

# **FAST TIMES**

## **CHICAGOLAND CHAPTER BUICK GSCA**

An affiliated Chapter of: Buick Gran Sport Club of America  
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Volume 5 Issue 3

Fall 1999



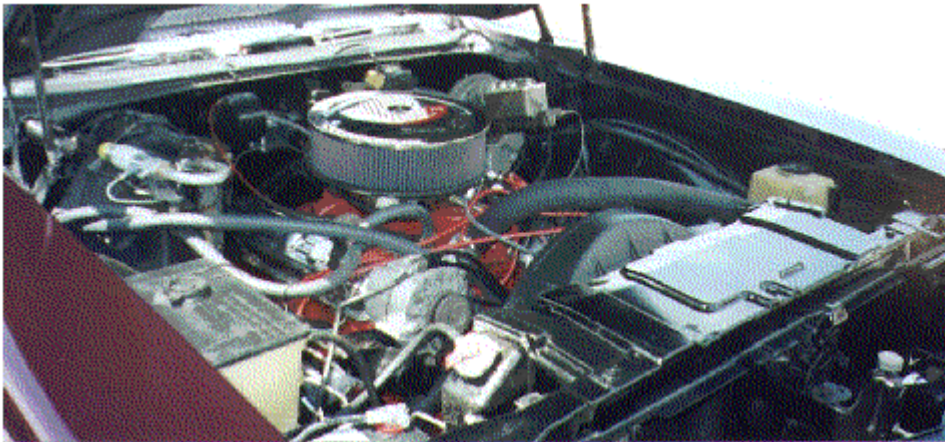
Thinking about getting a Chevelle SS (1968 through 1972) was all that Dennis Barre could do when he became 16 and legal to drive. His parents, Larry and Fran Barre, were willing to help their son out in his quest so Dennis and his dad went shopping. The search went on without finding a really nice solid Chevelle when one day Larry was at a car auction in the summer of 1988 and spotted a nice 1971 Skylark. He called Dennis and described the car to him as a triple black southern car with no rust and it looked very much like the body style of the Chevelle. Dennis responded if it really looks that good, try and get it for me. Larry was able to seal the deal and bring the Skylark home. Since Larry's mother lived right next door he parked it in her garage and shut the door. When Dennis was finally able to talk to his dad and ask if he was able to buy the car, Larry told him, No, it went for way too much money. Right away Dennis was depressed that he missed out on his first car. When Dennis came home from school that day, Fran told Dennis to go next door to Grandma's house and get something out of the garage. Dennis, still steaming about a missed opportunity, didn't want to go there and he pitched a fit. Fran finally got him to go next door, and when he opened the garage door, he was in shock! There she sat, a triple black 1971 Buick Skylark! It was Love at first sight and he said he liked it better than a Chevelle! Larry and Fran did a great job helping out their son and they were proud of getting him off to a grand start.

In April of 1992, on Easter Sunday, Dennis became sick with severe stomach pain, and he went to the hospital for treatment. His blood count was discovered to be very low on platelets without any known reason. A trip to Mayo Clinic was required to get an answer. Dennis was diagnosed with Aplastic Anemia which is a very rare problem where the bone marrow does not produce enough red cells, white cells and platelets. The only known cure is a bone marrow transplant. Fran, Larry and their daughter were tested, but no one had a match for Dennis' bone marrow transplant. Dennis now had to register in the National Bone Marrow Registry to attempt to find a match while having to have a shunt put under the skin on his chest where he received blood products and

platelets on a monthly and sometimes bi-monthly basis.

While enjoying the Skylark through these tough times, Dennis decided he wanted to restore the entire car in 1994. He started by sanding the entire car by hand, down to bare metal, removing the vinyl top and all the trim. It became a labor of love for Dennis and he invested a great deal of his time working on the Buick.

He then had the car painted, Corvette black rose metallic. Shortly thereafter, he completely gutted the entire car and removed the entire drive train and interior. He had grand plans that included a 383 stroker motor to top it off.



In September of 1995 a bone marrow match was finally found in the registry. Dennis wrote out an extensive list of parts that were needed to restore the Skylark before he went into the hospital. Dennis made his parents promise him, that if something went wrong, and he didn't survive the transplant, that they would finish his car. Dennis went through the

most horrible 6 weeks of suffering that anyone could ever imagine. On November 11, 1995 the Barre family lost Dennis. This was the most devastating experience Larry and Fran have ever gone through in their entire lives.

