



# FAST TIMES

## CHICAGOLAND CHAPTER BUICK GSCA

An affiliated Chapter of:

Buick Gran Sport Club of America  
625 Pine Point Circle  
Valdosta, GA 31602

Richard Lassiter  
912-244-0577  
<http://www.buickgsca.com/>

Volume 4 Issue 4

Winter 1998



### **I almost had a V-8**

My old 1975 Camaro daily driver was growing older even after being repainted and updated to '80 Z-28 body work. While it stood out from the Camaro crowd it was tired and time for a replacement. I was seriously considering a Monte Carlo SS since it was clean and very attractive even if it wasn't the fastest.

My brother found out about the Buick T-Type at the 1984 or 1985 Chicago Auto Show. Once he learned about this Buick he said, "Forget the Monte SS, this Buick has much more class for about the same price!" I watched and waited until it just came time to replace my Camaro. The '85s were nice and dealers were ready to deal but I decided to wait with the rumors of the '86s being intercooled.

My brother was working for the Allison Gas Turbine division of GM in Indianapolis, IN at the time. Not only could he help me get a new GM ride but he could get on heck of a discount! I walked in ordered the car and 6 weeks later I drove out in a loaded T-Type for about \$13,100. No Kidding! Sticker was over \$16,400.

My 1986 Buick Regal T-Type was ordered in April of 1986 right before the GM price increase so a even better deal was cut. This gray metallic on gray T-Type is almost fully loaded (ordered w/ radio delete option and is only missing T-Tops / sunroof, light vanity mirrors, power antenna, digital dash, and carpeted floor mats). It even has an engine block heater, twilight sentinel, and a carpeted trunk decor package! I attempted to get the Lear Siegler bucket seats but they were discontinued right when I ordered the car. My only regret is that I passed on the 45/45 leather seats for an extra \$400 over the buckets. They would have been much more comfortable and rarer than these buckets that become so uncomfortable after about an hour of driving (does anyone else have this problem!?).

I have fully protected my baby with Mobil 1 Synthetic lubricants (engine, trans, rear end & grease), added clear headlight covers and a VDO pillar mounted boost gage. Updates or replacement parts include Goodyear GT+4 245/60 HR 15s (original tires had the bands separate at only 20,000 miles), ATR Full Stainless 2-1/2" exhaust

w/ stainless Pitbull mufflers, and spark plug wires. Once place I think my Buick differs from most is that the engine is "Bad to the Bone Stock" and has not even had a PROM change. With 36,000 miles on the clock she has turned in a best of 14.4 @ about 97 mph. I don't think any change is needed yet as I have enough fun with the way Flint made her.

I have been a GSCA member for about eight years and a Chicagoland member for three plus years and love what each delivers to Buicks. Needless to say my T-Type has not been my daily driver for a long time and most of it's miles were put on early in its life. She hibernates in the winter and experiences a Sunday Drive once in a while on a nice day. I think my License plate says it all, 'HYPER T 6'.

Going Fast with "Original" Class!

**Craig Tornow**  
Chicago Heights, IL

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### Chapter Officers and Volunteers

|                            |  |              |
|----------------------------|--|--------------|
| Director                   | <i>Steve Russo</i>                     | 708-873-0468 |
| Co-Director / Activities   | <i>Bernie Rekus</i>                    | 708-448-8448 |
| Co-Director / Webkeeper    | <a href="#"><u>Loyd Bonecutter</u></a> | 312-454-4851 |
| Membership                 | <i>Lori Hoover</i>                     |              |
| Treasurer                  | <i>Kurt Hoover</i>                     | 708-599-1390 |
| Secretary                  | <i>Shari Bonecutter</i>                |              |
| Advertising Director       | <i>Dave Anderson</i>                   |              |
| By-Laws Chairman           | <a href="#"><u>Tom Mogler</u></a>      |              |
| "FAST TIMES" Editor        | <a href="#"><u>Devin Tornow</u></a>    | 309-693-7506 |
| "FAST TIMES" Co-Editor     | <a href="#"><u>Don Easton</u></a>      | 815-436-1139 |
| Race Co-Chairman           | <i>Tom Rix</i>                         |              |
| Race Co-Chairman           | <i>Harry Hruska</i>                    | 219-996-7832 |
| Race Co-Chairman           | <a href="#"><u>Guy Arnold</u></a>      | 219-696-6378 |
| Club Graphic Artist        | <i>Paul Vilser</i>                     |              |
| Co-Webmaster               | <a href="#"><u>David Cutrano</u></a>   |              |
| Co-Webmaster               | <a href="#"><u>Mark Buric</u></a>      |              |
| Special Events Coordinator | <i>Frank Jackowiak</i>                 | 630-655-0598 |
| Event Photographer         |  |              |
| Cruise Director North Side | <i>Pam Peters</i>                      |              |

|                            |                         |  |
|----------------------------|-------------------------|--|
| Cruise Director South Side | <i>Rich Fitzmaurice</i> |  |
| Board Member               | <i>Johnny Gribble</i>   |  |

Chicagoland Member Phone Line - Call any time (708) 873-9277 and get a recorded message of events, meetings etc. <http://www.chicagolandbuick.org>

#### MEMBERSHIP POLICY & DUES

1999 Dues are \$15.00

Fill out membership form & send with dues to:

