gone, then flip the towel over and give the area a final buff. The reason the product works so well and doesn't scratch the finish is that the fabrication encapsulates the dirt and allows it to be safely lifted from the finish.

A WORD ABOUT "SCRATCHES" AND WHY WE RUB IN STRAIGHT LINES

Like many other words in the English language, this one is one that doesn't always mean the same thing to everyone. The vandalism from someone using a key or nail on your finish is beyond help. At the other extreme some of those fine hairline or spider web scratches aren't really scratches at all. A "perfect" finish – one that looks almost like the paint is still wet – one that doesn't show any type of marks, smears or scratches at all is really difficult to obtain, but it can be done if enough effort is put into it.

Let's go from the worst removable scratches to the finest. The worst normally encountered are those produced by using a compound or other abrasive type cleaner. Removing these scratches requires removing very small amounts of paint. One (poor) way to attempt to remove these is to use a finer grade of abrasive. The problem with this approach is that it simply leaves you with a much larger quantity of smaller scratches. A quality heavy-duty cleaner like BLACKDOG HD CLEANER makes your towel the abrasive for removing these scratches. You remove just enough paint to remove the finest of those abrasive swirls or scratches, but you also dull or smooth out the sharp edges of the deeper scratches so they are much more difficult to see – often they are visible under certain types of lighting. This is the main reason to always rub in straight lines. If you rub in circles you can always see part of each swirl from any angle; but if you have all the scratches or swirls running in the same direction then you have to be at just the right angle to the light to see them.

It should now be obvious that to completely remove every line or scratch would require simply removing more paint – a job that can be done on most finishes if you're willing to do the work. If you have worked the finish down to almost perfect then put a coat of wax on only to be shocked to see a whole multitude of scratches, don't panic! They aren't in the paint but are

simply in the soft surface of the wax finish. Wiping down the car in the shade with a wet towel will go a long way towards smoothing out the wax, but my preference is to leave the finish like it is so the wax can harden or "set" on the finish and then several days later, go over the finish with SHOW-SHINE. I will get most of those wax scratches out and be leaving (I think) more wax on the finish.

EVALUATING THE FINISH

There are at least three distinctly different aspects of a finish that need to be viewed and evaluated separately. The first one might be called the texture of the paint. This attribute would relate to a surface finish containing "orange peel" of scratches (often from improper paint preparation) and usually requires abrasive removal of the high areas of the paint. This attribute is more noticeable when viewed up close than from a distance.

The other two are the gloss and the depth. Gloss needs to be evaluated at a distance from the car. If you put an old hard "pure" wax on one half of the hood and put a more modern polymer wax on the other half and then stand back, you should be able to notice a difference in gloss. Gloss, however, is much less important to the way most cars look than depth. Only on light colors (white, silver, gold, etc) is gloss more important than the depth of color. Depth is the clearness of the finish when viewed close-up looking down into the paint. It is especially easy to compare the two different polishes on a black or maroon or very deep blue finishes. When you look down into the finish all you want to see is the color of the car and a reflection that is possible even sharper than looking into a mirror. Look for very tiny details in the reflection and look for clearness. It is the solvents in a wax that tend to impair the clearness and it is the opacity (not being clear) that makes the reflection not so sharp.

The Chicagoland Chapter needs your help. Folks with a fresh outlook and new ideas to steer the activities through the future are needed. Many of us have been serving our members for the last decade. New ideas are vital to the long term health of our club.

Please contact any of the folks listed on the second page of this newsletter to see how you can help.



This year will be the 30th GS Nationals



This year also be the 20th Buick Race day at Norwalk

Classifieds

WANTED: 1970-72 GS - OR - Skylark front fenders and doors in very good condition. Also, pro built street/strip 455 capable of 11.5 seconds or faster in quarter mile. Please write: Raymond F. Schordie, P.O. Box 925, Redgranite, WI 54970-0925

FOR SALE: 1972 Smog control pump with everything included \$125.00
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 1968-69 chrome pieces for front hood, real nice, \$65.00
 And more....call Johnny Gribble 815.451.9730

For Sale: 1998 Dodge Caravan Dodge Caravan base model, power steering, brakes, 4 cylinder, auto, great mileage, Van is in good condition, excellent tires, runs great, 110,000mi, call Jack @ 815-276-4022

For Sale: 1999 Chevrolet Tracker Sport 2WD, auto, only 85,000mi, good tires, clean, full power, \$3,595.00 obo, Call Jack @ 815-276-4022, go to craigs list for pictures.