Six months passed before Larry & Fran could even go into the garage, and look at Dennis' car. They had made a promise to their son that they intended to keep, no matter what it took. Finally, one day, they went into the garage and looked the car over to decide on what they were going to start on first. The first thing that caught their attention were the taillights, because when Dennis stripped down the car, he must have spilled some of the stripper on the tail lights, damaging some of the plastic. They decided to work on finding some nice replacements and they started making phone calls. After calling several places, and states, they located some in California for which the seller wanted \$175.00 each. Shocked, Larry asked, these are N.O.S., right? The seller responded, no they are used and they re not to bad but a little bit faded, with some light spider web cracks. Still in shock Larry told him, no thank you, that's not nearly nice enough for this car. This was not going to be an easy task.

A week passed and Larry and Fran were sitting at the kitchen table one Saturday morning having coffee and feeling depressed that they couldn't even find a nice set of tail lights, let alone all the rest of the parts they needed to finish it. Fran got up from the table with coffee in hand and walked over to the refrigerator where numerous photo's of Dennis were displayed. Fran looked at Dennis' photo's and said, "Dennis, if you want your father and I to finish your car, you better help us find parts for it." The very next day Larry went to catch a friend who had his car at a car show. When he first walked in, what does he run into but a 1971 Buick Skylark GS that was teal green, which is Fran's favorite color. Excited and unable to catch the owner, Larry runs home to get Fran to show her the car, as he knew she would love it! Arriving back at the show, they talked to the GS owner in a quest to be able to find the parts they needed for Dennis' Skylark. The owner, Bruno, a Chicagoland Buick GSCA club member, mentioned that there are always parts available and he gave them Steve Russo's name and number as a start. They were calling all over the U.S. looking for parts and they ended up hooking up with a guy in their own hometown of Orland Park.



# Chicagoland Director's Garage

- Loyd Bonecutter

As the CCGSCA is in its fifth year, we remain busy and strong. Our goal is to provide activities that performance Buick owners may take advantage of. As always we had a drop in membership this winter. The renewals continue to trickle in although half the year has passed. The Chapter is blessed with a number of active members, who participate in their favorite activities. Racing events, meetings/technical sessions and car shows - each has a different group of active members. The Christmas Party is our best chance to have a gathering of folks representing each of the different activities we endorse. Even with 150 folks who did not renew, our 350 members remaining makes us a strong Chapter and a little easier for the volunteers to serve.

The 1999 GS Nationals was one of the best. Yes, some said it was a little warm, but being the beginning of summer this can be expected. Others noted the car show area was dusty, but central Ohio was in the middle of a draught, so that could be expected as well. Although we were with our friends from the Chapter, we missed seeing Gran Sports and Turbo Regals anytime we roamed the streets. We are changing to a hotel along Brice Road next year in the hopes of picking up a little more performance Buick action. I see the GS Nationals as an opportunity to see other Buick fanatics that I have not seen for a year, a chance to get some parts that rarely we have a chance to look for, and watching some of the fastest Buicks in a single location. Shari and I go to the GS Nationals to relax and have a great time, with that optimism we always manage to enjoy it a lot.

As you are reading this in September the summer heat is long forgotten, I hope. Tony DeQuick came to the rescue with a solution to keep the GN cool. After installing the front mount intercooler, outside temperatures over the mid 80's resulted in high coolant temperatures whenever we were stuck in traffic with the air conditioner on. Getting stuck in construction traffic while leaving the GS Nationals was the last straw. With Tony's new pump (yes, make sure you install both gaskets) and three-pass radiator, it is a cool car.

Ironically Shari's GS continues to have a slow coolant leak. A new water pump gasket did not solve the problem, as the leak seems from the bottom of the pump at the bolt. May be time to replace last falls' rebuilt water pump. Luckily the GS does not have an overheating problem, even with being a couple quarts low on coolant. Spent an evening under the dash replacing the Air Conditioning Selector Switch, and the bracket it attaches to. Could the designers have made this stuff a little more difficult to replace? Steve Russo came to the rescue again with just the right parts. Was almost done when the hoses started pulling out of the block of rubber that holds them on the selector switch. If it weren't for the manual, all those color codes on the hoses would be meaningless, and I would still be trying combinations to get the various modes to work.