Lori Hoover, Chgo GSCA;  
12311 Josephine Dr.  
Mokena, IL 60448

#### Chicagoland Chapter GSCA Items for SALE!

|   |         |
|---|---------|
| 1997 GSCA National License Plates Chapter Logo    | \$5.00  |
| 1998 GSCA National License Plates Chapter Logo    | \$5.00  |
| 1996 GS Nationals 2-hour videotape                | \$12.00 |
| Coffee mug w/ Chicagoland GSCA Chapter Logo       | \$7.95  |
| Coffee mug w/ your Buick and Chapter Logo on it!  | \$14.95 |
| Baseball Caps w/ Chicagoland GSCA Chapter Logo    | \$10.95 |
| Baseball Caps w/ your Buick and Chapter Logo!     | \$12.95 |
| License Plate Frames "Get a Boost, Drive a Buick" | \$6.00  |
| Chapter Window Sticker \$2.00                     | \$2.00  |

To Purchase Items call: Kurt Hoover (708) 479-6306

#### Fast Times- Submission Dates

| Issue  | Mail Date     | Submittal Deadline | Major Announcement       |
|--------|---------------|--------------------|--------------------------|
| Spring | April 1st     | March 1st          | Spring Race Day          |
| Summer | June 1st      | May 1st            | Summer Cruises / Nats    |
| Fall   | September 1st | August 1st         | Fall Race Day            |
| Winter | December 1st. | October 26th       | Christmas Party, Renewal |

#### 1999 CHICAGOLAND GSCA EVENTS CALENDAR

Jan 10 Sun January Meeting and Tech Session Resource Center Sunday at I 1:00 am Woodridge, IL A time to

reflect on the original GSCA meeting in 1981 and the Illinois Chapter which at one time had 400 members. As important this is our nomination meetine for the 1999 volunteers. Any organization requires new officers to serve upon occasion, for it to thrive.

Jan 29-31 World of Wheels McCormick Place; Fri., Sat., & Sun Chicago, IL 37th Annual World of Wheels; McCormick Place West John Langston @ 708-354-4014 Chicago, IL. We will be able to show up to 14 Buicks again as a group. Very successful outing last year so we must do it again. We are looking for cars, preferably not black this year.

Feb 21 Sun February MeetinG & Tech Sessionj Andresen Automotive Sunday at I 1:00 am; Woodstock, IL. This is the Technical Session for Buick V-8 fans. Andresen Automotive, Woodstock, IL. As important this is our Elections meeting for the 1999 volun teers. Any organization requires new officers to serve upon occasion, for it to thrive.

Andresen Engine Development  
2225 Tech Court  
Woodstock, IL 60098  
Tom Andresen (815) 338-3966.

Mar 14 Sun March Meetine & Tech Session, Wooldridge Resource Center, Sunday @ 10 am B.F. Goodrich Woodridge, IL We have contacted Jack Commings the Competition Director with B.F. Goodrich to put on a good show for us.

April 10 Sat First in CCGSCA Race Series, Rt. 66 Dragway Joliet, IL. We are part of the afternoon grudge match series, with Buick specific lanes.

Apr 11 Sun April Meeting and Technical Session; Smutech Sunday @ 10 am. Lowell, IL. TRX, Smuteck and Caspers; three experts in their field are joining forces to provide a learning session on our cars. The areas include classic carburetor V8s as well as Turbo Regals.

May 2 Sun 4th Annual Samantha Rix Memorial Race, Byron Dragway. Since the Nationals are moved back to May our traditional dust off tune and test session for our members, has likewise been moved back.

May 16 Sun May Meeting and Technical Session Resource Center. Sun a@y @ 10am. Woodridge, IL. Meeting moved back a week from Mother's Day. This will be a session on Appraisals and Valued Insurance for Buicks. We plan to have specialty car insurance experts as well as qualified appraisers available for all of us to learn how to protect our investments.

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### **Chicagoland Director's Garage**

Hi everyone hope you all had a safe and enjoyable summer. I can't believe it snowed already, time to put the cars away and the Christmas lights up. We had a good time at our 2 smaller race dates. But our big one in Indiana was a big disappointment. Everyone who worked on planning this and who worked the event worked long and hard. Bernie spent most of that week there getting things ready and Loyd spent a lot of time on the flyers and program. We really wanted to do this for you and as it turned out, out of the 95 cars on Saturday and the 75 cars on Sunday half of them were from out of state. I guess people didn't want to drive that far or something. But for having 432 members and not having a third of them show up when we had people from Canada, New York, Florida, Texas show up and had a lot of fun. They were all asking where our members were if they had something good they would be there. The Indiana Chapter ran the car show, which only had about 30 cars. They gave away beautiful trophies and dash plaques, (which we still have a lot of). I guess it just hurts knowing you put a lot of effort in so we can grow and enjoy this club and, all the work we put in nobody shows up. We would really like to do things for you, we need to know what it would take to get you to come out to the events. Please let us know why these events and meetings don't appeal to you. Is the event or

location not good? Please answer the questionnaire we already sent with your membership renewal forms and Christmas Party notice. Take the time to fill it out and send it in. On Saturday Dec. 5th we had a blast at our Christmas Party at Palos Pizza. This one was put on for you and its all free. Hope to see you soon and have a happy and safe holiday season.

