

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

Fall 2014 Chapter of the Gran Sport Club of America; 625 Pine Point Circle; Valdosta, GA 31602

912-244-0577



Bob Rogacki's GN and Turbo TA

My introduction to Buick was with my second car it was a two year old 1986 Buick Regal with 8,000 miles on it. I purchased it from Castle Buick when they were in Berwyn on Ogden Avenue. The car was a burgundy metallic hardtop V-8 with wire wheel covers and white wall tires. I slowly started to work on the car. Those wheels did not last too long; they were replaced with aluminum America racing rims and Dunlop tires. The standard rear springs were replaced with taller stiffer springs. Few years later I needed to repaint it do to

GM's high quality paint job. At that point the car became black. Later on I added the Grand National rear spoiler. The car remained like that until I sold it in 1999. Did not want to get rid of it. But it became a money pit at that point.

Three years went by since selling the Regal. I decided to look for the real deal. It took probably nine months of looking to find an all original car. I finally found it at Kirban Performance. Dennis had it listed on his site as coming soon car. Continued on page 3

Please volunteer to help our chapter to continue activities

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 automobile 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:

Membership Chairman
Chicagoland Chapter GSCA
4010 Raymond Ave
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 Ave; Brookfield, IL 60513, along with a check for \$20 made out to "CCGSCA." Please, don't let your membership lapse, for too long.

Volunteers for the Chapter

Contact Bob Nunes if you are interested in helping our Chapter continue exchange ideas, gathering local car show and cruise night information or plan activities for our members. Fresh ideas are needed to keep the Club exciting. Distributing the work among many volunteers makes it easy for all. The tasks do not take much of your time, and you will always have plenty of help, while hopefully having fun.

Upcoming Events

- Nov 2 – Daylight Savings Time Ends
- Nov 9 – CCGSCA Meeting at Suburban Welding Franklin Park
- Nov 22 & 23 – MCACN – DES Convention Center Rosemont

2015

- Jan 24 –Holiday Party – Capri Banquets – Countryside
- Feb 14 & 15 Race & Performance Expo @ Pheasant Run
- Feb 22 – BOPC Swap Meet – Kane County Fair Grounds
- May 29-31 - Buick Race Day & BPG Nationals combined

The combined Buick Race Day and BPG Nationals is one event that should be included in next year's schedule.

Need ideas for 2015 events. Please get involved in planning of events to keep our chapter fresh.

Continued from Page 1 . I called him had a discussion with him. He called me when he had just finished loading the car on his trailer to describe in detail the condition of the car. Once he got to his shop he sent me picture. I bought the car sight unseen. It took a couple of weeks before the car finally showed up. This was the time the East coast had the major power outage. So the car carrier company had to park all the trucks they were afraid they would run out of fuel and be stranded. The car showed up July 27, 2003.

The history of my 1987 Grand National:

The car was original sold in Kentucky then went to Indiana and then to me. I acquired it with 11,200 miles on it. It currently has 14,450. It's an all original car that is nicely optioned. It's only missing a few options such as: power antenna, power trunk release and the concert two sound. It does have the Hatch roof option.

The car has a built date of October 1987 (it is part of the second 10,000 cars made. GM decided to make an additional 10,000 cars since they had parts and time left on the assembly.

The car has remained a survivor replacing only what was needed with original GM parts. I even have the original tires and rims and black brake accumulator bowl. They are not on the car any more. But I still have them.



It was spring of 2010 when I decided the Grand National looked lonely in the garage. So I set out to find a friend. Was not sure what I was looking for at first. Did some research on the internet and found out that Pontiac built a special Trans Am. The 1989 Turbo Trans Am 20 Th Anniversary Pace Car. The car had the Turbo regal v6 motor, Borg Warner Austrian rear end and Corvette brakes. The cars started out as all white GTA Trans Am's with beech wood interiors they were sent to PAS in California to be modified and then shipped back to the individual dealerships. The same way Buick did the GNX's. Except these cars do not have their built numbers on display. You need to

decode it from the VIN. This was also the first car to pace the Indianapolis 500 that did not require engine modifications just safety equipment and camera mounts for race coverage. Like the GNX this car had its horsepower down played on paper. It was listed as 250 HP but in actuality was 301 HP. The car is listed in the book "The World's Fastest Cars" first edition along with the GNX.

