

Newsletter
 Volume 19
 Issue 7
 November 2006

Minnesota Grand National and T-Type Association

NOVEMBER MEETING - The last MGNTA meeting of 2006 will be held at Fuddrucker's restaurant on the NorthEast corner of I-494 & France Ave S in Bloomington, MN on Tuesday 11/28/06, 7:00 pm

Notes From the Editor

- ◆ At the October meeting, it was obvious that the summer car season was coming to an end. We had only 10 or 12 club member show up for our first meeting back at Walser Pontiac Buick GMC. But don't think that fewer attendees meant any less of a good time. Look for Roger Flint's report on page 5.
- ◆ I brought several past MGNTA Club Calendars to the October meeting. I haven't made one for the past couple years, so I wanted to see if anyone was interested in a 2007 edition. Response was favorable so I will be making up several copies. And with any luck I will have them at the November meeting. Roger Flint and I looked through all of our club photo's over the past year and picked out the best. If you participated in any club events or car shows, don't be surprised if you see your car in the 2007 MGNTA Calendar. If you do see a photo your car, I apologize for not asking your permission before I used it, but this is for club members only so I didn't think anyone would mind. To the right is a shot of the cover of the calendar. The calendars will still cost \$20 each. If I run out of calendars at the November meeting, I can make up some more.
- ◆ Also to the right is a photo of a GM Performance Division badge. Terry Staves has several of these and he is selling them for \$5.00 each. The photo is shows the badge in it's real size. It has a brushed aluminum finish. It has adhesive tape on the back and would look great on the dash of any GM car. These are available on e-bay for \$18 so Terry is giving us a great deal. If you are interested you can reach Terry at 651-739-6361 or imspoof@hotmail.com
- ◆ Club Dues for the 2007 season are due in January but if possible bring your cash or check to the November meeting, we appreciate everyone getting the dues in early.



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Letter from the President

By Tom Shea



The next meeting will be at Fuddrucker's, N.E. corner of Hyw 494 & France Av. Edina.

Located, diagonally across the interchange from our regular meeting location, Walser Buick GMC. It will be on the last Tuesday, of the month at 7:00 pm. November 28th, instead of the last Thursday, the 30th. This is the Standard Operating Procedure for the November meeting. The last Tuesday may not always be the one before or after, but it will be easy to remember since it will always be the LAST one. This is also the last meeting of the year.

The last Thursday of November was the Thanksgiving holiday the last 4 years in a row, causing the meeting to be in conflict. This year it is not, but since we have the meeting at Fuddrucker's and there is no scheduling conflict for Tuesday, we will continue this tradition as S.O.P.

This club used to meet on Tuesdays at Winn Stephens Buick for years since it's inception. We had to change to Thursdays in order to use the meeting facilities at Walser Buick GMC. This was after Winn

Stephens closed and we lost our facilities there. We may have inadvertently enabled some members to attend that otherwise would not have made it if it was on Thursday. I hope we have not caused some members to not be able to attend for this very same reason

The "Fuddrucker's Feed" is a tradition we have established over the past few years. The club provides an allowance that should cover the cost of food for attending paid members. This is a very informal end of the year gathering. Sometimes we see members that can't normally attend our Thursday meetings, because of scheduling conflicts. I'm hoping to see many faces that we don't see often, as well as the core group of regulars.

I would appreciate members bringing their dues in check for \$30.00, for the 2007 year. Those that don't have their dues paid by the time the member cards get printed will have to settle for a form printed one with the members name typed in or written in long hand. Valid, but not exactly the same look.

I missed the last meeting due to attending the O.K. Buicks VS Ford shoot-out. Roger Flint handled



Bobby Peterson, in his red Turbo Regal, was the fastest Buick qualifier at the Oklahoma Buick vs. Ford event running an 8.25 and 163 mph. This was a slower MPH but better ET than he ran at the Muscle Car Shoot-out at BIR in Brainerd..



Letter from the President (cont)

the duties in my absence. He told me it was informal and the usual loosely structured car talk we have all come to expect and appreciate. Roger has been very busy so he may not be able to post meeting notes for this newsletter.