Steve Russo - Director

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### **1999 Chicagoland ELECTIONS in February**

Now's your chance to get out of the Grandstand and onto the track. Quit shooting your mouth off about who or what is moving to slow or in the wrong direction! Bolt those slicks on your butt, throw on some good old fashioned VHT and hook up to the track and make some SMOKE!

Show the members what you are made of and stand up to run for or volunteer for any, I MEAN ANY! Officer or Board member position! Hey I hear you winning already! But, But, But, But. Stop stuttering and say YES! The Nominations will be at the January Meeting with Elections being held at the February Meeting. BE PART of the Chicagoland Chapter and GET INVOLVED!

We now have over 430 members and some 20 people helping out. That's 95% not helping! Do you love Buicks or what? That's why the diehards are ripping up the pavement so the other 95% can have fun! Devin C. Tornow - Chicagoland GSCA Editor

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### **1999,GSCA NATS Hotels**

The 1999 Buick GS Nationals will be held from Tuesday June 22nd through Saturday June 26th @ National Trail Dragway near Hebron, Ohio east of Columbus off interstate 70. We have a block of rooms under Chicagoland Chapter GSCA at the Holiday Inn East in Columbus (\$99/night) (Holiday Inn@ Columbus East 1-704, 560 Hilton Corporate Drive, Columbus, OH 43232 (614) 868-1380 Fax (614) 863-3210 HIEastCols@aot.com, and at the Quality Inn East (\$50/night 614-861-0321) in Columbus. Both are off I-70 near the 1-270 outer belt about 15 miles west of the track. Get going on those Reservations!

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### **Members Car in Print**

Ralph Pote's Regal T-Type of Downers Grove, IL is featured in the GM High-Tech Performance January 1999 issue. He has run a best of 1.56 - 60 ft. time with 11.53 see at 114 mph. Pick-up a copy and check him out! CONGRATULATIONS!

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### **#2 Co-Directors Page**

We are in the fall season after a busy Buick summer. The CCGSCA in it's fourth year, provided a lot of opportunities for members to bring their pride and joy out and have fun. We are working out another winter schedule of meetings and technical sessions that ought to be great.

You should have received the annual membership form, and a questionnaire already with the Christmas Party / Elections Notice. Please take the time to fill both out and send to the Membership Chairman. The membership form is needed to keep up with the members: moves, changes in area codes, changing job telephone numbers and Buicks owned.

The Questionnaires one of several things we are trying to encourage participation at our events. We want

honest feedback on what members like, what draws members to events and what keeps other members away. We understand every member cannot attend each event, but at least 25% participation of the club for major events would be great.

Fall also brings cold damp weather so it is time to put our performance Buicks away for the season. Time to get those car covers out to protect these beauties in the garage. Our daily driver having been kicked out of the garage by "Blue" takes a beating this time of year.

Shari and I had a fall round of Buick problems. First the GN managed to break the Rich Gomez enhanced D-5 converter coasting to a stop by a pay phone. I am taking the car to Dr. Jimmy to figure out what the problem is, and got a cellular phone since I'll never be that lucky again. Also time to get a Vigilante single clutch lock up converter. A week later the GS 455 developed a leaky water pump at a BCA Car Show. Shari and I try to be on our best behavior at such events, but our car turned out to be the bad seed spewing green liquid. Figuring that driving a little piece of wood into the weep hole, the antifreeze was pouring from would not work, I went out to replace the pump. Well there is a long neck and short neck water pump for 455s. The long neck pump was mostly installed when I found the pulleys would not align. That explained why the fan shroud went in harder than it was to take out. This problem was easily fixed by doing it again, this time armed with the correct short neck pump and stainless steel bolts with stainless steel washers to make the reassembly a real joy. Yes, I used liquid Teflon on the long bolts that go into the water passages. Also found a parts store that can be trusted to get the right parts, the first time. They even took the time to explain which 455's had the short pump and long pump. Good parts counter people like Zak for instance are hard to come by. When we do our lives are much easier.

One more piece of Chapter Business. A sign of a healthy organization is occasional change in its officers. We have no by-laws requiring a change, but new officers bring creativity and a fresh outlook into an organization. We need a Nomination committee to seek members who are interested in becoming an officer in this growing Chapter. Please volunteer for this job. Descriptions of the various positions are being created to help the nomination committee find the perfect candidate. Your help would be greatly appreciated.

Bye for now, and have a happy holiday season.  
Loyd Bonecutter: #2 Co-Director / Web Keeper  
loydb@enteract.com

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## **Lets hear it for the club**

NOW 430+ Members STRONG! And still Growing! What Buick Enthusiasm! We Need Your Help! With all the activities we have on the slate in 1999 it will be a chore to get it pulled off. Do you have any special skills that can help us out! Any Projects you would like to run? Or just plain want to help?! WE NEED YOUR HELP TO MAKE THIS A QUALITY CLUB! Please let Steve Russo, our Director, know at (708) 873-0468 if you can help out! BE PART OF THE CLUB!

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## **Secretary's Comments**

Hi, everybody! We took "Blue" out for what will probably be its last drive for the year when we went to the October 18th meeting. I'm going to be sorry that it's time for it to be off the streets! Maybe well be lucky and have another nice weekend

We've been very lucky with the weather since the NATS (of course!) We were able to go to quite a few cruises, shows, and races without any more monsoons hitting the cars. We even had warm weather for the Buick Challenge, which is iffy since it's the end of September! I know when we got up Sunday, the 27th, it was raining. Loyd figured that this would make it the typical Buick event for 1998! Fortunately, it passed quickly,

and didn't turn everything into a swamp!