I found this car at the Elmhurst Car show on Camaro / Firebird night. The guy just pulled in the parking lot wrote up the For Sale sign and walk down the lot. I was walking down the street and turn in and seen it sitting at the back of the lot. I looked it over took some pictures and continued on with looking at the other cars. Thought about it and went back and looked at it again. The guy was still not back to the car so I decided to call him. He was on his way back at that point I had a good 30 minute conversation with him. Another guy started to ask question about the car when I was leaving. It seemed like he was going to buy it right there on the spot. I thought about the car for the next two weeks and decided to call him back to see if it was still available. To my surprise it was still for sale and at a lower price I bought it. I picked it up on October 02, 2010 with 16,650 miles on it. It currently has 17,450.

The history of my 1989 Turbo Trans Am - 20 Anniversary - Pace Car:



The car was original sold in Vermont and then made its way to Illinois. Once here it moved around not far. It started out in Countryside then Villa Park and then finally to Westchester.

The car is number 265 out of 1,550 made. It has a built date of February 1989. There were only two options available. T-Tops and leather seats I have both. Like the Grand National the car is a survivor all original with the exception of some bolt on chrome pieces. IE Turbo shield, inlet pipe and mass air flow pipe with a K&N filter. I have the original parts so I could flip it back to

factory at any time. This car is running on aftermarket rims and better tires. I still have the original ones packed away.

By the way my first car was a Formula Firebird. It seems I have a habit of repeating my cars. Except this time around they are not daily drivers. So if this is holds true then I should be looking for an 83/ 84 Hurst Oldsmobile next.



The 86 Regal that started it all. Thanks Bob

Please contact Bob Nunes if interested in helping the Chapter. New ideas and ways of doing things are welcome.

Director's Garage **Loyd Bonecutter**

So Thanks to Bob Rogacki who had his information to me well before the end of August, this part of the newsletter is not the problem I am so behind. It has been a busy fall with many other distractions including the work that pays me.

I am still having a difficult time wrapping my mind around the end of summer 2014, and the warm days of fall. Days and weekends are passing by entirely too fast.

Just noticed, on the last newsletter, I had not mentioned Buick Race Day in Norwalk, OH that happened in late April. Summit Raceway in Norwalk is by far my favorite drag strip, which puts on a great event. Like many events I have attended the car count was down for the drag racing and Saturday's car show. Was drag racing the GS at this event and found I have a lot of programming to do, to get consistent ETs, for bracket racing. The car always slows down the warmer it gets.

Unfortunately our Drive Inn night on June 21 was rained out. We had not planned a rain date, so this event was not rescheduled. We will again try next year.

Another event I failed to mention was the Forth of July Car Show at Sleepy Hollow, IL. As Paul Brellie handling transportation of the tent, I got to bring the GS without having to trailer it. Our car count was slightly up showing this event is gaining ground. The Chicagoland BCA embraces this event holding their July meeting under the shade tree, adding quite a few Buicks to the car count. All I can say is our volunteers are the best. Our planning meeting got us together so the event went very smooth.

Bob and Nunes and I brought our Buicks to the Franklin Park Car Show part of the 21st Annual Street Dance the evening of July 27th. There were lots of

great cars there, with very few Buicks there compared to years past. We discovered some great vendors to eat at, to replace our favorite Fried Shrimp shop that was across the street of where we always park. Thanks to the members who came by to talk Buick.