Bob Peterson and George Sweesy drove down to the OK. Buicks meet together in George's rig. George wasn't racing his car so he hauled Bob's car. Bob's son in law accompanied them to assist in pit crew duties.

Bobby Peterson was the fastest Buick qualifier at the event. He was at 8.25 and 163 mph. I believe this is a slower M.P.H. but better E.T. than at his last event at B.I.R. for the Muscle Car Shoot-out.

Lawrence Conley was second fastest Buick qualifier. He was there with his "Category 6" car.

Jon Schmidt would have qualified fastest in his Opel, but he had a coolant leakage problem from a frost plug.

I took some pictures at the meet. Abe will be posting them to our web site.

I met some people from the Lone Star Performance Buick Club. Their site (lspb.org) will be linked from ours. They had some interesting tech that applied directly to me. Turbo 400 and rear suspension, for my twin turbo GN.

I met the guy who now has my old grey 87 "T". This guy is from the Kansas City area and was running a Limited. He got my old grey "T" from the guy I traded with for the twin turbo car. Long story, small world.

I had Bob Peterson's car in my shop for a quick little job. I took some pictures and with his permission Abe will be

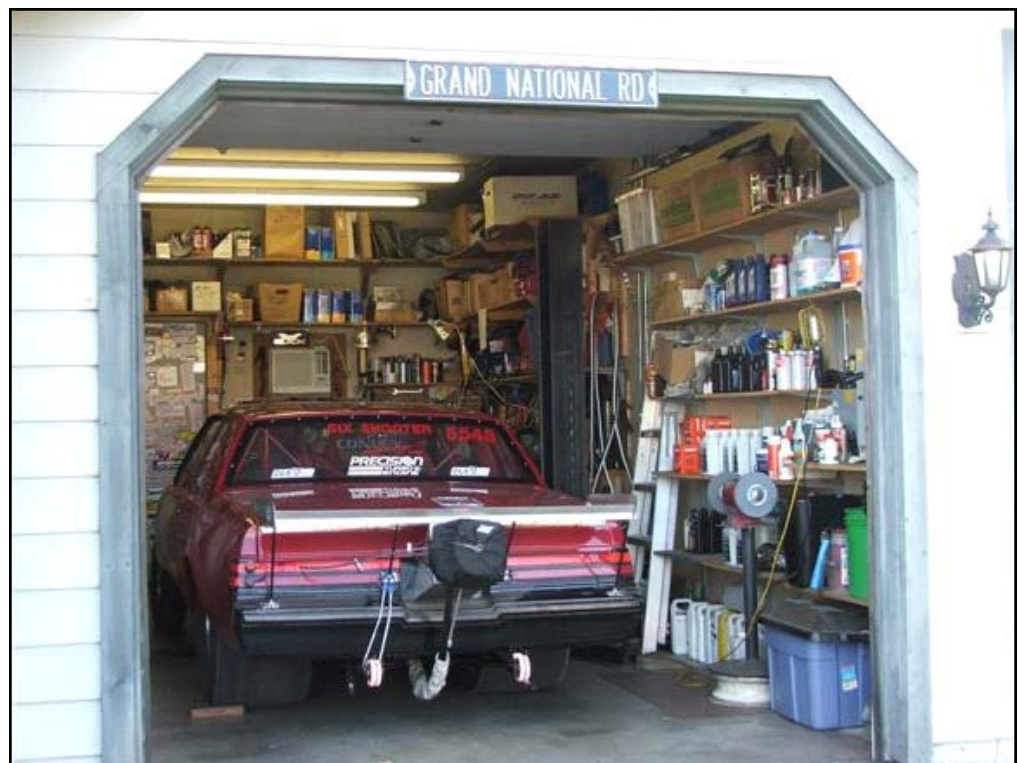
posting them to our web site. Bob's car is a very serious and interesting piece.

Curt might post some of both these sets of pictures in this newsletter. Curt is also compiling a calendar with member's cars pictures.

