

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

Volume 11 Issue 3 Winter 2005

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

912-244-0577



Mike Prybell and Joe Eichendorf (JoeCool) with their Gran Sports

Mike Prybell said "I finally love my car, after 2 to 3 years of ownership!" That's how Mike started out this interview. He had always been a Buick guy, having previously built up a 64 Skylark with a 455 engine. It was even a rust free California black plate car – what a find! But unfortunately Mike hit a deer, totaling the car in 1989.

Late in 2002, the car bug returned and Mike started looking for another Buick. He found a 1972 GS clone on the V-8 board. It was located in Indiana equipped with 455 and a four speed manual transmission. The engine had an Offenhauser intake that has been replaced with an Edelbrock B4B, a Holley 850 double pumper, and Poston headers and cam. Mike's original intention was to replace the four speed manual transmission with a TH-400 automatic. Mike drove the car for a while, and decided to install a Muncie transmission in it. The four speed, big block

combination was just too much fun to swap it out for an automatic. He spent a year gathering parts to do this figuring that it would be an easy weekend project once started.

Unfortunately, once the swap started it became evident that everything on the original transmission setup was incorrect or cobbled together. The 455 did not even have the threaded hole needed for the Z-bar block stud. Mike ended up having to drill and tap the block stud hole with the engine still in the car, order Dave Kleiner's reproduction clutch linkage, fabricate the clutch adjuster rod and modify the clutch pedal. Two months after starting the "weekend project" the correct Muncie M-20 transmission was finally in.

Mike Prybell's Car story continued on page 3

JoeCool's Car on page 4

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 June, 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 Buick Motorsport activities for our members. It is very important to have fresh ideas introduced into the operation of the Club. Plus we need help to distribute the work load so the volunteers we have do not get burned out. The tasks are easy and you will always have plenty of help.

Upcoming Events

- Dec Christmas Party is postponed until January
- Jan 8 January meeting at Casper Electronics
- Jan 21 CCGSCA Christmas Party – Countryside
- Jan 22 AACA Swapmeet – Crossroads Buick/Chevy
- Jan 28-29 Drag Race Expo – Pheasant Run
- Jan 27-29 World of Wheels
- Feb 12 February meeting at Best of Show
- Mar 5 Chili cook off at the Moose
- March 26 – B-O-P-C Swap meet – Wheaton, IL
- Apr 8 Freestyle Autosports dyno day, Lake in the Hills
- May 6 BCA Car Show Suburban Buick – Wheaton, IL
- May 16 – 20 GS Nationals in Bowling Green, KY
- June 1 – 4 Buick Race Day at Norwalk, OH
- June 3 Chi-town Cruise – Soldier Field
- June 10 Drive in night – Cascade Drive In
- June 17 GSCA Picnic – River Grove Moose
- Jun 28-Jul 1 Buick Horsepower Nationals at IRP
- Aug 10 – 12 BPG Nationals at Salem, OH

The car also needed some new interior pieces and exterior trim, which have been replaced. Mike's Buick was originally Cortez gold with a black vinyl top when it left Flint in 1972. At some point in its life it was repainted a Ford color called Tourmaline green. He's not sure what he wants to do about the paint.

Lately, Mike has been driving the car to and from work on nice days, and has really been having fun with it. Future plans for it? A high-compression 462 with aluminum Stage 2 heads – what else?

In the meantime, Mike also got his father-in-law into Buicks. Please see the accompanying story.



Mike Prybell's 1972 GS Clone

Director's Garage – Loyd Bonecutter

After a wonderful early fall season the cooler stuff is upon us. With the first snow and resulting salt on the roads, our cars are officially retired for 2005. What a great season it was for owners of Buicks this year as there were plenty of opportunities to use your favorite car and join folks who share your enthusiasm. I find this an important as discussions of our niche hobby will seemingly glaze over the eyes of most folks at work. A lot of people just do not understand the challenge of keeping an older car running, the search for that piece of trim to finish the interior, or spending huge amounts of cash for go fast parts to knock that tenth of a second off. It is great meeting folks who understand why we drive performance automobiles.

The Chapter has introduced quite a few local folks who share the same passions for our Buicks. I know I have learned a lot about my car from hanging around with Chicagoland Buick folks. The amount of information that anybody can gain from sharing is incredible. This alone makes the Chapter's mission to organize Buick Motorsport Events worthwhile.

To this end the Chapter needs your help. We have an open Treasure opening with Wayne and Marilyn's move to Montana. We will miss their participation and help in a lot of Chapter events, and most importantly their handling of our finances. This is an important job that needs to be filled.

At the January meeting nominations for a number of chapter functions will be open. For the health of the Chapter fresh ideas must be introduced. Please contact Bob Nunes the Chapter nomination chief or any Chapter Officer with any questions you may have. We try hard to make these jobs fun and they do not take much time to handle the responsibilities. We need your help.

December is certainly going to be a long month without any Chapter activity. We apologize for not getting a hall for our Chapter Christmas party before the places were booked. Hopefully the event planned in January will make up for it. The hall leased is a great place that we are looking forward to.

Our first meeting at the Moose Lodge in River Grove was a little light on attendance. We understand there are things that conflict with Sunday morning events, and want to hear from members who did not attend if there is any reluctance to having future meetings at the Moose. We do not want to accidentally introduce any meeting places that members do not want to go to.

We will be closing of the eleventh year of our Chapter. We are always looking for fresh ideas and talent to implement these ideas for our members. If you see any way to improve our event opportunities for members please feel free to let us know.



JoeCool's 1970 Gran Sport

Mike Prybell was the Buick guy from the past and Joe, his father-in-law, was a 40-year Chevy small block four-speed veteran. Joe's enthusiasm for cars rekindled Mike's interest and they found themselves going to Rochester, IN to pick up a 72 Skylark Clone for Mike. Joe always liked the look of a Buick and preferred the look of a Buick A body over the other three marques.

Seeing what Mike was doing with his car started Joe thinking about Buicks and got him turned on. In his search Joe happened to run across John Chamberlain's 1970 Gran Sport on E-bay. Joe called John in the course of the bid and made a verbal offer in case the reserve was not met. After the bid closed John upheld the offer so Joe was off to Nashville. In a very fancy part of Nashville Joe knocked on John's door. Remember John did not know Joe and they had only talked on the phone about the car a couple of times. As soon as Joe identified himself John tossed him the keys and told him to take it for a drive. This left a definite impression on Joe as his introduction to the world of Buick owners.

