

# FAST TIMES

## CHICAGOLAND CHAPTER BUICK GSCA

Volume 11 Issue 3 Fall 2005

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

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I've been a BBB guy for a long time, having a 71 GS 4-speed and a 70 LeSabre convertible. One of the times I stayed in Chicago, Loyd gave me a ride in his GN. Well... after that I was hooked. The power of the dark side grabbed me but the plans of getting a turbo car was for next year. After I left Chicago, I had been speaking to Shari and Beth about what colors they liked, and blah blah blah about these dark sided cars. Well, Shari said burgundy and Beth said Silver. They knew I was looking for something different, cus... well I am different... It just so happened that this white T type was posted on <http://www.chicagolandbuick.org>, and Shari called me right away to tell me about the car. Well, at first it was white and since I already have a white car, I wasn't sure. I do like white but color really wasn't all that important; well ok... I didn't want a black car... The added speed options became very attractive and I decided to take a gut shot and basically buy it unseen. Speaking with Shari and the owner, (who is a former club member, by the way) I felt confident that

the car was well cared for, which it was. It might not be burgundy or silver but it is a beautiful car. The car has a white exterior/blue interior, with a chrome package (no blackout) and a solid roof. This 87 has some odd features like a full bench seat, manual windows and locks, G80 differential trunk package, a 145 mph speedometer, an alcohol injection kit and some other odds and ends. With a big thanks to Shari and Loyd, we picked the car up and it's been a ball of fun. After getting back to the house here, Loyd saw that the exhaust was shot and it just so happened he had a new Hooker comp exhaust in the other day for his Regal he was building. I purchased that exhaust system from him and we got dirty... So all in all... I love the car. The car did well on the drive to Salem, OH and then on to PA. Raced it for 3 days at Salem, I learned the car and consistently worked the time down. As of this article, the car has done a 13.4 at 103 mph, and there is more to come... John Margel (Delirious)

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 was up in January, this 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 our pursuit of excellent Buick Motorsport activities for our members. It is very important to have fresh ideas introduced into the operation of the Club.

### Upcoming Events

- Sep 16, 17 & 18 Midwest Challenge (Our biggest event)
- Sep 18 Plymouth Place Car Show - LaGrange Park
- Sep 24 Cascade Drive In – West Chicago. IL
- Oct 1 Dukes Cruise Night (South Harlem)
- Oct 2 BCA's Marquardt Car Show in Barrington
- Oct 8 BOP Drag Race at Cordova
- Oct 15 Dyno Session and Meeting at ATR Joliet
- Oct 23 Fresh Aire Finale race at Byron
- Nov 6 Meeting at River Grove Moose  
Christmas Party to be postponed until January
- Jan 8 January meeting at Casper Electronics
- Feb 12 February meeting at Best of Show
- Mar 5 Chili cook off at the Moose
- Apr ? Freestyle Autosports dyno day ??
- May 16 – 20 GS Nationals in Bowling Green, KY
- Jun 28-Jul 1 Buick Horsepower Nationals at IRP

**Director's Garage**

Lloyd Bonecutter

It has been an extremely fast summer, and the weeks and Buick events seem to flow into one another. It was just a few weeks ago we spent our 15 minutes at the GS Nationals then just yesterday we were coming back from 10 minutes at the BPG Nationals in Salem. Thank goodness we will continue to have events to keep up occupied until late October. Some of my favorites coming up include the Midwest Buick Challenge, the BOP race at Cordova, the Fresh Aire Finale.

Seems this year Shari and I went to more Buick racing events and did not attend many local cruise nights. Something else took precedent over cruising. Hopefully this will not spill over to 2006, as we like cruising to our favorite spots.

Wow there will be more events to attend in 2006 than ever. We have Norwalk in early June the normal Bowling Green event in April, John Chamberlain's Indianapolis event in June, Kearney in August, the BPG Nats in August and our Midwest Buick Challenge in September. What more could a Midwesterner want for Buick performance. I can hardly wait, just hope there is enough gasoline to go around to get us to these events.