What did you all think of the Midwest Buick Challenge? Loyd and I had a great time! We worked hard, but I think it paid off. We had many volunteers that I want to take the time to thank in print. Major thanks to Bernie and the other Board Officers - we fumbled around quite a bit, but it worked! Thanks to Devin Tornow, who trudged around in the heat for both days, taking how many pictures? Guy Arnold did a great job getting the band, and Clarence Harding went beyond the call of duty with making what seemed to be a hundred gallons of chili. (He also procured the Pig Man!) Then we had all the normal members who really worked their butts off to make this happen - people like Wayne and Marilyn Bachar who brought so much pop that they had to take two cars to hold it, and then served pig! Dave Anderson helped set up the soda and serving tables. Mark Holda and Barbara Pedrak served chili, plus Barb kept the tent from blowing down with the wind on Saturday. New members Allyn Dinnello, and Paul and Linda Brelie took tickets and served food. Newlyweds (and new members) Bud and Linda Sacauskas did all kinds of things - Linda helped people park and sold food tickets; Bud sold tickets and tee-shirts both days! Rich and Carol Fitzmaurice helped serve food, too.

All these people made the food line move along much smoother! Then we had the "brought-ins" who aren't even members - people like Steve Russo's mom Trudy. Trudy put in two full days, selling anything we had to sell at the tent. Steve' dad, Ron, put in two full days, also, vending at Steve's booth. Bernie's landlord (whose name escapes me) helped park cars. Loyd's brother and sister-in-law, John and Jeanie, worked both days. Jeanie helped sell things and served food; John worked the gate; and personally sold over \$150 worth of raffle tickets by walking around. Ed Wallace and Joe Lubrant helped load the garbage truck - I have pictures! Major thanks also to the sponsors - there wouldn't have been any prizes without them!

Last but not least, I want to thank the Indiana Chapter for putting on the car show. They did a really great job! I know we didn't have that many cars show up, but they made do. They also donated a whole bunch of cookies that Linda Sue Bratcher had made towards the supper. If you come across any of these people at next years NATS, (or maybe our Midwest Challenge), please take the time to introduce yourself and get to know them. Sid and Belva Meyers, Linda Sue, Wild Bill Burton - not only are they hard workers, but they're a lot of fun, too! They've been at this stuff a lot longer than we have, and it shows.

I also want to thank all the members that showed up to race and/or watch. There were really quite a few of you, as there are at the NATS, that showed up to watch the fast cars. I hope you had a good time! And if you didn't - please tell us why!

We're have put together a survey that you already have. Please take the time to fill this out. If there's something we're messing up with, please let us know! We want to try to be open to suggestions, or at least have a dialogue about it if the suggestion's not feasible. I hope you made it to the Christmas party. If not try the January meeting! Have a happy holiday season!

Shari Bonecutter - Secretary CCGSCA

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### **Wanted CCGSCA Cover Cars**

Here is your chance to share your special Buick (or Buick powered) vehicle with other club members. Don't just sit in the Grandstands hiding your ride, get it published! You don't have to worry about it being unfinished it's still of interest!

Write up a nice story of how you found your ride and what makes it special to you. You can include the specs but don't forget the story. Show us what makes your adrenaline flow when you drive your Buick. We also need a good picture of your Buick that can fit on the cover. Please send all articles to the editor and include a picture. You'll get a FREE Color copy of the "Fast Times" front Pace with your car on it for your work!

Chicagoland Chapter GSCA Web Page: <http://www.chicagolandbuick.org>

We have added new members on the private page Email.html at; <http://www.chicagolandbuick.org/email.html> this is not indexed from the main page for privacy, but is available to our members for their private use. If you want to get your name on the list please drop an e-mail to Loyd Bonecutter at his e-mail address: loydb@enteract-conl PLEASE KEEP YOUR ADDRESS UPDATED if you change!

Our chapter now has nearly 400 members, so keeping information up to date is more important than ever. For those members without Internet access, most libraries offer computers for this use. Plans do change and the web site is the most efficient way to keep most informed.

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### **"Fast Times" Editors' column**

Three Years of being involved with the Chicagoland Newsletter has been a blast. I planned on having more goodies in this 1998 year end newsletter but things just have not worked out due to time and physical restraints. This is also the reason the newsletter is about a month late.

While I will still be part of the action and helping keep thing rolling, I will need to assume a different roll in 1999 as my personal pains are increasing as I type! I have had on going trouble with tendonitis and carpel tunnel in both my arms over the last four years and in 1998 it has hit me the hardest. After Therapy helped the tendonitis it was carpel tunnels turn. Since my present job utilizes computers about 7-1/2 hours a day at work (the cause of my problems), I simply do not have the energy to invest as much physical effort (typing) in the newsletter. (Especially with surgery a possibility.)

I still will be part of the action as I don't give up that easy. I am guessing my new title will be co-editor or contributing editor and when I can Photographer. What We as a Club needs is a person to take the drivers seat of the Newsletter in 1999. It really is not that tough and we already have some ideas on making things much easier and commonizing. It will also help if we can split different sections up with people to get the set-up and formatting done for the newsletter. This will sure help!