Joe took the car for a 15-minute drive, in which it drove very well; so back to John's house he went to buy the car. On the way home the vacuum driven shift modulator went bad in the middle of nowhere on a Sunday afternoon. Joe decided to limp the GS back to Chicagoland anyway. For those of you who have not experience this, it is a painful experience, as the car will not shift out of first until 40 to 50 mph and out of second until about 75 mph. When Joe got home he promptly put a new modulator in it.

Of course it did not end there with the following changes following the purchase in short order: S-divider intake with Osborn crafted carburetor, Jim Burek ported Stage 1 cylinder heads, Bullet bumpstick (for that nice lumpity idle), upgraded

ignition system, G-body quick ratio steering box, repair and paint on the grill, posi-traction differential added with a 3.73 final drive, and a Jimmy built TH 200R4 automatic with a high stall torque converter. Joe maintains this is the best running car he has ever owned, and the list of cars he has owned is not short by any means.

Joe learned to drive a 1952 Hudson with a "three in the tree" in Ryan's Woods where his father decided a young man should learn the skill. Joe still did not own a car when he entered the Army and ironically they decided he should drive a bus. This set him up for a life- long hobby and career. From about 1966 until 1971 Joe participated in drag racing while raising a family. His home track was Oswego, but he remembers fondly the track at Lake Geneva, which was set in a bowl with spectators on each side.

On one occasion the 327 engine in his 1961 Chevy blew up at Oswego and a buddy towed it home. Joe's oldest son observed them pulling the car into the driveway and asked, "What happened?" The son could not wait to run into the house to tattle on dad about blowing up the engine.

The GS drives straight and smooth, plus gets 15 mpg while turning 2200 rpm at 70 mph. Joe maintains this car is totally different than any Chevy he has ever owned. Short-range plans are to replace the headliner and long-term plans are to place this car squarely into the 11-second quarter mile range.

Things have changed rapidly as Joe originally planned this car to just be a driver, since he still has his high performance Camaro for racing. Well, the Camaro has not been touched for two years and the GS is getting all the attention. With all the speed upgrades the GS is still is a good driver, which Joe considers the best part. Joe continues to dig into

each of the new Summit and Jegs catalogues which always give car buff ideas for upgrades.

We are pleased to add that at the BPG meet at Salem and at the BOP meet at Cordova, Joe held up the honor of the Chicagoland Chapter. While most of

us were eliminated in the first round or two, Joe made it to the finals. Spot on consistency with a variation of no more than 2 tenths of a second all day really counts in bracket racing. We are very happy Mike introduced Joe to Buicks.

2005 Midwest Buick Challenge – by Paul “Original Paul” Brelie

We had another great year of happenings down in Morocco Indiana at US 41. The weather was fantastic for both the car show on Saturday and racing for both days of the event.

The Indiana Chapter ran the car show without a hitch. They always do a fine job of this, and it is much appreciated. The winners of the car show were:

GS	General Buick
1st - Bob Kostuk - 1970 Yellow GSX	1st Tim & Lisa Duggan - 1989 Black Sparkle Skylark GS
2nd - Shari Bonecutter - 1970 Diplomat Blue GS	
Turbo Regal	Buick Modified
1st - Dave and Melissa Campos - 1987 Black Regal T	1st - Beth Andrews GS Sportwagon
2nd - Steve Dickerson - 1987 Blue Regal T	2nd - Chris and Anna Gatch - 1987 GN
	Peoples Choice - Bob Kostuk - 1970 Yellow GSX

Hmmm, in looking over this list – almost all the winners were Chicagoland members. Wow! Congrats to all the trophy winners.

We had roughly 40 cars racing in our bracket series. Bracket 2 was the most contested with 15 cars racing for the money. Both the Quick V6 and V8 had 6 cars registered. Although most of the day ran smoothly, we did have some carnage take place in the first rounds of Quick V6. Of the 6 cars registered, only 2 cars were able to make it up to the line after the first round. Dave England sustained the most damage, I have heard rumors about pieces of motor stuck in his rear bumper, but I did not see it first hand.

There was also some miscommunication within the tower that made us re-run some rounds, but that was quickly resolved and the rest of the day was clear of any delays.

Thanks to all who helped put this together, you know who you are, and congratulations to all the winners of their respective brackets.

Here are the results of our 5 Bracket Classes we ran that day.....

Super V8 saw John Stevens advancing to the final round with a bye-run pass, while Lawrence Clark staged next to Shayne Dillinger. Shayne took the win as Lawrence cut the tree beam too quick, lighting the red bulb. Both Shayne and John ran a close race down the track, with the win going to Shayne by virtue of a better light.

Super V6 did not have a Semi-Final round, as only 2 of the 6 cars were able to make it under their own power back up to the staging lane after round 1. Steve Hughes found himself staging the ambers next to Tony Occhipinti. Tony stumbled off the line with a 1.2 reaction time, seemingly handing the win over to Steve. Unfortunately Steve broke the lights at the top end .009 faster than he was supposed to, giving the win back to Tony.

Bracket 3 saw Semi's with Bill Grupp racing against Wild Bill Burton, and Joseph Eichendorf lined up against Mike Baker. Bill Grupp and Mike Baker were the last two contestants to run Bracket 3, and it was over quick as Mike left early. The victory goes to Bill.

Bracket 2 had Rob Ross meeting Walt Judy in the Semi Finals. With a double break out run, Walt was just a bit slower advancing himself to the finals. Clarence Harding received a bye-run matching himself and Walt in the finals. Walt Judy cut a better light at the start and ran .010 off his dial; Clarence broke out trying to catch up.

Bracket 1 also had 3 cars in the Semi-Finals. Dave Smith advanced to the final round by way of a bye-run, while Carl Creque had to earn his keep against Gary Paine. Both racers cut great lights and were running their respective times, but Gary crossed the line .008 too early. In the final round, Dave gave the victory to Carl with a red light, but even with an early win, Carl kept his foot into it and ran his second fastest time of eliminations with a 124.63 MPH pass.

Congratulations to all the winners, and “thank you”, to all the racers who kept their patience as the track worked out the bugs with the timing system and the tree early on in the rounds.

Membership Scribbling – Shari Bonecutter

Seasons Greetings! I hope this is finding you and yours well.

The first thing I must mention is to give my heartfelt thanks to all who acknowledged the passing of my mother. We received several cards, which was appreciated. The club sent the most beautiful floral arrangement and a lovely basket of plants. And we had a good bunch representing our club at the memorial service. Thanks to all that attended – it really was a comfort to both Loyd and I.