Paul Brelie and I joined the River Grove Moose to enable us to rent the place for future events. The problem is we were too late to get the place booked for this year's Christmas Party. We have decided to let this event slip this one time into January 2006. We will keep you posted on the web site with our progress and announce the party in the next issue.

The project I had titled "why did I start this" which took the original small block Oldsmobile powered

1986 Regal Limited and converted it to a turbo powered Regal is now a drivable vehicle. The drive train had earlier been converted, so it was only a matter of swapping fuel systems, wiring harnesses, engine mount pads and too many little things one never considers when embarking on this sort of project. With most weekends off and several evenings tied up the project took about 5 weeks to complete. At one point it felt like I had two full time jobs with the need to get this project done. In that short time Shari and I have needed the single daily driver at the same time more than over the past year and half. The low point came when the Rainier died in the driveway, due to a bad ignition switch. We were forced to use the GN for errands that evening.

Now that it is running and I am working the bugs out, it is proving to be a real hoot. Having a second turbo car to use as a daily driver, like the Grand National was so many years ago should prove to be a real pleasure. I'm using a Casper's Ultrachip purchased at the 1993 GS Nationals since it is so close to being stock. Think about that, 12 year old chips, proving that John make good products. Runs better on this chip with the 30 lbs injectors purchased to pass emissions in 1996. Hand me down upgrades from many years ago, is what a good portion of this car is about.

We have driven this car for 9 years now with the V8 sound so now the V6 sound will take awhile to get used to, as not pumping the gas pedal when starting the car (only carburetor car now is Shari's GS).

The Midwest Buick Challenge is just around the corner. It has proven to be a hoot. Will see you there.

**Buick parts to sell, contact the owner of Da Wagon - Beth Andrews who is in charge of classifieds.**



Joe Lubrant's Car, Driven by Dan Strezo of DLS Engine Development, at the 2005 GSCA Nationals on a TSO Class Record 8.69 ET @ 157.91 MPH pass. A later pass generated a 158.46 MPH Record.





“THE TEAM”- Jim, Dan, Daisy, & Joe (Diane not shown she’s taken the Picture!!)

**2005—GSCA NATIONALS---BOWLING GREEN KY. TURBO STREET OUTLAW (TSO)-- CLASS WINNER**

First and foremost I appreciate all the truly hard work & effort put forth by our team (Dan, Diane, Jim, & Daisy), to accomplish this goal. Also special thanks to Clarence Harding for his insight & input at the track, and fine job on my cage and frame notching.

The total scheme & concept of the car, was to do more with less than permitted by class rules:.....“Just The Right Stuff”. Dan & the Team came up with a winning combination

What can I say about Dan’s driving abilities!! I guess the same can be said about his engine building.... Great!! He’s like the show “Have Gun will Travel” and builds Bullets to boot!! Jim super job all around, he does so many things electrical, wiring, electronics, mechanical etc. etc. Daisy & Diane’s team support both on and off the track is just outstanding. By the way Daisy packs a mean parachute!!

Our total team accomplishments at the 2005 GSCA Nationals graced us with:

- TSO Class Winner.
- #1 TSO Class Qualifier.
- TSO Class Record Holder.
- 1<sup>st</sup> TSO Car to run 8’s in Qualifications & Eliminations.
- #8 Fastest Car at the Entire 2005 GSCA Nationals Event.

Overall as you would expect we had a great time! and look forward to next year!

Joe Lubrant

Shari Bonecutter                      Membership Chairman

Hi, All – I hope the summer has been good for you! We’ve had our share of fun, along with a few cars not working right. The main project has been Loyd’s swapping out the Regal Ltd.’s 403 V-8 for a 3.8 turbo. It was just finished this week – and it’s nind of neat having two turbo cars in the family! I’m sure he’ll write some more.