Let us or me know if you are interested even helping out on a portion of the newsletter. I know there are plenty of people out there that can help out and we sure have enough members that have a computer to help get involved! Take vart and show your Buick Enthusiasm!

Devin C. Tornow - Chicagoland GSCA Editor

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### **REMEMBER!**

- January 10th - Chicagoland Board member Nominations
- February 21st - ELECTIONS!

Why don't you take part and have your name be i)art of the Club! This is by far the biggest and most active GSCA Chapter!

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### **Midwest Buick Challenge 1998**

I talked with Cheryl Gibson, and PaPa Norm. They want us back, regardless of what happens with the track.

We have set it up tentatively for the same dates, Last week end of Sept., Sept 24, 25, & 26 (being changed as we speak). This way it will be on US 41's Calendar, and we can put it on our Schedule, and promote it all year.

I have called all of the Sponsors and talked with them personally. thanked them profusely for their support.

Jack Cotton, BG Customs, Lawrence Conley, Tony DeQuick, Casper Electronics, Eric Rankin, Ron's Custom Automotive and Precision Turbo of course). They were all positive, and those that came, said they would return. We really made a hit with the people that came. We have some great endorsements out there! Jack Cotton from Mass, told the NE Chapter they should talk to Chicagoland Chapter about organizing an event!! All of the Sponsors indicated, they would be glad to do it again, and those that didn't make it this year, really want to attend next year, particularly; Modern Muscle, and Teny Houston.

To bad our members didn't support the event more. We had more cars .from 100+ miles away than we had from our Local Members! We had people trailer, or fly in, from Florida, Georgia, Texas, Kentucky, Tennessee, New Jersey, New York, Connecticut, Mass., Pennsylvania, Ohio, Michigan, North and South Carolina, Iowa, Arkansas, Wisconsin, Missouri, and Canada. It really was embarrassing to have 430+ members, and only have 35 cars in the Car Show, and only 95 cars racing.... Oh Well! Those that came had a GREAT time, at our first effort to duplicate the GS Nationals. We paid out almost as much Prize money as the Nationals!!! AND our Hospitality with our great friendly Volunteers, Huge Tent, Pig Roast, Chili, Cajun Cook Vendor and the Band was even better than the Nationals!!! Oh yes, it didn't even Rain!

In spite of our local member's lack of participation, the Midwest Buick Challenge has been established as an Annual Regional Buick event for people all over the country to look forward to. I think we are sold out of event T-Shirts, unless some one comes up with some. They are really nice! Thanks to Paul Vilser, for doing the art work, again!

Bernie Rekus - Co-Director  
Chairman, Midwest Buick Challenge

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## **MIDWEST BUICK CHALLENGE PICTURES**

I was sure glad I made it to the Midwest Buick Challenge! I made the trip up from Peoria and attended both days and I had a blast including Sunday with my four year old Myles! I was nice to see other families out there showing their kids some "Buick Fast Times!"

There were some awesome cars out there including some non Buick - Buick powered cars. I really could not believe what did show up! One non Buick car I did like was a Beautiful '68ish Chevy Nova powered by a Buick Stage I V-6. The craftsmanship was gorgeous and it was FAST! I personally took almost 400 pictures including panoramic shots. Please look for picture in some future issues as it is real difficult to choose which ones to use. Also watch the Web Pages!

Devin C. Tornow - Chicagoland GSCA Editor

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## **WANTED - Buick Reporters!**

Are you out there as a Spectator, Participant, Pit Crew, or whatever during all these Chicagoland Club meetings, Buick Car Shows, Shoot-outs, or other Car Events? Please take the time and write up your views of what occurred and send it off to the editor to get it published and let others know about what is going on out there. After all everyone can't be every place all the time. If you shoot some pictures get some double or triple copies made and mail them to Loyd Bonecutter so he can get them on the web and I can use them in the news letter.

You can even e-mail articles to the Editor at DJTornow@bitwisesystems.com or by regular mail at Devin Tornow; 5123 N. Merrimac Ave.; Peoria, IL 61614-4657.

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## **National Directors Comments on Chicagoland**

Greetings Fellow Clubmembers,

Congratulations on your GSCA Midwest Buick Challenge. This is the kind and scope of event that our club members in your area have needed for many years. A special congratulations to the promoters, vendors, and hard workers who made this event a success and all of the chapter folks who participated to make it a success.

I wish the situation was that I could attend ALL such Chapter/Multi-Chapter events, but spare time is not something I have. And I realize that if I attended one such chapter event I would be expected to attend them ALL. Unfortunately, I have neither the time nor finances to do this. A few days spent away from the office here and everything grinds to a halt - we stay VERY BUSY all the time! We've been particularly busy with the restructuring of our 1999 GS Nationals in Columbus, OH. Being that this is an all new event (and IT WILL BE our best ever!), it has taken us all a lot of work to bring it together for our club members. There will be some wonderful new features coming up in future issues of the GS X-tra about our all new Nationals! Thanks especially to Bernie and Loyd for meeting with us at Indy to discuss how we can make our 1999 GS Nationals the best ever for all our club members.

The still relatively "new" Chicagoland Chapter is a premiere group of Buick enthusiasts that (like all of our chapters) we're very proud of. Keep up the good work!

Sincerely,  
Richard Lasseter  
President/Founder GSCA

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### **1998 GSCA National License Plates**

Special Chicagoland Chapter License Plates are here again for 1998! Paul Vilser did the design work on this years plates so we could show our Buick Enthusiasm at the Nats in 1998.