My mom passed on Saturday of the Midwest Buick Challenge, and of course I was called away. I want to thank Barb Holda and Beth Andrews for stepping up to the plate in my absence. These ladies are great at running the tent anyway, and the smooth transition was awesome. I knew that this event would go fine without me – no one is indispensable. Thank you from the bottom of my heart.

Paul Brelie has a short report about the racing and the car show. We had a good mixture of Chicagoland members and out-of-towners here. I think I heard approximately 40 racers, which in a club of 270+ is sad, but that's the way it is.

I need to thank Wayne Smith, Paul Brelie, Rich George, Mike Prybell and Mark Holda for their help with the racing. We could not have done this without you guys. Your help is really appreciated. All in all, it was a good event.

October was another busy month. A group of us went to the Buick-Olds-Pontiac race in Cordova, at the beginning of October. It was a great weekend. Granted, it was cold, but the scenery was awesome and the racers really enjoy the track. We saw new members Eric & Debie Knapp, from Bloomington, WI and old members Keith and Amanda Egan, from Hartford, WI. The rest were from IL. Some of us make it a weekend and stay in Iowa – and that was a blast, also. Hopefully we'll have more for next year, too.

Next was the Chapter meeting and Dyno day at ATR Motorsports in Joliet, IL. We wish to thank Al and the crew at ATR, particularly Scott on his 21st B-day, and our members who came through to make this fun. Big thanks go to Marilyn Bachar for help with the food. The results were:

Owner	Car	HP	TQ
Loyd Bonecutter	86 Regal w/V6	297	340
Rob Bright	86 GN	202	287
Bob Davy	Big Riv	352	393

Glen Reylets	87 White T	271	328
Bill Grupp	71 GS	253	348
Paul Brelie.	86 GN	346	363
Anthony Dallianis	87 Grey T	240	295
Bill O'Connor	350 GS	126	201
Rich Fitzmaurice	71 Gold GS	421	417
Steve Pitts	87 GN Race	535	518
Steve Pitts	87 GN Pro St	356	365
Dennis Butt	87 Grey T	279	290

This event was also the last one for Wayne and Marilyn Bachar. These two good people moved to Montana the end of October, leaving a void in our club in more ways than one. Not only did we lose our treasurers, which are tough shoes to fill, but also Loyd and I personally lost two good friends. Not a lot of folks out there give so unselfishly of themselves to our organization, yet also have great fun with their fellow members. They also share a true love of the cars. You guys will be greatly missed!

November was our first meeting at the Moose Lodge in River Grove. Unfortunately it was double-booked, so we had to share the hall with another party. I apologize for this – it will supposedly not happen again. Paul Dubois gave a great talk about Turbo differentials. We then adjourned for plentiful lunch of beef and sausage. Thanks to Beth for all her help and for buying some of the stuff. Couldn't do it without you!

New Members. . . . I want to welcome the following new members: Anthony Dallianis, Elmhurst, IL and Tim Stevens, Steger, IL. Welcome Back to Dennis Martinek, Riverside, IL and Kevin Stevens, Steger, IL. Thanks for your support!

So this brings us to the close of yet another year. I know Chicago's heat wave kept me away from a lot of the car shows, but there will be more next year. Loyd had a blast with our race season – there should be a recap on it here somewhere. The Drive-In night was a small success, and the Meet-and-Greet at Heroes and Legends was one, too.

We have some events scheduled for next year already. The January meeting is scheduled to be held on Sunday, January 8, at Casper's Electronics, in Mundelein, IL. I think Jimmy's Transmissions will be there, too. The Christmas Party will be held on Saturday, January 21, at Park Place in Countryside, IL. The weekend of January 27-29 is the World of Wheels at McCormick Place, Chicago, IL. We're on the fence about a club display, at this point. Please see Chris' article about this. The Drag Expo is also on the 28-29 at Pheasant Run, in St. Charles, IL.

Please see fliers about some of these things, and also the February meeting and March Chili Cook-Off. May 16-20 is the GS Nats in Bowling Green, KY. I'm hoping to have a block of room at the Courtyard again. I won't be working on this until after the holidays. Please call the Courtyard Bowling Green Convention Center at 270-783-8569 after Jan 15 or check our website at chicagolandbuick.org

I don't know if you've heard about the event that John Chamberlain is holding in Indianapolis. This is the Buick Horsepower Nationals, and it's being held June 28th through July 1st, and Indy Raceway Park. John has been trying to make arrangements for hotel rooms for this event. He will release a list here soon, and we will have a separate mailing for you. We may pick a hotel or two to try to stay at, but our club is not booking a group of rooms. From what I understand, you will have to get your room on your own, and before March sometime. I'll have the exact date for you with the mailing. The rooms will be released to

the general public after this date. Unfortunately, the last few days of our event will be when Formulae One outfits will be driving in, so rooms will get expensive if you wait until the last minute – as much as \$200 a night. So when you get the flier, please act quickly.

We also need judges for the car shows at these two events. If you can possibly help do a quick once-over with a form, please let Loyd, Chris Gatch, or me know. Our numbers are inside the front cover. Thanks in advance!

Saturday, June 10th will be the next Drive-In night. Maybe it will be warmer by then! And Saturday, June 17th will be the picnic at the Moose Lodge. Stay tuned for details.

Well, I guess that's all, folks. Please stay safe during the holidays, and have a great holiday season. I hope to see you at some more events in 2006!

Please be sure to consider purchasing your next Buick restoration or upgrade parts from one of the Advertisers in this newsletter. They are Buick enthusiasts that are there to give you great service.

Cruise News - Chris Gatch

Hello everyone!

Well the end of another year is already upon us. This was a fun and exciting year that was filled with many events and cruises. I just want to thank everyone that attended one or more of our events. It takes a lot of work to organize some of these events and we had pretty good club participation at a lot of the events. I am looking forward to even more participation next year.

First of all I would like to let everyone know that we will not be having a display at this year's WOW due to lack of club participation. We had only two people who really showed any interest so I think that we will sit this one out this year and try again for a bigger turnout next year.

We appreciate those who had a chance to come out and visit or display your car at the BCA Heartland regional. This great event held in Lincolnshire with over 100 Buick's on display for anyone to see. There were many beautiful cars with a few of our members such as Brad Berger and Bob Davies who brought home some beautiful awards for their cars! If you missed it then you missed a great show!

Meet & Great was also well attended at Hero's & Legends in Joliet. They set aside spots for our cars and were very gracious hosts. Unfortunately that was their last weekend open and I haven't found out if

they are moving or just closing but this will be another event that we will have to keep on the schedule for next year.