Pete Van Tholen, Camper Dave, Lawrence and Junior Clark and I, represented Chicagoland Chapter at the BPG Nationals in early August. I got a slow start so missed a part of the Thursday night cruise night at the host hotel. Did not bring a car to this event, so had a lot of time to visit, having a blast. Camper Dave and I had an opportunity to visit Jegs Performance Parts show room, that had recently moved to 11th Ave off Interstate 71 in Columbus. Lots of interesting car stuff.

With the merger of Buick Race Day and the BPG Nationals next year, in late May this will be event not to miss. They will be celebrating the 25 year of Buick Race Day and the 50th anniversary of the first Buick GS. I consider this a fantastic merger of two great events. I would encourage our members to include this event next year.

The Midwest Buick Challenge came up fast. The Friday night Cruise Night was well attended by our group as well as visiting locals. Found out the track has a car show as well that we may consider for next year. Saturday's racing ended up with 31 racers, up from last year's event that was an all time low. Therefore my worst nightmare that the event would continue to decline did not come to fruition. Sunday's racing saw our quick 16 including most the Buick's that came back for the second day.

<u>2014 Winners</u>	<u>First Place</u>	<u>Second Place</u>
Buick Open	Keith Egan	Anne McNew
BCO	Jerry Siwiec	Mike Zafinno
THS .	David Day	Kenny Wells
TSM .	Paul DuBois	Walt Judy
Ladies	Beth Andrews	Anne McNew

Quick 7 Street

Keith Egan
Dana Andrews

Bobb Mackley

As usual our volunteers as well as sponsors really came through on this one. The next time you see; Paul & Linda Brelie, Bob & Carroll Nunes, Dana & Beth Andrews, or Mark and Barb Holda please thank them for all they do .

We are considering moving the 18th annual MwBC to the first weekend of August, hoping to help the attendance, from those who are facing the beginning of the school year. Please let us know if that is favorable for our members.

One upcoming event that I discovered last year is MCACN or Muscle Car and Corvette Nationals at the Donald E. Stephens Convention Center in Rosemont, IL. Easy to get to off the new Balmoral Exit on I294 (mile marker 39.5). This is definitely a go to event, with a great selection of restaurant around the area. This year it is the weekend of November 22 and 23, 2014. Carl Rychlik with the Northeast Chapter GSCA will be showing his Stage 1 GS at the event.

Just got back from the GS Nationals. Due to heavy rains before the event the Chicagoland Tent had to be located along the circle track southeast beyond the Carolina's Chapter tent. I think we lost a lot of foot traffic as folks did not know where we went and a few did not venture that far

The quick 16 racing was fantastic with the index to qualify at 9.56 seconds. I particularly like this picture below of Joe Garcia car in the front and Mike Zafinno on the back wheels in the back. That shows how well the track was prepared and the power of a 491 cu. in. big block Buick



The landing was not so pretty with Mike helping to soften the blow by keeping it under power and tricky driving avoiding the wall immediately after landing.

TSO (Turbo Street Outlaw) was also very interesting with Tony Gomez running a 7.67 second quarter mile run. There was some fantastic racing to watch there.

Here is an example of another wheel stand in a GS in the left lane.



Pictures courtesy Lance Mariette



This was definitely a not soft landing, but in the drivers defense the back tires were off the ground at one point. Understand there was major frame damage here.

Here is a nice wheel stand by Paul DuBois in a TSO qualifying run. Understand there may have been damage to front end suspension parts,



Hope to see you all at the upcoming meeting and technical session at Surbaban Welding in Franklin Park. Meetings there are always awesome.

Please be sure to use your CCGSCA discount at one of the Insurance Agencies advertised in this newsletter.

Joe Garcia - GSCA Race Chairman

AGAIN, it went right down to the wire before we were able to determine that Dan Weiland was the 2014 CCGSCA Race Series Champion. Congratulation to Dan Weiland on winning a very competitive race series. Right behind Dan by only 4 points was Pete Van Tholen securing second place. Congratulations to Pete, and thanks to both you and Dan for your dedication to the Race Series and giving us a very exciting finish to the 2014 season. We are all very happy that Pete came back from his mishap in a big way, racing his way to a second place finish.