The 1998 plates are discounted to \$5.00. To get a set call Frank Jackowiak (630) 655-0598 till 10 PM.; or by mail at Frank Jackowiak; CGSCA Plates; 313 Plainfield Rd.; Darien, IL 60561 or ITPPHOTO@aol.com.

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### **Chicagoland GSCA T-Shirts**

Chapter T-Shirts are here and they cost \$12- each. Paul Vilser has created two designs for Tee shirts that were so good we could not decide which one to use, so we had both made (GSCA Turbo Regal Technical Session shirt & CCGSCA license plate Tee shirt).

You decide which one you want. We are accepting orders, for members please send \$12.00 and non- members \$14.00 with size desired payable by check to the Chicagoland GSCA to: Shari Bonecutter at 4016 Raymond Ave.; Brookfield, IL 60513-1846. If your interested please give a call. Shari Bonecutter (708) 485-8477

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### **"Heard from the Pits"**

Greetings to all from the land of Smoking' tires. In this article we will cover some of the Transmission Lingo & the sort most folks associate with performance.

### **What's a Transmission's purpose?**

A basic answer to this question would be that a Transmission converts or transmits horsepower into a twisting force known as Torque. Torque & Horsepower go hand in hand. You can't have one without the other.

Torque is needed to move a vehicle. The efficiency required to perform this job depends upon the ability of the Transmission.

## **Torque Converter**

What does a Torque Converter do for a Transmission? Good question. The answer is not contained in a single sentence. A Torque Converter performs a multiple function job. It circulates some of the Hydraulic fluid along with the help of the built in pumps inside a Transmission. The circulating fluid inside a Torque Converter acts as a Hydraulic coupling between the Engine's Crankshaft and the Input shaft of the Transmission. They also dampen some of the Drive train shock when engaging a Gear due to it's slipping effect. I.E. From Park or Neutral into Drive or Reverse at idle speed. Most Torque Converters have a 85 - 90% efficiency of transmitting and multiplying engine torque. The average multiplying factor is approximately 1.7 to 1 Some Torque Converters are capable of 1.9 to 1 multiplying factor. This coupled with a Low gearset, Trans brake, Ladder Bar suspension, 11 " x 29" slicks, and 4. 10 rear-end gear caused my twin turbo 3.8L Stage I V-6 to BEND the stock Rear-end housing 1/2" to 3/4" forward on each side. I now have a Ford 9" in it's place.

My suggestion to all is to not under estimate the Torque that the 3.8L & larger so called "Hair Dryer" Turbo engines make. My 8 second Nitrous Big Block 67 Camaro friend Mike Alberts said he never before had seen a rear-end housing bent like the one in my car. Sometimes a multiplying factor of a Torque Converter can be costly. As some of us say "You ain't racin if you ain't braking parts" Sorry for the slang!

## **Stall Speed**

The most widely accepted definition of Stall speed is the Engine speed at which the Brakes can no longer hold the rear tires from turning using the "Brake Torque" method. For those people on the East coast the term is called " Power Braking" method. Power braking sounds like a Truckers term for downshifting or applying the Jake brake which uses the engine to slow a vehicle down. A general rule of thumb regarding Torque Converters tells us that as HP & Torque ratings increase the stall speed will also increase to a point without changing to a performance converter. A higher Stall speed in a Torque Converter allows the Transmission to slip. By performing this we can launch the car at an RPM closer to the Engine's HP & Torque peaks. On a GN this allows us to leave at higher boost levels! The Internal pressure of a Torque Converter is between 600 - 700 psi. Because of the high internal pressure most performance Torque Converters have an Anti - ballooning plate welded to it.

A negative effect of the higher Stall Torque Converter is the heat generated. Some converters get so hot that the paint gets burned off. A race car with a high stall race converter, Trans brake engaged sitting at the tree, Throttle wide open, and stuttering off of the MSD two step rev limiter, can generate 100 degrees of heat inside of the torque converter for every second they wait to release the Trans brake button! To counter the extra heat generated by a high stall torque converter you must install a Extra transmission cooler.

## **Burnouts**

When in the bum box at a drag strip it is advisable to ease off of the throttle as you come out. The sudden chirp of the tires as you exit the water of the bum box onto dry pavement causes a severe shock to the torque converter. This is due to the immediate stopping of the spinning tires. Your torque converters life will be short lived trying to impersonate a 1500 hp pro stock burnout. Don't try it!

## **Extra Transmission Cooler**

There is a big misunderstanding concerning the installation of an Extra Transmission Cooler. The purpose of a Transmission Cooler is to reduce the Trans fluid temperature. Therefore your transmission and it's fluid will last longer. The discussion of the location concerning a Extra trans cooler always brings about a controversy. Allowing the hot trans fluid to flow through the cooler before or after the stock factory Radiator transmission cooler is a Critical choice.

The idea was once proposed that the trans fluid temperature must be at a certain temperature before the transmission will work? NOT! If that were the case then all of us would have to warm our cars up to operating temperature (15 - 20 Minutes) EVERY time we wanted to drive them. Some engineers do not live in the real world! A Buick factory zone rep told me to mount the Extra trans cooler on my GN - AFTER - the stock factory Radiator transmission cooler otherwise I would have VOIDED!!! my GN's warranty. It makes no sense to cool down the Trans fluid through a cooler first then route the cooled trans fluid through the stock factory Radiator transmission cooler and then back to the transmission. This would cool the trans fluid down to near ambient (outside) temperature and then heat it back up again before sending it back to the transmission. Since some cars operate at 190 to 210 degrees due to emissions this is not a wise choice.