It was great seeing at least 26 CCGSCA members at the Dempsey Picnic and 40th Anniversary Party on July 31st. What a wonderful event Glenn and Shirley put on. A D. J., a huge tent, great food, wonderful door prizes, dash plaques, helicopter rides, two new Peterbuilt trucks on display and hospitality that only Glenn and Shirley can arrange. Yes their Performance Buicks were on display, along with the hardware that everyone drove in. Glenn broke down and bought a white 87 Turbo Regal. The weather was great, and having so many detours for highway 26 getting there was twice as much fun. That great CCGSCA cake with the drag racing Christmas tree was still the dessert winner as far as I was concerned. Too bad it needed to be cut to get the first piece out.

See everyone at the Midwest Buick Challenge!

## Vendors of Note

For great Turbo Regal header welding: Oostman Fabricating and Welding, 45 East Chicago Ave. (just east of

Cass Ave. on Chicago) in Westmont. Phone # 630-241-1315, ask for Norm

For Quadrajet rebuilding/tuning: Quadshop; 5963 Linden; Rockford, IL Phone # 815-874-4884 ask for Jim

For Carburetion and Fuel Injection needs: Ram Air Research; 2629 N. Cicero; Chicago, IL Phone # 773-489-6533.

## CCGSCA Event Plates

For those of you that don't have them yet, our 1999 GS Nationals event plates are still available. They are \$25.00 for CCGSCA members, and \$35.00 for those who have not joined yet. Contact Frank Jackowiak at ITPPHOTO@aol.com or 630-655-0598.

## Membership News

- Shari Bonecutter

Hi, everybody. As I'm writing this we're still in the throes of a very hot summer. It goes fast, doesn't it? Kind of like the Nats - that went by in a sweaty blur! Speaking of the Nats - what did you all think? The tent was a lifesaver, for being in the shade. It was a great place to see various members. Plus it gave me a great vantagepoint for getting Indiana chapter members with my Super-Soaker! (That became a personal objective of mine about Wednesday.) I know we all missed being a big presence in Columbus - it is a pretty big place, after all. They're working on that for next year. The dates for next year, by the way, are June 20-24, 2000. We won't be staying at the Quality Inn again, believe me. I think I've found a hotel on Brice Road that should be better - more secure, more parking, and maybe even clean towels! It might be a little more expensive, but that's o.k. I'll pay more for security any day!

Membership is slowly climbing. We've not gone over the 500 mark because we have some blank spots to fill in, plus there are still 190 members that didn't renew. There are still a lot of members, though! Since the last newsletter and as of Aug. 1, we've added the following new members: Joseph Bakanec, Winthrop Harbor, IL; Russell Brown, Elliott, IL; Ranoy Chaney, Elgin, IL; Terrance K. Grubich; Chicago, IL; Donald Hens, Winthrop Harbor, IL; Abel Ledesma, Brookfield, IL; Jason Loftus, Low Point, IL; Demetri Marker, Bolingbrook, IL; Gary Olmsted, Homewood, IL; Phil Regan, Homewood, IL; Phil Root, Chicago, IL; Laymond Thomas, Calumet City, IL; Bill Dennis, Cottage Grove, IL; and Mark Pona, Boca Raton, FL. I may have missed a few names - if I did, I apologize. If you know of someone that's not renewed yet, please let them know that if they renew in October of this year, it's good for next year, too.

Our picnic had about 40 people wander in and out. Of course, it was on one of the hottest days of the year! We seem to always have our core group of people attending, along with helping. Mark and specially Barb are real troupers, with carrying and setting things up. Paul and Linda Brelie, and Chris Gatch with fiancée Anna helped carry, too. Bernie Van -Scoyk and Mark pulled cooking duty, which Loyd appreciated! Everybody seemed ready to bring out his or her pride and joy. Maybe it was too hot for us humans to do much, but our cars were fine! The cops cruised by a few times, but were mostly admiring the cars. They said the only people out in that weather were "car nuts" and cops.