Here is a short rundown of some of the late summer and fall events that were attended by our club members. The mid summer show at Loren Buick in Glenview was once again well attended this year. I was unable to attend this event but I hear that it was fantastic as usual with the great awards and food that the dealership provides! There were about 15 club members that attended this event with awards won by many of our club members! This was great for the club and the dealership has already welcomed us back for next year! Hope to see you there!

September & October brought about a few shows & cruises as well. The Midwest Challenge attendance seemed to be down but hopefully we can get some more people out for next year's event. Congrats to all and hope to see everyone there next year! The final cruise of the year was at Dukes this year! The weather was great and we had over 17 cars there to help close out the season. Thanks to everyone that showed.

The final show of the year was Marquardt. I was at the NHRA event and was unable to attend but I heard that we had good turnout for this show on a beautiful fall day. I would like to congratulate all of the members that won awards as well as showed up for this event as we had about 10 or so club members

there to support the show. Thanks to all for coming and once again congratulations to all the winners.

With the end of the year coming about that means only thing...planning next year's schedule. I am already planning on having some of the same events again next year and am in the works for a few more. I would also like some input from our club members to what they would like us to do as a club next year. If anyone has any shows that they know of and would like to get them down on the clubs activities calendar

please let me know well ahead of time so that we can work it in.

Well I think that everyone is probably already working on their cars for next year because it's right around the corner and before you know it we will be racing and cruzin all over again! Well I would like to wish everyone a safe and happy holiday season and hope to see everyone again next year Going Fast With Class!

The chapter needs your help, please be sure to throw your hat in the ring to become an Officer or Director. The club needs your help to help spread the workload. None of the jobs are difficult, but more hands and ideas make the club more fun for everybody. Without volunteers this club would not exist.

2005 Racing Season Recap

I would like to personally thank Bryan Campbell and Paul Dubois for the great job they have done with the Chapter's racing program. The events were fun, well attended and really organized. We had plenty of opportunities for members to bring their Buick out to play. A fast car or not with Bracket racing we all can have fun.

The points series races included three events at Byron and a race at Da Grove. For those of us that needed more fun, many of us also participated in events at Cordova and of course U.S. 41. These events were not part of the racing series.

Congrats to all of the winners and all of the people that placed. We appreciate your participation in our racing series and hope to see more of you participate in the future.

OK, here to recap the ones left standing at the end of a great bracket racing series.

Drum roll please.....

Bracket 1

1st Place - Paul Dubois
2nd Place - Carl Creque
3rd Place - Steve Pitts

Bracket 2

1st Place - Steve Ekstrom
2nd Place - Paul Brelie
3rd Place - Loyd Bonecutter

Bracket 3

1st Place - Bill Grupp
2nd Place - Donna Campbell
3rd Place - Rich George

The next time you see Bryan or Paul, please be sure to thank them for their efforts.

Their efforts are appreciated.

Midwest Buick Challenge Sponsors – Please remember to use these Buick enthusiasts.

Automotive Machine & Perf. 270-729-5556 Mike Phillips	Casper's Electronics, Inc 847-247-0484 John Spina	Jimmy Transmissions 847-949-7507 Jimmy Hussion	Houston Performance Pipes Terry Houston 440-238-0044
HrpartsNstuff (330) 947-2433 Paul Ferry	Kirban Perf. Products, 215-765-1611 Dennis Kirban	Poston Enterprises 800-635-9781 Mark McWilliams	Precision Turbo and Engine Harry Hruska 219-996-7832
Rally Insurance Group 800-801-1823 Ellen Anderson	RJC Racing 435-882-2839 Jason Cramer	T A Performance 480-922-6807 Mike Tomaszewski	Torque Tech 800-531-5584 Keith Blythe
The Quad Shop 815-874-4884 James McGowan			

DIGITAL DASH CLUSTER 1984-1987 BUICK REGAL

THE BUICK REGAL, GRAND NATIONAL TURBO, T-TYPE AND LIMITED WERE ALL OFFERED A DIGITAL DASH CLUSTER OPTION THAT UTILIZED VACUUM FLUORESCENT DISPLAYS. ALTHOUGH THE CIRCUITRY AND COMPONENTRY ARE COMMON BETWEEN THE MODELS, THERE ARE SOME SUBTLE DIFFERENCES IN THE DASH LAYOUT. THIS ARTICLE WILL SPELL OUT THESE DIFFERENCES AND SHOW YOU SOME OF THE ELECTRICAL FAULTS UNCOVERED IN THE REPAIR AND RESTORATION OF THESE DASH CLUSTERS.



Regal with bench seat, column shift.

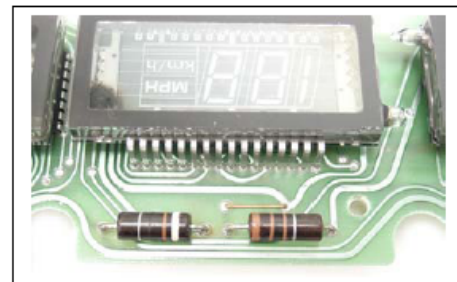


**Regal with turbo engine option.
Turbo boost indicators for low
and high boost display.**

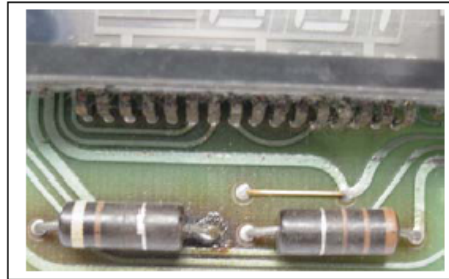
Over a course of time and temperature extremes, components on these dash clusters had a tendency to fail, causing many different problems to surface. Perhaps the most common problem is when the MPH segment goes dim intermittently, or goes off completely. This is almost always caused by a pair of overheated resistors soldered to the display PC board. The purpose of these resistors is to reduce brightness of the VFD displays for night driving.

Because of the excessive current load across the resistors, they tend to heat up considerably, causing the soldered component leads to become unstable and loose. The resulting poor solder joint reduces the display brightness well below where it should be, causing a blank display or very dim display.

This is a "good" display board showing what the resistors should look like when soldered correctly. No solder joint discoloration here.



This display board was removed from a car with 47,000 miles. You can see the heat damage to the resistor connections.