Last year Dan Weiland was given the most improved racer award from the race series director where he finished in second place. Dan kept rolling on in the 2014 season with a win at the first race at Route 66. This was Dan's only win but he would continue to collect points with round wins along with Best Reaction Time and top five qualifying positions. Dan has proven to be a great competitor and

all around nice guy and good friend to the CCGSCA racing family. Dan plans on retiring his beautiful red GS convertible from race car duties, to a fun summer cruiser where he and Judy will enjoy top down summer cruises. Next year Dan will be racing in another Buick with serious big block power. Can't wait to see it at the 2015 season opener. My question is....How the heck does driving a tractor and combine make one such a good racer???

Some interesting end of the year facts:

In the six races this year we had 5 different race winners, 5 different top qualifiers, and 5 different Best Reaction Time winners. That makes for some fun racing.

We only had one "Run on Your Dial-in" winner and that was Dan Weiland.

Of the top ten points finishers, eight were Big Block V8's and two were Turbo Cars.

We had 35 assigned BC race numbers and averaged 13 cars per race.

We had no rain out dates this year.

"Da Wagon" finished in the top 10.

Five cars had serious mechanical failures but three returned to finish the season.

It is possible to win a race by just showing up!....(Race 6).

Finally, it's a fact that we have the best Car Club family and I am privileged to be a part of the family.

Here are the 2015 assigned BC race numbers for the 2015 Race Season;

- BC 1) Dan Weiland
- BC 2) Pete VanTholen
- BC 3) Joe Garcia
- BC 4) Perry Carlini
- BC 5) Steve Pitts "JR"
- BC 6) Brian Henrickson
- BC 7) Dana Andrews
- BC 8] Bill Grupp
- BC 9) Ed Wolters
- BC10) Dennis Butt

Thanks to all who continue to participate in the racing series.

Editor: We all appreciate the work that goes into arranging a fantastic racing season and keeping up with the points. The membership thanks you a lot.

Please note your membership expiration date is listed on the address label



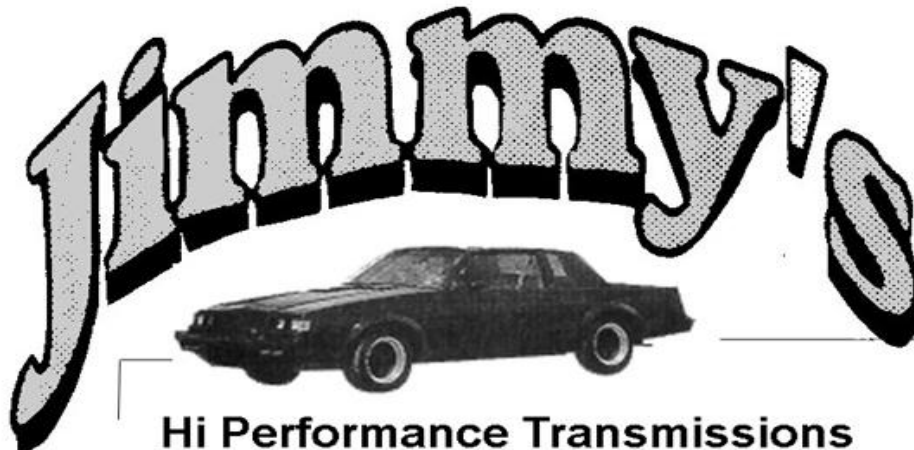
Jeff Wild was a big part of the Chicagoland contingent, offering at least seven exhibition runs. This is a still shot from Kelly Erps, that Jeff has included in his Facebook page. This was a very impressive wheel stand run.

Great seeing all the Chicagoland folks participating and enjoying the GS Nationals for 2014.