So the summer in review – if you missed Bruce and Shirley’s party/picnic the beginning of June, you should be ashamed of yourself!! It was a great day to cruise up to the Wisconsin border, as a bunch of folks found out. We had plenty of room to park the

cars, a huge pole barn to serve food and beverages in, and lots of space to sit around in. We even ended up sitting out of the rain in this same building. Bruce and Shirley were the perfect hosts, as usual. We owe them a big thank you for putting this on, again.

We also had the Drive In night at the Cascade Drive In in West Chicago during June. We had about a dozen cars show up at the Steak n Shake beforehand. They had their own car show going on that night, so we ate at Angostino’s and proceeded to the Drive In. They let car clubs park in the front row, so we had a big space to sit together and bench race beforehand. I know I had a great time – anyone

interested in doing it again Saturday, Sept. 24th? Maybe we can get a few different cars.

Our next big event was the Gorilla Day Car Show. I know Chris wrote about this, but I want to thank the following for helping stuff bags and work the show: Barb and Mark Holda, Wayne and Marilyn Bachar, Steve and Tammy Russo, Dave Anderson, Beth and Dana Andrews, Mary and Terry Ferrari, Bob and Carol Nunes, Paul and Linda Brelie, and most important of all – Frank Jackowiak. There would be no show without Frank, trust me.

In August, we went to the Buick Performance Group's Nats in Salem, OH. I can agree with some that the attendance was down somewhat, but it was still a first-class event!! We caravanned with 9 of our closest friends, and pretty much hung with these folks for the 5 days. Funny, we were almost the only folks from Chicagoland that we saw. Almost, I said – I knew there were some I didn't get a chance to see. The antics here are much more centralized – mostly at one hotel, so the burnouts are spectacular and long!! We had a "tent city" at the track set up – about 6 tents, I think, complete with Buick flags a-flying! The racing was fun – ask anyone who went about the up-hill burnout box! Most of our group was eliminated on the first round, except for Joe Cool, who went three rounds, I think. It was really a fun time – something to think about next year, along with Bowling Green and Indianapolis! (and Kearny, NE and Morocco, IN and Las Vegas, NV...) So many events, so little time...

Racing – we have had a bunch of races. Bryan Campbell and Paul Dubois have been running the race series, and I haven't heard a single complaint! We've had one series race a month, it seems. There have been some fun races, too, like the B-O-P at Great Lakes (congrats Bill Grupp on winning that one – last race was between him and Dana Andrews – awesome!), and 2 races at Bunker Hill, IN with the IN chapter. There are two races in October – one at Cordova, October 8 (their B-O-P race) and the last chapter one, on October 23, at Byron. And of course, the Midwest Buick Challenge – September 16, 17 and 18. More on that later....

We also had a "South Side Meet and Greet" Saturday, Aug. 27, at Heroes and Legends, in Joliet. Talk about another fun time...I won't tell you what the bar bill was, but it was impressive! We may go back next year. We also need an idea for someplace on the north side with lots of parking, for next year!

Ok, some changes coming up: the November meeting has been moved to Sunday, Nov. 6th. This will be held at the Rive Grove Moose Lodge, at 10:00am. Not sure of the guest speaker at that time, but the place is huge, so we have plenty of room for swapping and bench racing! (And a bar....) We've also not booked a Christmas party yet. It looks like it will be in January 2006. Not sure of the place, but since the holidays will be over, we should have a better than ever crowd! So don't go looking for it in December – it's been moved! Keep your eyes posted for your December newsletter as to where and when, ok?

I'm sure you've all heard about Pete Barton and ANS closing it's doors. This is a big blow to our turbo community, as Pete and his expertise will be missed! Pete also has opened his doors to us for at least 2 meetings a year – the guy is trusting, I can say that! We will have the chilli cook-off in March at the Moose Lodge, and our October dyno-day will be back at ATR in Joliet. Al is gracious enough to have us back a second time this year.