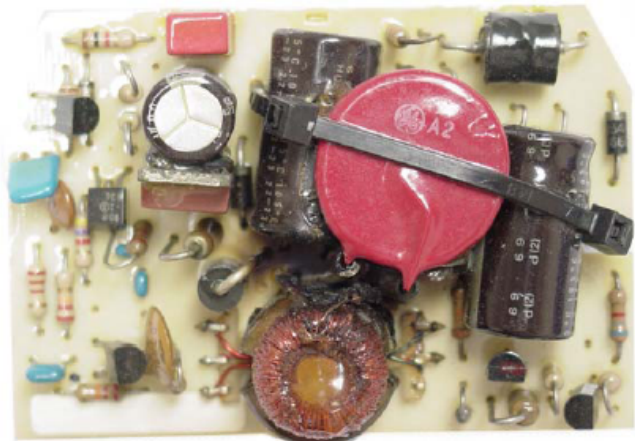


Repairing this damage involves removal of the resistors and sometimes grafting a copper footprint conductor onto the original trace on the circuit board. The excessive heat from these resistors burn the fiberglass PC board and surrounding copper solder pad and traces attached to the pad.

Another common problem with the digital cluster is when the entire cluster goes blank, where there are no segments illuminated. Typically, this is caused by a failed power supply which is piggy-backed to the processor PC board. The power supply on these digital clusters supplies 5 volts for the logic circuit and 18 volts for the VFD display system. There are two slightly different power supplies used between the years; the 1984 and 1985 model years use a supply with an external RF choke coil, mounted behind the cluster face, and the later 1986-1987 model years use an RF choke mounted directly to the power supply PC board.



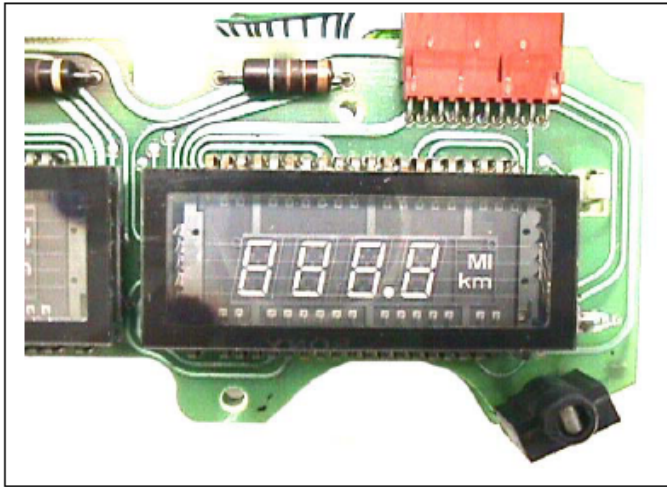
Early power supply board using external RF choke remotely mounted.



Later power supply with the RF choke mounted on top of the toroid transformer.

When the "dead dash" condition is diagnosed, the defective power supply must be replaced.

Another frequent problem with the cluster is a dead "ODOMETER" display. The VFD odometer display is a separate readout and is physically close to the KM/MPH reset knob and for this reason, is prone to physical stress which can break the fragile vacuum tube. Damage occurs when the odometer reset button is pushed too hard, causing the PC board to flex and bend, stressing the display tube and fracturing the glass seal.



Trip Odometer VFD display mounted onto the display PC board.



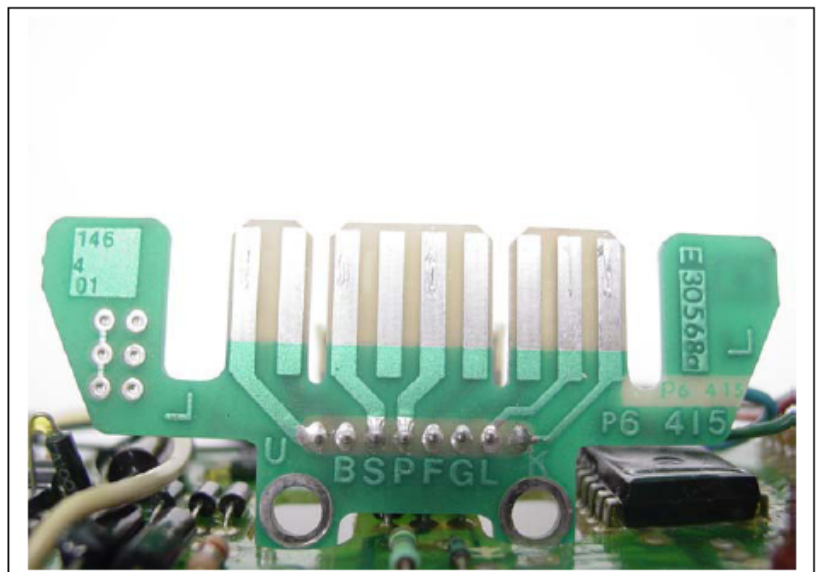
Fractured VFD display. Note the white spot in lower left corner.

When the display is damaged, the lower left corner turns white, indicating absence of vacuum in the display. When this happens, the VFD display must be replaced.

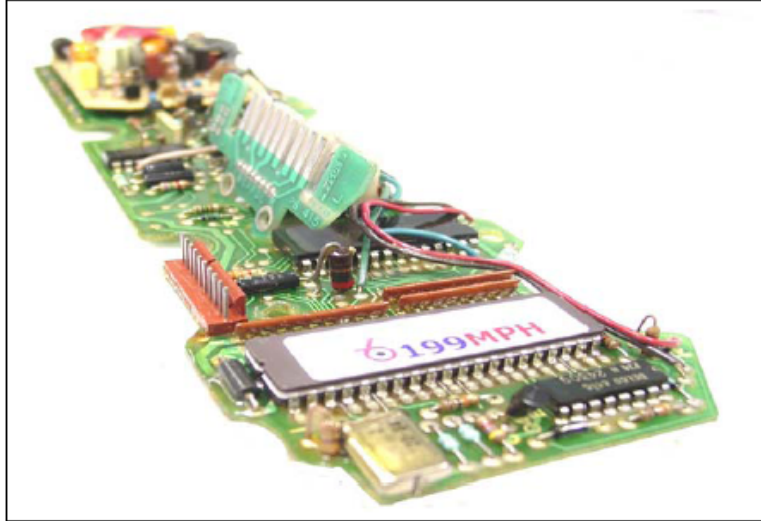
The reset knob on the dash cluster is designed to turn and push, allowing operator control for two functions. Turning the reset knob toggles the dash display to read in metric or English, displaying MPH or KM. Fuel level also toggles from GALLONS to LITERS when metric is chosen. Also, by pushing the reset knob inward, the digital odometer is reset to zero. Because of the fragile design of this switch, it is easily damaged by turning it too firmly, causing internal breakage in the switch. Replacement is necessary when this happens.