Loyd's covering the Dempsey picnic in his article. All I can say is that it was awesome, and to thank Glenn and Shirley for their hospitality. We got to meet some of our northern members, which was great! Maybe we'll see

them again at the Midwest Challenge.

We also had another race in the heat at Route 66. Paul DuBois handled the job of Race Chairman quite handily, from what I understand. He deserves a big thank you!

Cruises have been sporadically attended, but that has also been weather related. Like the racing, we've had some rained out. We've also had some on beastly hot nights, like the Nats. It really doesn't matter - you guys can bench-race with just 3 guys, or many more. Buick people are the best!

We're going to need volunteers for the Midwest Buick Challenge, again. Please contact me either by phone or e-mail me at Loyd's e-mail address of [loydb@enteract.com](mailto:loydb@enteract.com) to volunteer. We'll need people to help direct traffic and parking, teching cars, selling our products at the tent, and serving food. I think the Indiana chapter is going to kindly run the car show, again. They might need help counting ballots, if we have more cars there this year. We'll need help with both Saturday and Sunday, so please volunteer!

I'd like to hear some suggestions from Wisconsin members for some things to do closer to their neck of the woods. Same with the Central Illinois and Indiana people. Maybe we can spread some stuff out a little next year. Any ideas?

Well, by the time I finished this the weather broke and it's beautiful out! I'd like to see this last the rest of the summer. Everybody take care!

## "Heard from the Pits"

Roger Van-Scoyk

Greetings fellow Buick owners, may we all get thru this HOT summer soon! This article addresses some of the key areas as to why our cars run hot.

### **Running Hot?**

Some of the performance mods you make to your car's engine tend to produce more heat. To offset the extra heat the engine produces, the cooling system has to be capable of properly dissipating that extra heat quickly.

### **Radiator**

As time marches forward the radiator coolant (Anti-Freeze) in the cooling system becomes less efficient at transferring heat. Many events are occurring at the same time which cause this phenomena. The additives in the Anti-Freeze breakdown and begin to create corrosion in the Engine block, Radiator, Water Pump, Heater Core & all associated parts it comes in contact with. Additionally the minerals in that tap water that many of us use, clog up the tubes in the radiator reducing the Coolant flow rate. It is best to use a mix of Distilled water & Anti-Freeze in your cooling system NOT house TAP water! Upgrading to a 3 or 4 core radiator may be necessary to properly cool your Engine. Ask our club member Tony Dequik from Charged Air Systems about a good upgrade. Aluminum radiators are primarily used for off road racing applications only. Also they work best with plain water. WITHOUT WATER WETTER??? Yes some NHRA classes now prohibit the Mix of Water & Anti-Freeze to be used in a Drag race car. Those of us @ the 99' Columbus GSNATS know how much down time can happen when some one pukes any fluid from a car while racing down the 1/4 mile. I can tell you from experience it is no fun sliding on your own Anti-Freeze after making a low 11 sec pass. Just ease off the brakes and you should be fine, If this ever happens to you.

## Critical Temperature

Many questions arise concerning what temperature should my Engine be operating at Older cars typically used cooler thermostats in the 160 to 180 degree range was fairly common. The newer computer cars run 190 to 210 degrees due to their emission requirements. We know that the Engine has to have some heat to efficiently burn the fuel we put in them. A bad / weak or stuck Thermostat is a big problem with mostly older cars. Moroso makes a series of restricter washers with holes in them to regulate the flow of Coolant instead of relying upon a Thermostat. They usually are used in a racing only application. Flushing your street car's cooling system every 2 yrs is a good method of avoiding major cooling problems. Blow out all of those bugs and road debris that builds up over the years on the Radiator & A/C Condenser. You would be surprised how much cooler your engine will run after performing this. Also checkout the water pump shaft play & belt tension (For Older Cars) Remember too much belt tension can wear out those Water Pump bearings/ bushings prematurely - in as little as 500 miles? Checkout that Serpentine belt Turbo V6 owners! Cooling system problems can cause cylinder heads to warp or crack. Blown head gaskets generally accompany this problem.

## Water pump speed

The use of larger Water Pump pulleys slows down the pump and reduces the lost HP. Electric aftermarket pumps also reduce HP loss. A slower water pump speed can actually prevent overheating in some cases by allowing the coolant to release more heat into the Radiator Fins. This unfortunately is a trial and error Method which one has to refine.