New Members: Welcome back to Archie Anderson, Waukegan, IL. And a big welcome to Brad McLain, Lockport, IL; David Kush, Algonquin, IL; Mike Toll, Algonquin, IL; Eric and Debie Knapp, Bloomington, WI; John Margel, Selinsgrove, PA; Barbara Tietz, Twin Lakes, WI; Rob Bright, Newark, IL and Jim Smith, Palatine, IL. I hope you enjoy our "little club."

Lastly, the Midwest Buick Challenge. The dates (again) are Sept. 16-18, 2005 at US 41, in Morocco, IN. Please plan on attending – the car show is on Saturday, and may have a cash prize for the participant's choice award. The same with the bracket racing – there is usually some cash for these races, too. We end up having more out of state folks participate and win these races than IL folks – kind of embarrassing, in a way. We're also looking for folks to help run the racing Sunday – it makes everything go much smoother! So let me know if you can help. We will have event shirts for sale there, along with GSCA 25th anniversary shirts, and sweatshirts. Also of note – the track now sells beer, so will not allow you to bring any in. I've even heard of them checking and confiscating coolers!! So save yourself some aggravation – don't bring any with!

In closing, I want to wish everyone a safe autumn season – my favorite time of year! I hope so see more folks at various events. You folks make this a great club – come out and enjoy it, for pete's sake! Take care!



**Rich George in his 1983 Turbo Charged Carbureted Regal at Cordova Dragway**

By 2001, I had gone thru a few different G-bodies, including a '81 El Camino SS, an '86 Grand Prix 2+2 and an '87 Monte Carlo LS, but by far, my favorite was the first, a 1982 Grand National with the Turbo V6. It's a gorgeous car, and contrary to popular belief, I knew the earlier carbureted turbo cars could perform. But the "lack of years" had taken their toll. You know what I mean – lack of time, lack of money, lack of knowledge. The car wasn't running quite right and I couldn't get it sorted out. Taking it to a mechanic just made it run even worse. "Get rid of that computer junk", or "get an intercooled motor" were the two extremes of advice given to me.

I needed a new daily driver at the time, so I decided to get a 1983 T Type. Something I could drive daily, but also something that ran well to begin with, so I would have a good foundation to learn from. I had done 10 years worth of homework, but now I wanted to demonstrate that a Carb/Turbo could hang with the Big Buicks. I found the car on of all places, eBay. It was in Milwaukee, low miles, great shape and a true little old lady car. Although for the money, I could have bought a decent 86/87 car, I'm glad I went with another Carb/Turbo car.

First time at the track was disappointing (isn't it always). The car would only turn low 17's at about 80 mph. That was even worse than the magazine guys, so I knew something was wrong. It turned out to be low boost from a quadrajet lacking two barrels. The throttle cable's travel-stop prevented the secondaries from opening. A little work with a razor blade and welcome to the 16's.

You know the next steps. Boost gauge, Casper's knock gauge, a trip to Jimmy when the trans died, bigger rear tires, a little ignition work and tune, tune, tune. Welcome 15's, now I could whip any ricer, and just about anything made in the 80's. I know, big deal, but I was having fun. Next came a little alcohol. A trip to the junk yard netted me a washer bottle and pump. That along with some wires and hose, helped me up the boost to 16 psi (factory is 9 with knocking). My first time out with alcohol injection was the 2003 Midwest Buick Challenge. I must have been running very lean, because every time I added more alcohol, it got faster. I went from high 15's to 15.000 in one afternoon. I won the "Big Grin" award that day and couldn't get any closer to 14's.

I've made many other modifications, but for the most part, it's a stock engine. Untouched motor, untouched heads, stock turbo, stock carb, stock ECM/chip, just the usually bolt on items. On a good air day, it will run consistently in the 14's with a best this spring of 14.64 @ 94 mph. I believe I'm just a little more tuning and cold day away from the low 14's and then I can say it's as fast as a factory stock Intercooled Car. With the knowledge I've gained from this car, I'll be going back to the '82 GN and doing it right. And looking for 14's, 13's, 12's..... Rich George AKA: b4black

## Cruise News - Chris Gatch

Greetings Buick Enthusiast!