Occasionally a dash will become intermittent due to the connection from the digital cluster to the dash harness. The connection is made via an edge-type PC board connection to a specially made connector. The edge connector uses printed fingers which are tin plated from the factory. In time, the tin plating becomes tarnished and oxidized, requiring cleaning and resurfacing.

This edge connector is affixed to the digital cluster and extends through the sub-base. If oxidation is present, the fingers must be cleaned and polished.

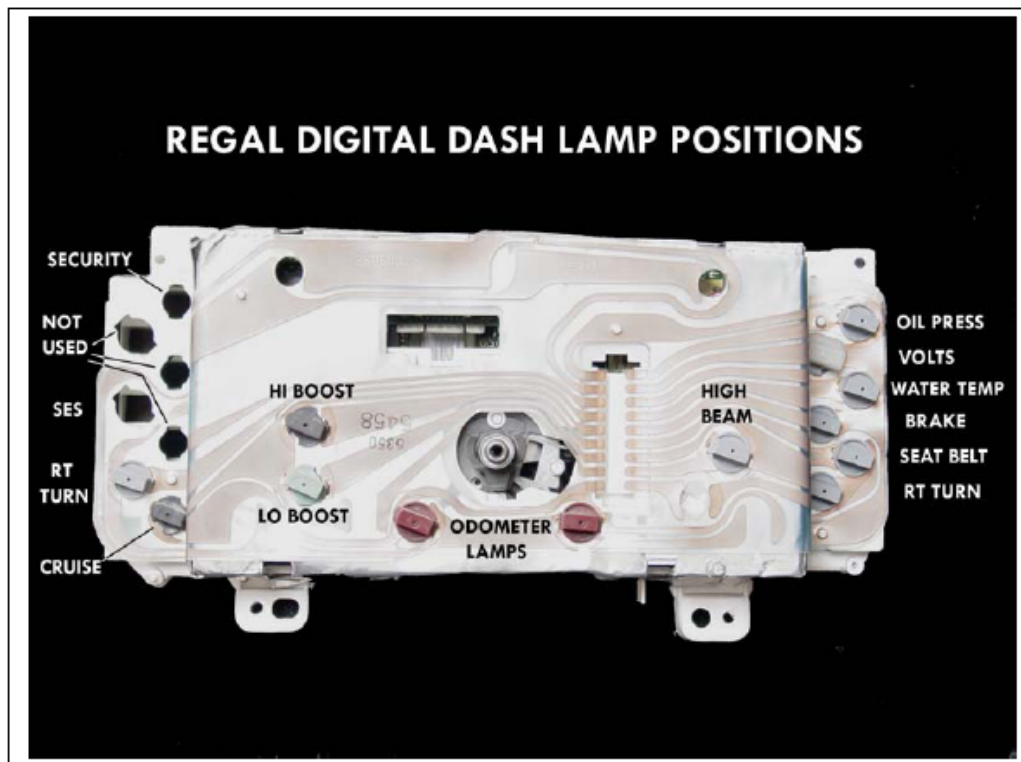


The digital dash was designed to indicate road speeds of up to 85 MPH. Beyond that, the dash would blink a consistent "85" but would not indicate actual MPH if the vehicle was traveling faster. A common upgrade involves a replacement microprocessor chip which allows proper MPH to be displayed, up to the limit of the display, 199 MPH. The PC board shown below has been modified with the 199 MPH upgrade processor IC.



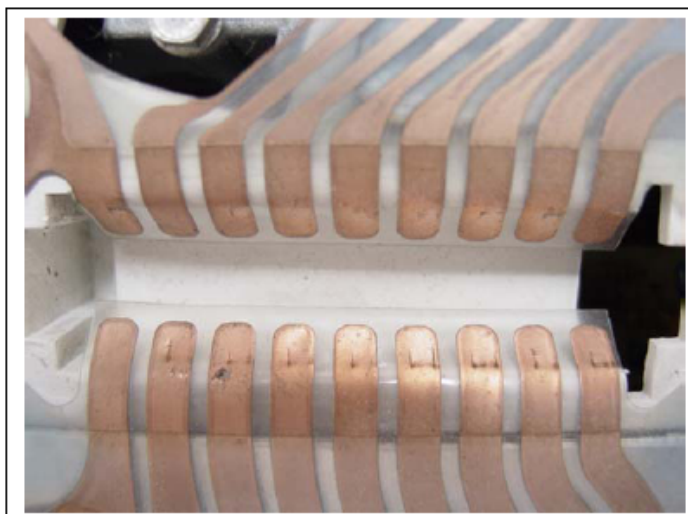
The indicator lights (turn signal, Volts, Service Engine Soon, etc.) that are part of the dash cluster are not directly related to the digital dash but complete the dash display. There are three basic types of "wedge" indicator lamps found on the dash. The brightest lamps have a green holder, type 168 – brown bead, and dimmest bulbs have a black holder with type 167 – blue bead. The gray holders use type 194 wedge lamps (white bead) which is about mid brightness. There is a pair of blue tinted bulbs in brown holders that illuminate the mechanical odometer on the dash cluster. Also, on some vehicles, there is an alternator indicator (VOLTS) that is specially designed with a 470 ohm carbon resistor across its contacts. This bulb has a white cover on the rear of the holder. This special bulb is designed to maintain field current to the alternator in the event that the bulb should burn out (which would cause the alternator to stop charging).



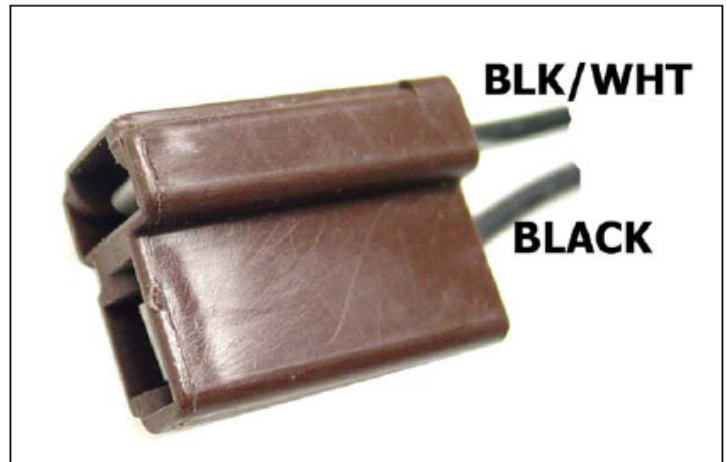


The flex board affixed to the rear of the dash cluster is susceptible to corrosion and tarnishing of the copper conductors, causing a poor electrical connection. Also, because of the contact design on the lamp holders, it is possible to actually rub through the copper conductors, causing an intermittent connection. Since the alternator requires field current which flows through the VOLTS lamp, a bad connection here could prevent the alternator from charging the battery.