With that thought in mind, I would like to see a directory of members with their cars pictures. This would put the two together for easy reference. Even though, it may be a little difficult to differentiate G.N.s. I think there are enough unique traits, such as personalized plates, wheels or other distinguishing features to them, to make this work. We could also use these pictures for our member cards.

As mentioned previously. If any members would like to share their personalized plates, please contact me, phone, or e-mail. If there are any clever plates that you know of either existing or just considered, I'd like to see them posted.

I had a disappointing experience with the personal plate order for my Twin Turbo GN. I went to the nearest deputy registrar. I had them look up EVL-TWN to see if it was available. They said it was, so I



Bobby Peterson's race car at Tom Shea Racing



Letter from the President (cont)



ordered it. I got a letter back from them stating that is was previously issued. They stated that a refund would be sent. I checked for EVILTWN and EVLTWIN both were taken. Hmmm, I guess nothing else is appealing to me right now. I will resist JR's suggestion of HI-OFCR and or GOTBAIL for obvious reasons.

I would like to see some feed-back on this. Curt Carlson mentioned his plate MY TYPE. I know there others that I'm not recalling off the top of my head right now. Abe will set up a page on our web site with all the real and suggested ones.

I went to the "Porky's Shoot-out", at Cedar Falls on Oct. 7th. The fastest car there was Dan Peach's Turbo Mustang, 8.34 E.T., no M.P.H. shown. It was a good time and beautiful weather. It's a long drive from the twin cities area. It's 210 miles from my house in the outer ring of the southern suburbs, a 3 to 4 hr drive depending on stops. The round trip alone results in a big travel day. When combined with a full day of racing, it may become a lot for just one day. This is especially true for those who are actually racing a car since the preparation before and the unloading after are time considerations. A race day like this usually takes the whole weekend starting with Friday night prep and ending with Sunday unload.

I had some trouble with my twin turbo

GN at Cedar Falls. Therefore I did not take it to Oklahoma for the shootout.

The only thing I had not gone through since I had taken possession of it in 2002 was the engine. I did a compression check and it checked OK. It seemed to run OK but I wanted to try it at a ¼ mile track since street driving is only good for a few short seconds at wide open throttle. This would not duplicate the conditions of the track.

I had what I initially thought was an injector failure. The engine definitely had a breach to the crankcase. It smoked out of the valve cover breathers when running. It did run smoothly even with this trouble. This made me think that possibly one injector was supplying some but not enough fuel to one of the cylinders. Causing a lean condition and damage.

I did a compression test when I got it back to the shop. The #4 was definitely not pumping the 170 P.S.I. like the others. It was pumping 40 P.S.I. This seemed odd since a blown head gasket or other breach should pump very little pressure on the cranking compression test. When I pulled the head I saw the reason was a burnt piston. The head gaskets were good.

The injector theory was looking pretty likely at that time. I figured that I was asking the 96 lb inj's to deliver close to their max capacity, and the #4 was just not up to the task. I resigned myself to upgrade to the next step larger injectors. These are 160 lbs and require a sequential control box. I was running a FAST





Letter from the President (cont)

bank to bank box.

I arranged to have my FAST box upgraded and of course checked out on all functions at the same time. I did not flow the injectors. I still have not gotten to that. It seems like there is always an endless parade of things that take precedence over me working on my own cars. There is an old saying “the cobblers children have no shoes”. That seems to ring pretty true around here.

I received a call from Dale Cherry, my FAST supplier. He told me that my control box, that I sent him for service had an internal failure. This is unusual but not unheard of. He explained that the board in the unit was bad, and was the likely cause of the engine problem. He said that it was not cost effective to repair.

Dale is a decent guy and good to deal with. Even though I purchased this box from a different sup-

plier, prior to establishing an arrangement with him, he still did his best to accommodate me. He supplied me with a sequential box, and now I have the option to run my 96 lb injectors if they do flow test OK. I also have the option to go with the next larger injectors, (160 lb) later, since the box will be sequential.

I shipped the motor out of the twin, off to the machine shop for freshening. I’m planning on making this motor a mild street motor and running it in the Limited. The motor in the Limited now will go into the twin. This motor now in the Limited is more of a race motor, and will be more appropriate for use in the twin.