Summer is winding down and fall is right around the corner - I hope that everyone took full advantage of all of the nice weather that we were given this year. We hadn't had too many rain dates making most of the Buick events dry and mainly hot ones! The end of summer brings about many things! The end of the hot weather and that one last time to get those Buicks out a few more times before you have to put them away for the winter! With that said I will get to some of the many events that we did as a club this summer!

Our first big show of the year was the 4<sup>th</sup> annual Father's Day Lyons car show. Once again we had a great turnout of Buick power that attended. Unfortunately this was a conflicting show because the same day was our club's race at Byron. I know that many of the members went to the race but we did still have quite a few members and class winners at the Lyons show and here they are: Shari Bonecutter, Beth Andrews, Dan Weiler, Larry Farneda, Terry Klemmer and myself all came away with awards! A big thanks goes out to Larry for letting us use his building to go into and cool off and relax. This show also got the club on the popular Motorsports Unlimited television show. It was a good way to promote the club even though all the host was concerned with was Beth's TAN Station Wagon!

Our first BCA show of the year was at Woody Buick. We once again had a great turnout of CCGSCA members. The day was HOT, the food was great and the soda was ice cold! So if you missed it you missed a good time! There was a great turnout of members even though the temps that day snuck into the high 90's! Thanks to all that came out to support the club!

The 12<sup>th</sup> Annual Gorilla Days car show was held on its usual day, July 4<sup>th</sup>. This is always a great show and big thanks go out to Frank Jackowiak and everyone who helped to make this show go smooth for another year. The weather for this show was once again very uncooperative but we held out throughout the one large thunderstorm to enjoy the rest of the show! We had over 186 cars that showed up and around 50 of them were Buick's. Once again, thanks Frank - you did a great job and it's much appreciated and thanks to all the club members that spent their holiday with us!

I would like to thank Bob Nunes again for having us out to the 14<sup>th</sup> annual Franklin Park Car show that was held on a beautiful Friday night. I was unable to attend this show this year because I was out of town

but from what I hear we had a good turnout of about 11 Buicks that night. This is a great free show put on by Franklin Park and hopefully next year we can get some more cars out for this event!

The end of the month also brought about the Ridge Fest show and it went off as a great success again this year. There were a few club members that were in attendance and I would like to thank them. Steve Pitts, Terry Klemmer and Mike LaMantia were in attendance and I think that they all placed in their classes. Congrats to Bob Hill and my wife for making this years show another successful show and I hope to see more members out there again next year!

Our mid summer BCA show was Loren Buick. I was unable to attend this event and I haven't found out who all of the winners were but I hear that there were about 20 turbo cars again there this year! Our club was once again a great percentage of the cars at this show and that is once again spectacular! All I can say is thanks to everyone that showed up and supported the club! Once again I am sorry that I do not have list of the winners but you know who you are and congratulations once again!

The final show we had before print was the BCA Regional at the Lincolnshire Resort. We had quite a few members that showed up and displayed there vehicles for this event. Thanks to all that showed up and Congratulations to the many winners at this event.

We have a few more cruise nights scheduled before the end of the year so come on out and have fun and enjoy before winter is here and you can't! The Midwest Challenge is holding their car show on the 17<sup>th</sup> of September, which is a Saturday. We are also having our annual end of summer cruise at Duke's Drive In on October 1<sup>st</sup> from 6pm-?. We usually have had this event at Mickey's Drive In but they are no longer hosting car cruises so that is why we are changing locations. The final show of the year is at Marquardt and is going to be held on Sunday October 2<sup>nd</sup>. Make sure that you check the website to see what future events we will be attending as a club.

With the summer almost over there is not too much time to bring those great cars out and enjoy them. If you think that the first part of summer went by fast where do you think that the rest of it is gong? Well I hope to see you out there and remember to drive safe and to Keep Going Fast With Class!