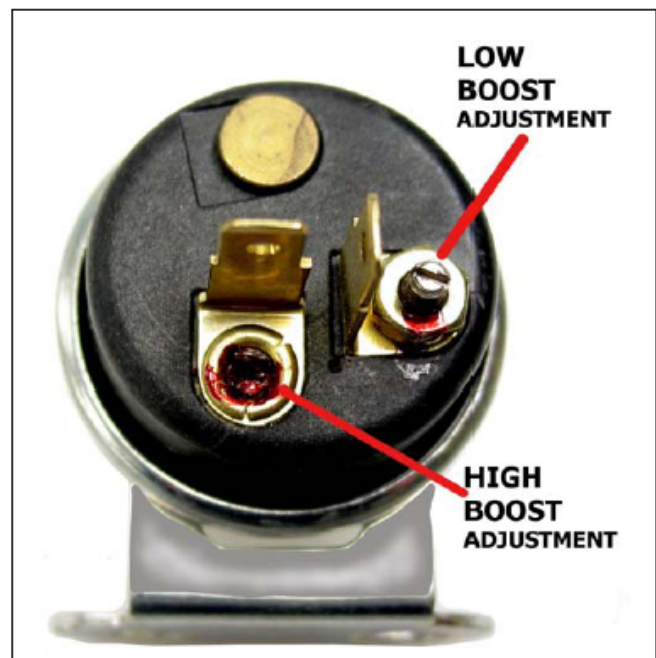
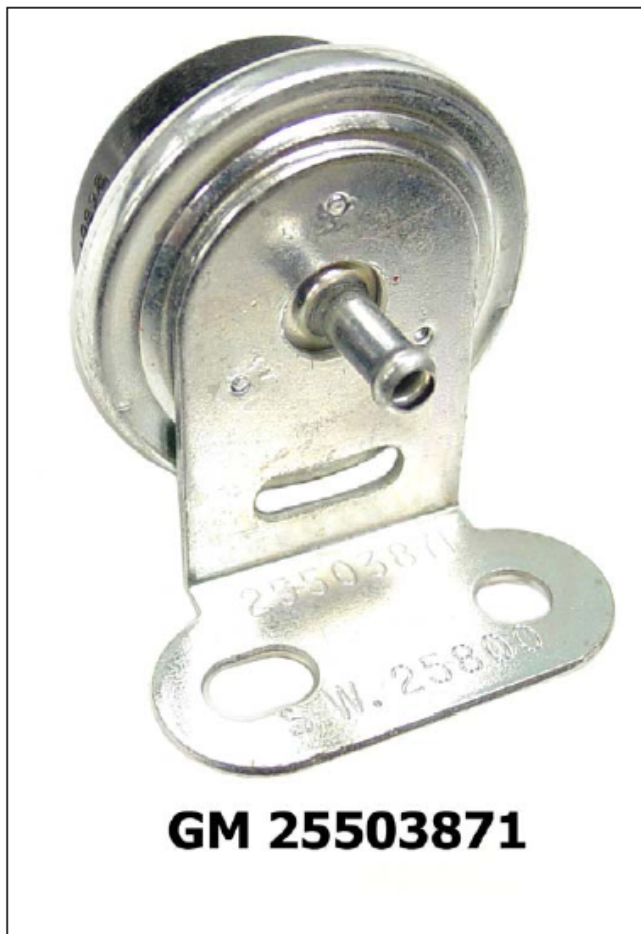
To minimize electrical problems with this flex board, it is recommended that you remove the cluster, and remove all of the lamp holders, then gently rub all exposed copper conductors with a pencil eraser to remove oxidation from these conductors. This should also be done in the plug connection area as shown below:



Turbo boost levels are indicated by a simple, two-light display located at the lower right side of the dash, labeled "TURBO POWER". This design merely indicates low boost (in yellow) and high boost (in orange). The low boost is preset to illuminate the yellow lamp at 2.5PSI. The high boost is preset at 10PSI.



The control switch is located on the inner fender, passenger side, on the bracket that secures the FUEL, AC, and ESC modules. The switch itself is a grounding-type pressure switch with two terminals. The connector is a brown, two wire, unsealed female style.

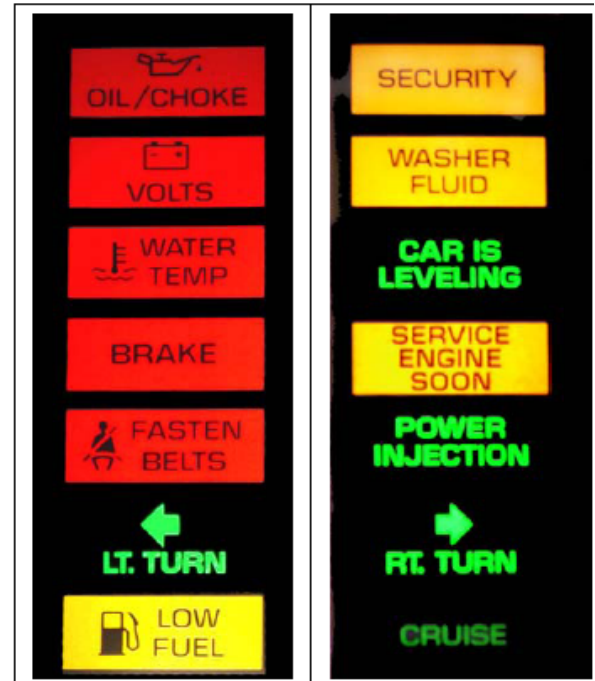


Pressure turn-on settings are preset from the factory. The pressure settings are adjusted using the set screws shown in this illustration. Adjustment can be checked using a hand pressure pump with accurate gauge and an ohmmeter.

Always check the vacuum hose connection to the switch for cracks and leaks when troubleshooting boost display malfunctions. A leak could prevent lights from illuminating.