I still have a long way to go with the twin. I am having the torque converter changed, (tighter). I will try a trip to the strip when I have it together next spring. I’m hoping at that time to have only some tweaking to do.

Letter from the Vice-President

Roger Flint

You know winters getting close when we move back into Walser Buick for our monthly meetings. Tom Shea, Bob Peterson and a few other club members went to Oklahoma for the Buick versus Ford shootout, the results of which should be in the president’s post. We had a small informal meeting with about twelve members in attendance. Dan Weissman had recently purchased a 1987 Buick with two engines, one engine had spun a bearing any other engine I believe also needed to be rebuilt. He was able to sell the car as a “rolling chassis”, but it only had two wheels and tires and the new owner would need a tow truck to lift the opposite end, so I think it’s more like a wheelbarrow? It appears that Abe, Dave and a few other club members started taking parts off of the car so it sounds like there wouldn’t be much left on the “rolling chassis” unless the new owner gets there soon. Dan got two cores for building his performance engine so he was happy and also got his money back on the cost of the car.

I brought some information about setting

up the chassis to get maximum traction at the drag strip. If you care to take a look, the website is http://www.baselinesuspensions.com/info/Launching_A_Drag_Car.htm What’s nice is that the example they use is a 1987 Buick GN and all the measurements are given so we don’t even have to do any calculations. Take a look I think you will find it very interesting.

Curt brought some calendars from the last few years and we decided to make another one for this year. We can pick out some pictures from all the club pictures we took this last year. Watch for the new calendar to show up soon.

My work for this winter has begun with an engine swap, the 1984 GNX clone is getting a new 1987 engine and transmission with only 13,000 actual miles, which should make it look even more like the real thing.

Remember the next meeting will be at Fudrucker’s on Tuesday instead of Thursday, see you all at the next meeting.



MaxBoost! - Tires and Air Bags

By Tom Shea

What size tires can I run on my T.R.? The largest that will fit in the front on the stock rims are generally 235/60/15. Some 245/60/15 will fit. The largest for the rear are 26x10/15 for slicks or D.O.T.s, and 275/50/15 radials. Some 265/60/15 will fit. (28 inch tall tires can be used but they are less desirable for several reasons) Some 28 inch tall tires have a narrower tread width than their 26 inch tall counterpart. The fit of a 28 inch tall tire is a lot less forgiving, it has to be precise to avoid contact. Suspension travel may have to be limited.

The tire size should be kept near the original height of 26 inches. The width of the tire is limited by the width of the rim. 275 size is generally considered to be too wide for 7 inch stock size rims. The 275 number is roughly equal to a 10 inch wide slick or DOT tire. The 10 inch wide tire is commonly not used with a wheel width less than 8 inches wide. This is measured between the inner bead edges of the rim. The 10 inch wide tire can usually be used on a rim as wide as 10 inches.

The wider the rim the better. The reason for this is that the wider rim exerts more pressure further out towards the outer edge of the tire. This allows more air pressure to be used in the tire for the same footprint. More air pressure inside the tire usually exerts this pressure in towards the center of the tread. The trick is to equalize these pressures for an even contact pressure. More overall pressure equals stronger resilience. This improves the stability and handling characteristics of the tire. In a wrinkle wall drag racing tire, this can mean better traction as well as better big end control at high speed. The tread wear will be more even and last longer. I like to use the widest rim in the range allowed by the tire manufacturer. The footprint of the tire should have an even contact patch across the width of the tread. This is evidenced by the tire wear eventually. This wear if uneven indicates the uneven traction exerted by the tire during its uneven wear.