### **Transmission Fluid Temperature**

The normal life of trans fluid at 190 degrees is 50,000 miles. For every 10 degrees of temperature above 190 degrees cuts the life of the trans fluid in half. 200 = 25,000 miles, 210 = 12,500 miles and so on. 90 % of all transmission failures are HEAT related! The use of Synthetic trans fluid is a secret that many of the fast GN & GS cars share. It can withstand a wider temperature range before thermal breakdown occurs. Yes it is more expensive, but transmission and torque converters cost even more.

### **Lockup Torque Converter**

The lockup feature inside of a torque converter consists of a sand paper like lining which is bonded with an adhesive then usually baked on in an oven. Expecting a lockup torque converter to live behind an engine above 375 hp is difficult if not impossible. Ask Art Carr, he almost went bankrupt trying to warranty lockup torque converters in the early 90's. Some people say you can pickup 1 to 3 tenths of a second in the 1/4 mile on a GN locking up the converter. Do any of these lockup after-market gizmos and there Gurus warranty your torque converter? Better yet will they also warranty your trans won't puke on you when you use their lockup after-market gizmos? I DON'T THINK SO!!! My suggestion is to not use them and do not try to lockup the converter when racing! Also leave your GN in 3rd gear as you go down the 1/4 mile drag strip! It is a good idea to ease off the throttle when your car goes through the traps on the big end. Try not to slam the throttle closed as lubrication to parts spinning at high rpm is affected.

### **Transmission Upgrade**

When your GN starts to run 12.0 & faster, the transmission front pump pressure requires a higher internal line pressure. The 400 hp to run this fast will start to eat away at the stock transmission very quickly.

Do yourself a favor and upgrade to a street strip racing trans & torque converter. You would be surprised on how much a 3500 stall converter wakes up a GN!

Sincerely Yours,  
"Tech Advisor Smith" AKA Roger Van-Scoyk

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### **BUICK WINS in Muscle Car Review**

Check out the January 1999 issue of Muscle Car Review for the article "SHOOTOUT - Baddest of the Bad!" Here are some excerpts from the story by Tom Shaw.

"As out track time drew to a close Bob Strickland (1970 SS 454 LS6 Chevelle 4 spd) and Dave Hemker (1970 GS Stage 1 4 spd Convertible) came back around for one =re shot. SS454 vs GS 455 Stage I. In high drama, it all car= down to one last race. As the fights tripped down, the two exploded off the line neck and neck and let it all hang out. Past mid-track it was too close to call, as these two awesome big blocks roared toward their destiny and filled the air with the glorious sound or high winding, gear-slamming power. As the two burst through the traps, the win light came on for the - drum roll please - BUICK! Dave turned back the SS 454

posting the quickest time of all, 13.43 @ 103.46.

Driver Dave Hemker, Who got the job done with flair and style despite a vicious threat from a super-tough Chevelle that was positively breathing fire down the Stage 1's neck.

'And we can't help but wonder how our no-show Hemi GTX night have affected the outcome; 13.43 @ 103.46 mph is a strong, but well within striking distance of a well tuned, well-driven Hemi. Buick fans may say that the He stayed away on purpose, ducking the Stage I to avoid the embarrassment of talking a whooping. We'll never know.

"What we do know is that we had one of the best groups of muscle cars we've ever had for one of these shoot-outs, a fantastic field of superior machinery driven by skilled drivers with the experience to bring out the best in their cars. All the cars ran strong - no broken parts or out-of-tune engines to apologize for.

"Which makes the Buick's victory all the more impressive. The Stage 1, despite lugging around the extra weight of a convertible frame and top, kicked booty, fair and square.

"I think we can quit calling Buicks "underdogs" now."

CONGRATULATIONS to Dave Hemker of Montrose, MI for support the Buick Name!

(The issue also features a 1969 Buick GS Stage I convertible!)

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### **Minature Buick News**

GMP/Peachstate Muscle Car will be releasing a 1/18th scale die cast replicas will consist of both the T-Type and the popular Grand National series, including the '87 GNX. GMP will be supplying Peachstate with this accurate model in limited quantity, serialized production runs beginning Jan. 199. Correct wheel/tire, engine, interiors, bumpers, and trim options will permit the production of a variety of these Buick muscle cars never offered in this scale. Peachstate Muscle Car Collectibles Club; P.O. Box 1537; Winder, GA 30680, 800-536-1637 fax 770-867-0786. I Suggest you get your order in RIGHT NOW if you want to make sure you get one.!

Johnny Lightning has released a series called Classic Gold cars that will include a '80's Buick T- Type & '80's Buick ON. The first one is a Silver T-Type and the second is a Black ON (no weird color GNs like Racing Champions). The 1982 ON is suppose to be out (saw it at the Chicago Hobby) [www.jo@ylightning.com](http://www.jo@ylightning.com). AMT will be releasing 1962 Buick Electra 225 as part of their 1/25th scale Craftsman Series #6116. It will be released in January 1999. Revell / Monogram is re-releasing the 1970 Buick GSX in a 2-n-1 kit #2538. It will be in 1/24th scale with sficks racing parts detailed chassis. To be released in 1999. The Racing Champions Grand National & GSX continued to be released in massive numbers with no real accuracy. I personally cant believe what some people want to charge for these things. I'm not real impressed with these cars, and I would not suggest taking them out of the package as they look much better in the package

I have been thinking about creating a web page to show all these collectibles as it is real hard to keep up with all these Buick releases. Let me know if you have something to contribute.