## Cooling System Additives

Yes that's right Water Wetter? starts to break down after 6 months causing damage to the your cooling system. I only found this out at the Tech sessions in Columbus. 2 different individuals - 1 Turbo & 1 Big Block cooling specialists said the same thing concerning this problem. There are better products on the market that will not cause corrosion-related problems to occur in the cooling system. RMI is one such additive. Contact TA Performance for further info 602-922-6807 Until this year I have been an avid user of Water Wetter sold by Summit.

In closing I have to advise everyone to carefully research any product you intend to use before adding it to your Car's Anti-Freeze. Many of us have used Water Wetter for years to reduce our Engine's operating temperature unaware of what damage can occur.

That's all for now. "Tech Advisor Smith" AKA - Roger Van-Scoyk

## Classified's

\*\*\*\*\* For Sale \*\*\*\*\*

PARTS FOR SALE: 6 Case (36 Bottles) SUPER 104 Octane Booster, asking \$140, 1978-80 Buick Regal Stock Hood (non-turbo) asking \$50, 1978-up Buick 231 V-6 even fire Edelbrock performer manifold #5486 w/ 390 cfm Holley #8007, asking \$225, K&N air filter element 14 dia. x 2-1/4 height Model #E-3740 asking \$15, Chrome Air Cleaner 14 diameter 2-1/4 open element drop base, asking \$20, Chrome Rear end cover 10 bolt 7.5 \$15, Whistler Radar Detector Model #750, \$40, 1 set TRW stamped steel rocker arm kit for 1975-up V-6 \$75, Lou Slessinger 216-671-0972, pager / voice mail 216-552-4661

For Sale: 1983 Buick Regal T-Type turbo 3.8L. Very solid complete 65k mile original car that needs engine work to get rolling. Great Father & Son project. I have over 100 pictures (digital or paper) I can send you to get a good look. Devin C. Tornow, djtornow@bitwisesystems.com, (309) 693-7506. I'll call you back.

Part for Sale: 231, 340, 350, 400, 455 STICK BELLHOUSING 340, 350 STICK FLYWHEEL & NEW CLUTCH ASSEMBLY W/RELEASE BEARING USED 350 ENGINE PARTS: Block, 2 sets of heads, new oil pan, misc internal parts, HP cam, some gaskets, exhaust manifolds, 2bbl intake manifold. I have a different Buick project, must clean house. No reasonable offer refused. Joe Shiles 630-983-0816 jsshiles@prodigy.net

70-72 Skylark parts for sale: 71 GS hood w/inserts \$250, L&R GS doors w/glass & door panels (one has rust hole in front lower corner) \$50 ea., Trunk Lid \$25, Steering column \$50, Hop Stop Bars \$90, 71 GS M25 Bumper Rear \$250, 71 GS Horn button \$30, Dash cluster \$50, Also have stock A/C parts- all for \$50, Call (219) 374-6977 ask for Chuck.

\*\*\*\*\* Wanted \*\*\*\*\*

WANTED: Buick Turbo related literature, Buick Dealer Sales Albums 1985, 1986, 1987 & others (64-72), Buick Sport Wagon Literature 1964-1972. Devin Tornow djtornow@bitwisesystems.com

5123 N. Merrimac Ave., Peoria, IL 61614-4657 (309) 693-7506

PARTS WANTED: 1986-7 GN Radiator shroud w/ GM original fan caution decal in mint condition for show car. Lou Slessinger 216-671-0972, pager / voice mail 216-552-4661

PARTS WANTED: 1968 Skylark Hood & Bucket Seats , Have '69 Bucket seats to trade. Lance Alden 708-479-4717

Wanted: 69 Skylark convertible, Left door and right front fender. Joe Shiles 630-983-0816 jsshiles@prodigy.net

Wanted: Bucket seats for 1972 Skylark, also needed passenger door glass. Please call Kevin Nelson at 773-384-5381

Wanted - FAST 70 or 71 GS 455 / Stage 1. Must be in nice shape and will pay between 10 to 12 grand for one that can do the quarter mile in the low 12s. Call Rick at 773-884-0374