What about the compound? Soft or harder? Our cars are considered relatively heavy by the standards of the racing tire manufacturers. Even the lightest of the stripped & lightened race-car versions of our cars are considered heavy by these standards. Except for a very few cars that come in under 3000 lbs. Our cars are HEAVY! We benefit the greatest by the hardest compound racing tires. This situation has the added benefit of longer tire wear. The harder tires also don't pick up as much debris. This property is more of a consideration on the street. I don't recommend driving

D.O.T.s or slicks on the street. Slicks will get you an illegal equipment ticket. D.O.T.s will be an unstable tire for driving because of the soft sidewall and hydro-plane at low speeds with very little rain. I recommend having a pair of 26 x 10 x 15 D.O.T. racing tires mounted on 10 inch wide rims for racing. These tires will get traction that is close enough to slicks that the difference is minimal. These D.O.T.s will also allow you to compete in more races. Some classes do not allow slicks. Racing tires like D.O.T.s or slicks should shave off around 1/2 second in your ET.

The inner edge of the rear wheel well trim can catch & cut the outside edge, or upper corner of the tire in certain conditions. If the tire is a 26 x 10 / 15 slick or D.O.T. tire. If the car is driven up a driveway at an angle that causes the car body to be tilted. This is a common occurrence. The front corner tire that goes up an incline first will raise that corner of the car. The opposite corner in the rear of the car will tilt down. This sometimes causes contact between the tire and the fender lip. This situation can be avoided or minimized by avoiding or minimizing the angle at which you drive up into an incline.

The front sway-bar is much stiffer than the rear one. This causes the car body to be more closely aligned to the front suspension. Some cars that have the larger, stiffer rear sway-bar. This will see a more equal alignment between the two ends of the car over this type of condition. This may partially address this concern. Another thing that may help is the trimming of the inner fender lip. Not an option for those who prefer to maintain the original condition of their cars. So if you are running the large 10 inch wide racing tires on the rear. You may want to approach any inclines such as driveways at a head on square angle. This will avoid the tilting of the car body.

Air pressure? How can you tell what is the proper pressure to run? If you don't have a white liquid shoe polish applicator in your race kit, you should. This is what most racers use for numbers on car windows. I use it to make a mark on the tire near the valve stem. This allows a constant reference to the rim to tire. The tires can actually move by rotation on the rims. Some racers will make a more evident mark on racing tires to be observed when the car is launching. This shoe polish can be used to mark the tread for a simple test. Make a nice thick even mark across the thread of your tires. Now drive on them for a short ways. Around the block should do it. Inspect the tires for the wear on the marks. If the marks are worn more in the center of the tread then lower the pressure. If the



MaxBoost! (cont)

mark is worn more on the edge then raise the pressure. This test can be done with the rear racing tires but will have to be done under launching conditions. So make the mark then make a launch. The air pressure may not be optimally equal between the two rear tires. This is because of the torque of the car under launch.

Air bags. How do we use these? What is the proper pressure? When the engine is applying power against the drive-train & eventually to the pavement. That power is anchored against the car body ultimately. Remember that every force has an equal & opposite reaction. This is what causes the cars at launch to be twisted up on the drivers side. What is happening is the engine is twisting the driveshaft one way while being braced against the frame from the other.

The rear axle is actually pushing down on the drivers side and up on the passenger side. We try to counter this force by using an air bag in the right rear coil spring. The more air in this bag the more resistance to the compressive force from the axle twist. To de-

termine how your car will react when you launch. Have a friend help. Use a yard stick to measure the height of the rear bumper at both ends, under launch torque. Use air pressure in the right air bag to level the car at launch.

Keep your eye on the transmission temp gauge. The brake standing required for this launch torque simulation builds heat quick. Keep this in mind when doing the measuring with the yard stick. If you need more than 20 psi in the bag, it might be a good idea to check what it actually looks like in the coil spring. They do tend to get distorted. The bag will bulge out between the coils. It may come too close or into contact with the exhaust pipe. Heat shields should have been included with the bags. You can address this problem, at least partially, with a larger rear sway-bar. If you have the engine foot braked tight against the converter, it will twist up the suspension. There needs to be some travel left over for launch. The suspension should be allowed to be reactive in order to be the most effective. Having the proper stall torque converter is the best way to address this issue.

Hemmings Muscle Machines

By Curt Carslon

Most everyone who is a “car-guy” is familiar with Hemmings Motor News. This is considered the car hobbie’s bible for cars and parts. But Hemming’s offers other more typical magazines including Classic Car and Muscle Machines.