Devin C. Tornow - Chicagoland GSCA Editor

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### **Newsletter Submissions**

Working to put out this newsletter is a heck of a chore. To make sure your contribution and especially ads get printed you need to do the following. Print clearly and neatly (if it cant be read, it won't be used) or Type the information or items. if you have a computer, print a nice clear copy (use only one font or type style) and mail

it along with a disk with the file on it (IBM Lotus An-ii-Pro or Word Pro, or Microsoft Word or an ASCII file (standard text file) on an IBM disk (3-1/2" 720 kB or 1.4MB size) and include a paper print out of the file in case the file does not work. Send all newsletter article submissions to: Devin Tornow; 5123 N. Merrimac Ave.; Peoria, IL 61614-4657 or DjTornow@b"isesystems.com. (No info@tion will be taken over the phone.)

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## **Chapter Classifieds**

### **CARS FOR SALE**

1987 Grand National 55k miles, T-Tops, ANS turbo, green stripe injectors, 160 thermostat, K&N air filter, external fuel pump, trans shift kit, trans cooler, ANS chip, Turbonetics adjustable wastegate, hooker downpipe, ANS knock sensor, boost gauge, cragar rims w/ bf goodfich comp t/a tires, straight thru exhaust no cat. Very clean, stored winters, driven on weekends, Asking \$11,900. Tony Planlds (708) 614-977-1969

1969 GS Stage 1: Dark Ext. blue bucket Int. Nicely optioned. 81,000 miles. \$12,000/obo. Also load of literature. Toddler using all my free time! David A. Cieszynski (414) 529-8344 after 6:00pm

1987 T-Type black 72,000 original miles, 2nd owner, Bought in BowlingGreen in May of 97. Repainted in 96 with the addition of black bumpers. Rebuilt motor with I 100 miles, new exhaust, brakes, tires, hoses, injectors cleaned, all stock even down to the chip. Grey buckets and 3:42 posi, AC works. This car does not have a lot of options (no PW, PL, cruise or rear window defroster, purchased in Huston TX so the car is light). There is no rust or major damage it is a well taken care of original. 10,000 o.b.o. or trade? Steve Russo, Orland Park (708) 873-0468

1970 GSX Stage I Saturn Yellow, \$23,000 Bernie Rekus 708-448-8448 rekus@uss.net

### **PARTS FOR SALE**

Turbonetics 60-1 Hi-fi, polished housing, .82 MM, larger shaft. 5,000 miles since rebuild by Turbonetics. List \$1,100, \$650 OBO Tubonetics 2.5' down-pipe List \$300, \$100 Turbonetics Delta gate w/ extra Teflon bushings List \$150, \$100 ALL in good shape. This all fits together. As a package \$700. Kenne Bell, 70 MM throttle body, & Plenum. Like new. \$225.00, Kenne Bell, Rain Air induction system, Like new, \$150.00, Bernie Rekus rekus@uss.net 708-448-8448

TE-34 Turbonetics turbo with polished housing \$450 GNX style dash complete w/ VDO gauges \$300, Powermaster complete from 86 \$225 Blue tops cleaned and flowed \$260 Ultra chip for blue tops \$150 Knock gauge new \$ 60 Fuel pump wiring upgrade new \$65. Steve Russo, Orland Park (708) 873-0468

NOS 1970-72: Coupe quarter panels, \$1000 pair; right fender, \$450. Keith Mahalik 815-834-0871.

### **PARTS WANTED**

Wanted: '69 GS 400/Stage 1 p@: Grill, Radiator Shroud, "Dog

Dish"style hubcaps, "400" marker lights, "GS" swing-a-way trunk

emblem, antenna mast & base - perfer NOS or excellent condition parts. Also any Buick literature, ads, magazines featuring a '69 Stage 1. Kelly McKibben (815) 544-4257 or kibster@meoipo.measinet-net

1969 Buick GS 350 black front bench seat, must be in excellent condition. Also 15" Buick Rally wheels, set of four. Call Lou (847) 818-1664

1968 Skylark Hood & Bucket Seats I Have '69 Bucket seats to trade. Lance Alden 708-479-4717.

### **Misc. FOR SALE or WANTED**

Johnny Liahtninti GSX Diecast 1/64th scale cars: (black or yellow), limited qty \$5 each, Silver T- Types and Black GN \$6. also some Racing Champion GNs & GSX on a first come (and a@ld , first served basis. Just looking to help out fellow Buick Enthusiasts. Automotive Collectibles List available: Diecast, plastic promotional models, etc. Call or write, SASE helpful Wanted: Turbo Literature, Spec Sheets, & Info looking for the different and also 70-72 GS literature. Devin Tornow; 5123 N. Merrimac Ave.; Peoria, IL 61614-4657; (309) 693-7506 E-mail:DJTornow @ bitwisesystems.com

Please send all Classiried Ads and Car Show / Swap info: Don Easton, 25002 Mary Ln., Plainfield IL 60544