REMOVING SCRATCHES FROM THE PLASTIC LENS AND TELLTALE FILTER LENSES

Scratches can develop from years of cleaning the dash lens and surrounding indicator lenses. They are made of soft acrylic plastic and scratch easily. The best way we have found to remove minor scratches and swirl marks is to use a product designed to remove scratches from CD's and DVD's. Here is one such product:



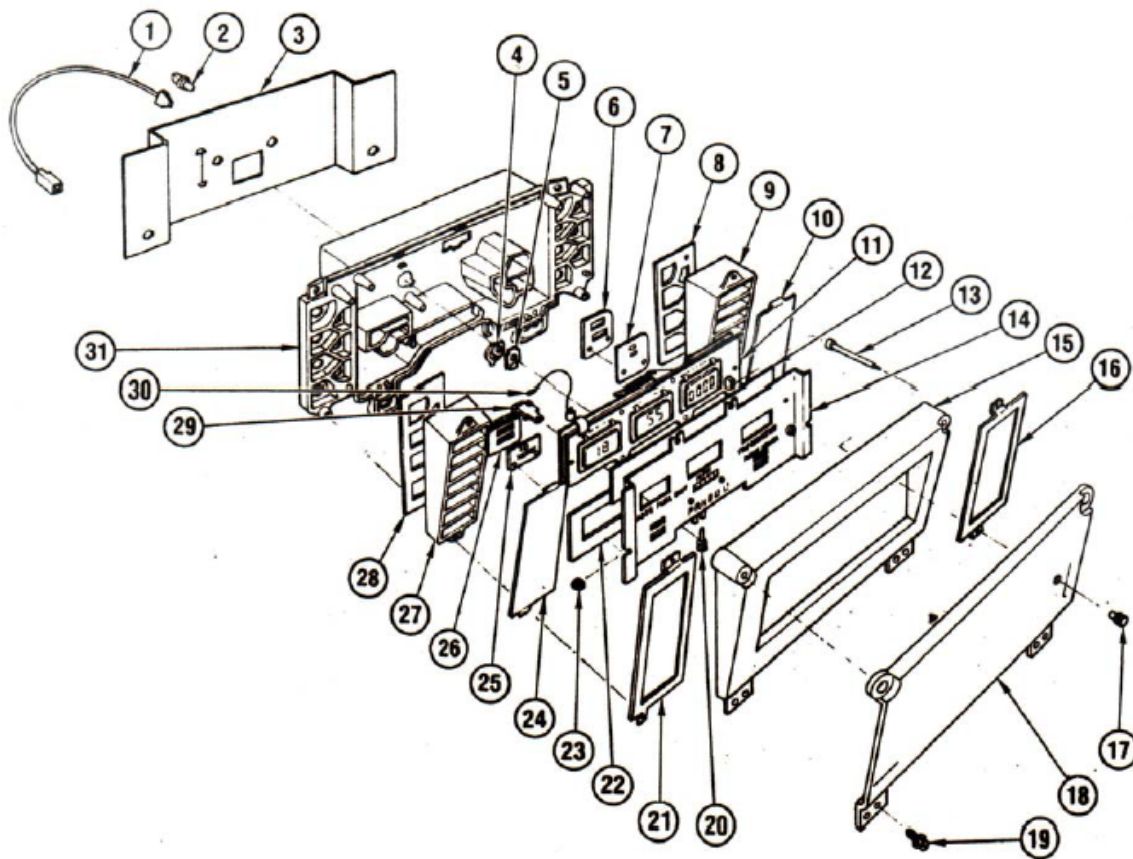
These are the Telltale filters found on either side of the dash cluster. Minor scratches and swirl marks can easily be removed.

Carefully remove the cluster lens and both of the Telltale filter lenses on either side of the dash. Follow the instructions with the scratch remover product and don't rub too hard as the scratch remover is slightly abrasive. **DO NOT ATTEMPT TO CLEAN THE BLACK PAINTED DIAL OF THE CLUSTER FACE.** The semi-flat painted finish on the dash dial is very sensitive to any type of abrasion and will show fingerprints and smudges **VERY** easily. It is best left alone and should be cleaned with only dry compressed air.

The smoke-gray filter that's positioned over the digital display segments should not need cleaning, and only minor dusting of this filter is necessary.

The mechanical odometer movement should not be disturbed and should not require cleaning or adjustment.

Here is a factory component breakdown of the parts used on the digital dash:



1.	3.682	SENSOR, Veh Spd	25007227	15.	9.747	RETAINER, Cluster Lens	25018721
2.	8.965	SOCKET, Wedge Base Lamp		16.	9.748	RETAINER, Telltale-RH	25018737
3.	9.744	PRINTED CIRCUIT,	25050012	17.	9.761	KNOB, Trip Odom Reset	25017970
4.	9.761	CLIP, Speedo Cbl Ret	25016200	18.	9.748	LENS, Instr Cluster	25024581
5.	9.761	GASKET, Speedo	25044639	19.	N.S.	SCREW, Hex Hd	
6.	9.749	GASKET, Dial Telltale	25049929			(M3.5x1.34x19)	
7.	9.748	FILTER, Light (Diesel)	25049604	20.	4.020	POINTER, Shift Indicator	25018744
	9.748	FILTER, Light (Exc Diesel)	25049606	21.	9.748	RETAINER, Telltale-LH	25018738
8.	9.749	GASKET, Telltale Housing-RH	25021840	22.	N.S.	GASKET, Display Filter	
9.	9.765	HOUSING, Telltale-RH	25021834	23.	9.761	BUSHING, Speedo Mtg	25017001
10.	9.748	FILTER, Telltale-RH	25048475	24.	9.748	FILTER, Telltale-LH	25045251
11.	N.S.	PRINTED CIRCUIT, Display		25.	9.748	FILTER, Hi Beam	25049998
12.	N.S.	FILTER, Display		26.	9.749	GASKET, Hi Beam Filter	25049997
13.	N.S.	SHAFT, Trip Odom Reset		27.	9.765	HOUSING, Telltale-LH	25021835
14.	9.761	DIAL, Fuel, MPH, Trip Odom		28.	9.749	GASKET, Telltale Housing-LH	25021841
		(Turbo) (3.108)	25049601	29.	4.020	LINK, Shift Indicator	25047898
	9.761	DIAL, Fuel, MPH, Trip Odom		30.	4.020	CABLE, Shift Indicator	25017439
		(Diesel) (3.108)	25049602	31.	9.743	CASE, Cluster	25053620
	9.761	DIAL, Fuel, MPH, Trip Odom					
		(Exc Turbo/Diesel) (3.108)	25049600				

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