The November 2006 issue of Hemming’s Muscle Machines (HMM) has a feature on “Muscle on a Budget”. They talked about the Ford Fairlane, The Third Gen F-Cars, the SVT Cobra, Chevy Biscayne, Mopar Dart and Duster, the El Camino, Falcons and Comets, but of most interest to me (and hopefully to you as well) the Turbo Regal! Here is what they said about our beloved cars.

Buick’s nearly accidental creation of one of the most potent cars of the 1980’s was cut short right when it started getting good, when the rear-drive platform on which the Regal was based got axed in favor of front drive, in typical GM fashion.

The ultimate was the limited-production GNX, but the more common Grand National has been vaunted and treasured since it gained an intercooler in 1986. Although these cars have held onto their value pretty much since new, it still seems possible to score a decent Grand National for under \$10k, we just saw one for \$7,800 that appeared to be mostly stock and

very clean, despite its mileage. Non-GN Turbo Regals, usually referred to as T-Types, can be had in our price range even more frequently.

The performance potential of these cars is well documented, and many are still seeing regular strip action, but their future collector value seems fairly assured as well.

Either way, you probably can’t go wrong by scoring one of these cars for under ten grand, unless of course it grenades on you. Even so, mechanical replacement parts are plentiful, as are upgrades, but most resto trim and interior items are not yet reproduced. Try Kirban Performance (kirbanperformance.com) and Poston Enterprises (postonbuick.com) for Turbo Regal specific mechanical and trim items.





Review of the MGNTA in 2006

By Curt Carlson

I think the MGNTA had one of it's best years yet. I'm talking about club events and participation by our members. Attendance at the summer outdoor meeting was fantastic and the number of car shows in which multiple members attended was awesome. Lets review:

- ◆ The May meeting was at Porky's Drive-in
- ◆ The June meeting was at Wagner's Drive-in
- ◆ The July meeting was at back at Porky's
- ◆ The August meeting was at Mtka Drive-in
- ◆ The September meeting was at JR's shop with a special presentation from "The Dent Guy" Warren Iverson.

The car show season got started with the Gopher State Chapter of the Buick Club of America and their "Spring Extravaganza" at the MN State Fair Ground on May 7th. The MGNTA was well represented by 10 cars and a summer full of car show just took off from there.

In May:

- ◆ Buick GS Nationals, Bowling Green, KY
- ◆ Arrow Pontiac, Buick, GMC show
- ◆ Walser Chevrolet Show, Plymouth, MN

In June:

- ◆ Buick Horse Power Nationals in Indianapolis
- ◆ Red Rooster Auto Parts show, Crystal, MN

- ◆ Big 10 Car Wash show in Mounds View, MN

In July:

- ◆ Car Craft Summer Nationals, St. Paul, MN

In August:

- ◆ White Bear Dodge Night Show
- ◆ Suburban Chevrolet show in Eden Prairie, MN
- ◆ Buick Night at the North St. Paul History Cruise
- ◆ Grossman Chevrolet All GM Show in Burnsville
- ◆ Shakopee Car show in Shakopee, MN

In September:

- ◆ Motor Books Wheels & Wings in Osceola, WI
- ◆ Fireball Chapter Buick Show in Stillwater
- ◆ Valley Pontiac, Pontiac, Olds, & Buick Show in Apple Valley, MN

Photos from many of these events can be found on our web site: www.mgnta.com

Soon the summer season of 2007 will be upon us. So while your Turbo Regal sleeps for the winter, please start thinking about activities for us to do next year. Whether it's locations for our monthly meetings or your favorite car show / cruise night in which you would like to see your fellow MGNTA members participate. Please speak up at our winter meetings as we start to make plans for next year.

Until then, enjoy the "Fuddruckers Feed" and lets make 2007 even better.