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Meeting and Technical Session Saturday, November 8, 2014

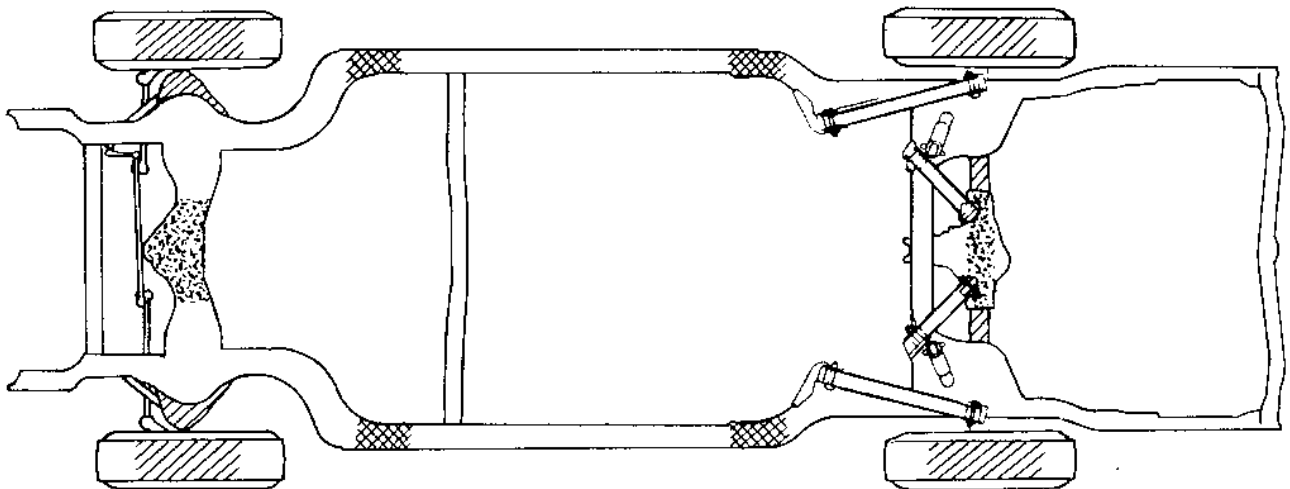
Suburban Welding
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847-678-1264

Bob Nunes' buddy Brian has a welding shop in Franklin Park. We have been invited back for a third meeting. The last meeting in 2009 was interesting as several members got to try welding on different kinds of equipment, after learning about the equipment and techniques. They have a cutting machine that can make anything from sheet metal and many of us go Buick Tri-Shields and other cool things they made for us.

<p>Directions from I-290</p> <ul style="list-style-type: none"> ▪ I-290 (Eisenhower Expressway) to 25th Avenue Exit ▪ North on 25th Avenue and continue past Grand Avenue to Franklin Avenue. ▪ Turn left (northwest) on Franklin Avenue. ▪ Continue past traffic signal at Belmont ▪ Suburban Welding is at the northeast corner of the intersection 	<p>Directions from I-294 Southbound</p> <ul style="list-style-type: none"> ▪ I-294 to Irving Park Road (exit available southbound only) ▪ East on Irving Park Road to 25th Avenue ▪ South (right turn) on 25th Avenue ▪ Continue past the Rail Road Tracks in Franklin Park ▪ Next intersection is Franklin Avenue. ▪ Turn right (northeast) on Franklin Avenue ▪ Continue past traffic signal at Belmont ▪ Suburban Welding is at the northeast corner of the intersection
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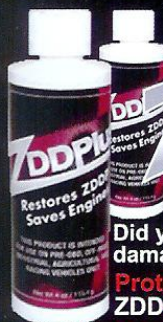
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Cal and Holly specialize in sales, installation and tuning of all aftermarket fuel injection systems. They provide incredible service after the sales, and are deeply involved in sponsoring and running events for Turbo Regals.