NICE CARS FOR SALE

97 MOUNTAINEER, 5.0 V8, auto, duel exhaust, MINT, \$2,700.00
 99 EDDIE BAUER EXPEDITION, heated leather, moon roof, loaded, MINT!, \$ 5,800.00
 08 DODGE AVENGER ,HiPo 4cylinder, auto, 40,000mi, \$8,450.00
 Call Jack @ 815-276-4022, or if You are looking for something else, give me a call.

Meeting, Technical Session and Chili Cookoff
Sunday; March 7, 2010; @ 10:00 am (Note earlier time)
Franklin Park Community Center
 9560 Franklin Ave.
 Franklin Park, IL

Our third session for 2010 will be at the Franklin Park Community Center and will feature our tenth annual Chili Cook off. This is our favorite event for many of us who are definitely stir crazy by this time. It is still a few weeks early to get our Performance Buicks out for the season. The various entries and variations of chili offered is excellent. We will be presenting gift certificates to the winners again and of course pass the winner chef hat along to the 1st place winner.

Mike Phillips owner of Automotive Machine & Performance in Owensboro, KY will be on hand to cover all aspects of building high performance Buick engines. Mike supports our chapter by coming up here every spring to share his extensive knowledge of the machining, head porting and assembly of Buick engines. If you are planning to freshen up your engine, need help selecting a camshaft or contemplating some headwork you should not miss this session.

If you have a favorite chili you would like to share with the group please be sure to bring some to sample. You might be surprised how good your chilli stacks up to the competition. Many of us like it very hot and others like theirs milder, just like our engines.

We are looking forward to the presentation and of course the chili. Our regular business meeting will start at 10:00 am before the feeding frenzy and before the technical session.

Franklin Park Community Center
 9560 Franklin Ave.
 Franklin Park, IL

Mike Phillips
Automotive Machine & Performance
 6235 Highway 54
 Philpot, KY 42303
 888-624-3848
 E-mail: Ampmike@aol.com



Directions from I-290

- I-290 (Eisenhower Expressway) to 25th Avenue Exit
- North on 25th Avenue
- Continue past Grand Avenue to Franklin Avenue.
- Turn right (east) on Franklin Avenue.
- Community Center is at the northeast corner of the intersection

Directions from I-294 Southbound

- I-294 to Irving Park Road (exit southbound only)
- East on Irving Park Road to 25th Avenue
- South (right turn) on 25th Avenue
- To Franklin Avenue just past the RR crossing
- Turn left (east) on Franklin Avenue
- Community Center is at the northeast corner of the intersection

Need help with directions call 708-508-2967
<http://www.chicagolandbuick.org>

Please take a look at the web site or call one of use, as the start time varies from year to year due to others using the room every week for other meetings.

We celebrated the CCGSCA's 15th year last year →



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References are available upon request.



April Meeting and Technical Session

Saturday April 10, 2010 at 10:00 am

Darien Park District

7301 Fairview

Darien, IL 60561

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It is always a pleasure to announce a Technical Session by PT&E. For the Turbo Regal owner these are the most informative sessions you could ever experience. Those who have attended past sessions always came away amazed at what can be done to make these cars very fast.

So we cordially invite one and all to this excellent session that will cover new products and developments, plus answer your specific questions. After a session with PT&E it all makes sense.



Skylark



Directions:

- From I-294 (Tri-State) take I-55 South (Southbound I-294 has a toll at exit)
- Continue past exits for county line road and Route 83 Kingery Highway (4.8 miles)
- Take the Cass Avenue Exit northbound (4.8 miles)
- Take Cass Avenue North to 75th Street (little over a mile)
- Turn left (west) on 75th Street
- Take 75th Street to Fairview (little less than a mile)
- Turn right (north) on Fairview
- The Darien Park District Building at 7301 will be to the right.

For the latest of what the Chapter is doing refer to

<http://www.chicagolandbuick.org>

Hot line @ 708-873-9277



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The website is well laid out and helpful, but you can always talk to John or Justin



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