Upcoming Events

- ◆ 11/28/06 MGNTA November "Fuddruckers Feed" Meeting to celebrate a great 2006!
- ◆ 12/10/06 Die-cast Car and Collectible Toy Show, Knights of Columbus Hall, Bloomington, MN 9am to 1pm
- ◆ No December Meeting - Happy Holidays!
- ◆ 1/25/07 January MGNTA Meeting at Walser
- ◆ 2/22/07 February MGNAT Meeting at Walser
- ◆ 3/29/07 March MGNTA Meeting at Walser
- ◆ 4/26/07 April MGNTA Meeting at Walser
- ◆ May - First MGNTA Newsletter of 2007
- ◆ 5/31/07 May Meeting - location T.B.A.

Walser Buick Pontiac GMC

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Super Charged 3800 Info

By Curt Carlson

Terminology:

Mod / Modding—To modify for a purpose of making it better than it is now.

CAI—Cold Air Intake

FWI—Fender well Intake

Airbox—Holds the filter. Located under the hood on the drivers side in the front of the motor.

KR—Knock Retard. Detonation. This is Bad.

Dog Bones—Motor mounts in the front of the car. We remove them to change plugs in the back.

APS—Auto Parts Store

O2 Sensor—Oxygen Sensor. We have two of them in the car. One at the rear of the manifold, and the other after the cat.

CAT—Catalytic Converter

DP—Down Pipe

SES—Service Engine Soon Light. Our other Enemy in cahoots with KR

MPS—Modular Pulley System

TB - Throttle Body

Forum Site:

<http://www.regalgs.org>

<http://www.mnclubgp.com>

Vendor Info:

PFYC - <http://www.pfyc.com/mm5/merchant.mvc>

3800 Performance - <http://www.3800performance.com/>

Intense - <http://www.intense-racing.com/>

SLP - <http://www.slp-eng.com/>

ZZP - <http://www.zzperformance.com/>

W-Body Store - <http://www.wbodystore.com/catalog/index.php>

Autotap Scanner - <http://www.autotap.com/>

LS1M Scanner - <http://ls1m.com/>

DHP Power Tuner - http://65.109.52.43/home_index.htm

HP Tuners - <http://www.hptuners.com/>

FAQ's

Q: How much Horse Power and Torque does the Regal have?

A: Regal GS: HP: 240 @ 5200 RPM
Tq: 280 ft/lbs @ 3600 RPM

Regal LS: HP: 200 @ 5200 RPM
Tq: 225 ft/lbs @ 3600 RPM

Q: How much does the Regal Weigh?

A: Regal GS 3543 lbs, LS 3438lbs

Q: How much fuel capacity does the Regal have?

A: 17.5 Gallons

Q: What is L67 and L36 mean?

A: L67 is the engine code for the 3.8Liter V6 Super-charged Series II found in the Regal GS.

L36 is the engine code for the 3.8Liter V6 Naturally Aspirated found in the Regal LS.

Q: What is a U-bend?

A: The U-bend is a part of the exhaust that is right after the Catalytic where the piping dips down in a "U" shape to accommodate the O2 sensor. Removing it and putting in a piece of straight pipe and mounting the O2 sensor on the side of it will free up 5-6HP.

Q: What is a Resonator?

A: The Resonator is the 2' long round muffler in the center of your exhaust system. It is designed to only take out certain frequencies of sound from your exhaust. So removing it doesn't make your exhaust system that much louder and you will free up a few horses to boot.

Q: What is KR?

A: KR or Knock Retard is something that happens when the PCM (Computer) detects engine knock. When the PCM detects knock it pulls timing which decreases horse power and knock.

Q: What is a CAI or FWI?

A: CAI stands for Cold Air Induction.

FWI stands for Fender Well Induction.

Q: What is a LSD?

A: A LSD (Not the drug) stands for Limited Slip Differential.

Q: What is a DHP?

A: DHP stands for Digital HorsePower. They make aftermarket PCMs for the Regal and Grand Prix's. DHP improves shift points, increases transmission line pressure, and adjust air fuel tables just to name a few things.

Q: How much change does the coin holder hold?

A: \$5.25 in quarters

\$3.00 in dimes

\$1.00 in nickels



See you all at Fuddruckers on
TUESDAY, November 28, at 7:00

Directions: Near Walser Buick Pontiac GMC. North East Corner of I-494 and France Avenue S



FIRST CLASS MAIL
TO: