

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

Volume: 16 Issue: 3 Fall 2010

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

912-244-0577



Steve Else's 1989 Turbo Trans Am

Buick Power in a Pontiac

In the fall of 2004 I was looking at the "cars for sale" section of Turbibuick.com and came across a 1989 Pontiac Turbo Trans Am in Algonquin. The car caught my eye and as I saw his selling price drop over the next several weeks, I started to become interested in buying it. The guy then listed it on Ebay and it ended up selling for \$2,000 more than it was listed for on Turbibuick.com. In a sense I was happy since I did not really have space for a 2nd toy. My first toy is a 1987 Buick Grand National that my Dad had purchased brand new.

Anyway, I was still browsing the car for sale section on Turbibuick.com and I came across another TTA that was for sale in Champaign, IL. It was priced similarly to the one I was previously looking at. I had the guy send me some pictures and thought about it for a few days. I was supposed to go look at the car on a Sunday in late September. I ended up going to the bank on Saturday to get a cashier's check since I figured I would buy it on the spot if the car was what I expected.

When Sunday rolled around I was still on the fence about buying the car. I had all day Sunday to think about it since the guy who owned the TTA would not be available until 7pm. Good thing there was a car show at Hooters in Downers Grove that day to pass the time!!! After being at a car show all day and having a few beers to think about it, I decided that I would buy the car if it had been what the guy had told me. So we left from Hooters and drove down to Champaign in the early evening to look at the car. The car was as described by the owner.

The car was in good shape and all of the electronics worked. The car was all stock down to the chip and airbox. The car ran pretty good when I first got it. The factory boost solenoid was a little goofy. The boost would go up the 15lbs and would drop to 12lbs and the car idled a little rough on the cold start. I expected to go over the car anyway and do the standard "spring cleaning" anyway.

As soon as I got the car home, I had a full detail done to the car inside and out.

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Please volunteer to help our Chapter Officer

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 is up in January, June 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 providing Buick Motorsport activities for our members. Fresh ideas are vital to keep the Club exciting. By distributing the work among more volunteers make it more enjoyable for all. The tasks are easy, generally fun, plus you will always have plenty of help.

Upcoming Events

Sep 3 - Orland Hills Cruise– Ricobene's, 9135 W. 159th
Sep 11-13 – BOP races at Byron Dragway
Sep 11 – Route 66 Car Show – Ogden Ave. Berwyn
Sep 11 & 12 – CCGSCA Race #4 and BOP at Byron
Sep 17 & 18 - Pure Stock Drags – Stanton, MI
Sep 26 – Marquardt BOPC Car Show
Sep 26 – Riverside Car Show
Sep 29 – Naperville Cruise - Crest Creek Shopping Center
Oct 1-2 East Coast Buick Regionals – Cecil Co, Maryland
Oct 3 – CCGSCA Race #5 at Great Lakes
Oct 9 – BOP races at Cordova Dragway
Oct 20 to 23 – GS Nationals in Bowling Green, KY
Nov 13 – Meeting and Technical Session in Darian
May 20-22, 2011 – Buick Race Day – Norwalk, OH
Jul 29-31, 2011 BPG Horsepower Nationals – Hebron, OH

Continued from Page 1 Then I changed the oil, spark plugs, and the other usual stuff along with a manual boost controller. After doing that, the car ran great! I soon put the car away for the winter.

In spring 2005, I got a GT3255 turbo, Dutt neck intercooler, and 50lb injectors. I then ordered a 100 octane chip from Turbo Tweak and had Dennis Butt make me a test pipe with a dump. My goal with this car was to have a 12.00 street car. So these parts would easily make that goal achievable. In spring of 2005 we went to a Test and Tune at Rt 66. I ended up running a best of 12.80s that day. Not bad for a first time out with a car that was never run before. We went to Byron next for the Samantha Rix race. I ended up getting the car down to 12.20s that day, which I was somewhat happy with. Based on my experience with the Grand National, I knew it would go faster. But after that trip to the track, I noticed the stock transmission was kind of sloppy. So I decided to take it to Jimmy for a new transmission and a 10" Neal Chance converter. The transmission and converter turned out great. The GT3255 spooled great with the stock converter and now the boost was instant with the new converter. I also decided to run 110 octane the next time out and see what it could do. That fall, at Byron I got the car down to 11.83. The car would run 11.90s.-12.00s at 110+ consistently with that set up and low 20lbs of boost. Overall I was happy with how the car ran.

In the fall of 2007, I installed a Razor Alkycontrol alcohol injection system and a 3" Terry Houston downpipe. The new mods netted me with an 11.70 ET. with a low 1.7 60 ft time. In the spring of 2008 I upgraded the Neal Chance converter to a 5 disc 3200 Vigilante and turned the boost up. With these new mods I was able to get down to a best of 11.51@121 with mediocre 1.70 60 ft times. So I was happy with the car and after doing some research it was up there

with the fastest MPH out of a GT3255 turbo. It probably would have gone 11.30s if I could have achieved 1.60 or better 60fts.

In the summer of 2009 with all of the hoopla over the new Billet wheel turbos I decided I would try one. I ended up getting a journal bearing 6262. The spool up was noticeably slower than the 3255 which was expected. But it also seemed to pull quite a bit harder and was much quieter.

At the club race at Byron in September 2009 was my first trip out with the new turbo. My best that day was an 11.30@124.8 with a mid 1.7 60ft. I knew if I worked on the 60ft that 10s were possible on a perfect run. So what better time to try it than the last club race at GLD!!!! The night before the race I was looking over my logs from the previous trip to the track and made some small adjustments due to the 20+ drop in temperature. I told Joe Garcia the night before the race that I had my "Roast Joe Garcia tune" in the car. He said bring it on. LOL I figured at best the car would go 11.00 with a 1.60 60ft, which I had never done in that car before. Joe and I were going to race each other on the first pass but we could not get in the lanes together. And it was a good thing for Joe!!! I ended up running far better than expected. I had a 1.52 60ft and ran a 10.80@124. As far I know that is the fastest pass on a stock longblock TTA.

In the end this car has far exceeded my expectations. But I had a lot of help along the way. Racing in the club I was able to absorb information from fellow members like Dennis Butt and Keith Egan when I was still wet behind the ears. Also thanks to Jimmy's Transmission's for building me a great transmission. Still going strong after 5 years!!!! Also thanks to my "race team", which includes Joe Garcia, Nick Dedio, and Camper Dave, for making going to the track fun.

Steve Else –

Thanks to all who came to the Midwest Buick Challenge making it a fun event.

Director's Garage

Lloyd Bonecutter

Find it difficult to believe we are heading into September with cooler weather on the way. Has been an interesting year particular after looking at Shari's synopsis of the year including all the rained out or delayed events. Then the relentless heat came, but

most hot days at the track included a light breeze that kept things reasonable.

Believe it or not I am writing this from the Broadview Court House whiling the time away on Jury Duty. This is probably my fifth time while living in Cook County for nearly half my life. Usually have to go to

Markham that I have a sincere disdain for. Last time was at 26th and California which had a new parking garage across the street that made it OK. This place compared to the rest is really good. The guards checking you twice are a little surly, but if I had that job I would be twice as bad. Thanks goodness when you are on jury duty you can carry in electronic equipment, or I would be stuck with the old magazines.

Going to Norwalk this year with quite a few Chicagoland members was a real hoot. Shari and I have been going to this event almost annually since our first one. We were hooked on the laid back atmosphere, the car show at the Arbys next door to the host hotel, and the wonderful track that lets little things slide, while offering great services including a pound of ice cream for a buck. This event was to be a week away from the postponed GS Nationals, so folks with the need for a Buick fix came on over, and I think pleasantly surprised. We have several Members that have to think about going to the GS Nationals or Buick Race Day, if they cannot go to both. Definitely got a feeling the attendance was up.

Our racing series started off with the track canceling the day's event when many of us were nearly there in apparent sunny skies. It did turn rainy later on, but it was disappointing to have to turn around and go home. Shari and I have had to miss one of the racing series due to other commitments and have made two of them at Great Lakes Dragway. The Racing Director should be congratulated on the wonderful job he does for us. The next time you see Joe, please give him your thanks.

The BPG HP Nationals went off without a hitch this year. Was great seeing the display area full of Stage 1 car this year. Definitely had a feeling the attendance was down due to areas of the pits normally filled without Buick fans. The track folks defiantly got a little surley over lack of cages in fast convertibles and data logging with laptops in turbo Regals. This is not a track to go if you are not in compliance with NHRA rules.

The Friday night cruise night the evening before the Thirteenth Midwest Buick Challenge, was the driest

we have ever had, so things were looking brilliant. Woke up Saturday morning to pouring rain, but being the optimist I am went to the track early to start setting up. The weather service insisted the rain would clear by 10:00 AM therefore we would be racing by Noon. This seemed to be on track until another storm came up and keep misting on us until around 11:30 AM. It was the type of day that nothing was going to dry with heavy clouds. It was close to being dry in the parking lot, but the track was soaked later in the afternoon. We made the best of it with a grill from the track, and generous donation by Paul and Debbie Ferry , and many others to get food for grilling and feeding of who ever stuck around the track. We ended up having a blast, getting to know one another better, with the feast.

Sunday was a great day. The track attendance was down so we managed to get in Turbo Hot Street, Turbo Street Machine, Buick Competition Open, Quick 16, and one of the two track brackets in. Buicks won the track Street Class, but we had no one enter the Pro (no box) Class. There will be a sponsor listing elsewhere in this newsletter. Please be sure to use these sponsors for your Buick needs, and be sure to thank them for their generous donation in these tough economic times.

Have been hitting the local cruise spots this year. Lately it has been to put easy miles on the newly rebuilt Blue Regal. It is now up to 178 miles and still hanging in there. Have a minor coolant leak to deal with and an oil leak that is fairly heavy even for a Buick, but not have found the source for either. I have been enjoying the car too much to take it apart for major surgery again. The last repair was just last week replacing the brake line between the proportioning valve and the flexible line to the differential. Had developed a leak coming home from an oil change.

Speaking of service for your Buicks check out Harders in LaGrange. Club member Brian Hendrickson owns the landmark across the street from the Stone Avenue Train Station in LaGrange. Definitely a place to check out if you live in the area.

Time to leave you all until the next newsletter

If you see March 2010 on your Mailing label, this is your last issue of this precious newsletter

Hi Everyone! It's hard to believe that summer is winding down, isn't it? It seems like it's gone by in the blink of an eye! I know the weather has wrecked havoc with a lot of our events, as well as some of the regional ones, too.

A few more folks went to Norwalk, as I expected, and the weather messed with us there, too. Friday was supposed to be test and tune and some gamblers race, but it rained. They called it around noon or so. Saturday was the car show, next door to the hotel at Arby's. It rained for the first hour, but then the sun came out and all was well. Scott Nelson and Paul Brelie both took home trophies from this show.

Sunday was a warm one, but sunny. They got all the racing in – hooray! Bob Nunes got to make it through 5 or 6 rounds with his 69 convertible, before being eliminated. And the most exciting was the V6 race – the final race was between Joe Garcia, driving Dave Leonhart's GN, and Paul Brelie, driving his '86 GN. Joe won, with Paul taking 2nd place! 'Way to go, guys! Roberta Vasilow and Bill Wills – you guys put on a great event!

June started off our club series of racing. Our first race was supposed to be in April, with the Samantha Rix Memorial Race at Byron, but guess what – it rained!! So we started in June at Great Lakes Dragway. As of right now, Dan Rocco is in first place in our points series, with 2 more races to go. Hmmm, seems to me that he won last year. He must be good or something....

As for cruises in June, it either rained or was too freaking hot. I know that we tried to schedule 2 Drive Inn Movie nights, but the first one got rained out, and for the second one – the movies were really not family friendly. So I guess next year...

The 4th of July car show went off well. This was the first time that we worked with the Local 150 Union, to raise money for their food pantry. Our club participation helped raise over \$19k for the cause. (most of the money came from the raffles and such, but we did good, too!) This was also the first time that we used this venue, and it seems to be a keeper. It was in the 90's temperature-wise, and having an air-conditioned building to go into to cool off was awesome! It was great having nice clean bathrooms, and it was nice to be able to buy food and drinks and

sit down to visit and eat. We still have some things to work out for next year, like parking all the Buicks together. But hey – it was a new partnership. We did have our Buick-specific trophies, and these went to: 1st place, Steve Russo; 2nd place Eric Croxton; and third place Jeremy Race. Congrats, you guys, and thanks to all who gave up part of their holiday to help raise the money. Big thanks go to Steve, who helped organize and run the event. Other volunteers were Frank Jackowiak, Dana & Liam Andrews, Paul Brelie, Mark Holda, and Bob Nunes – these guys were out in the sun directing traffic and collecting money. The ladies that were such a big help were Beth Andrews, Linda Brelie, Barb Holda, Martha La Mantia, and Carol Nunes. You guys were a super help with processing registrations and counting ballots. Mike La Mantia was our entertainment for the day, and he was most excellent, as always! Thanks to all who helped!

We had the best turn-out for the cruise at Culver's in Downers Grove, in July. Another hot one, but we had some shade to sit in. Thanks to Chris Gatch for setting this one up. And it was nice to see Bill and Carter Grupp; Chris, Anna and Brett Gatch; Bob and Carol Nunes; Scott Pitts; Steve Pitts; and Bob Davy. Thanks for coming, you guys!

The car show in Franklin Park had a few folks there, too. It rained on us once, then cleared up for a few hours. I think most of us left around 10:00 pm – I know Loyd and I got home during a break in the rain. We got everything unloaded and put away before the heavens opened up and rained all night!

A lot of the other cruise nights in July were hit and miss, mostly because of the heat. Maybe next year we'll just cut back on them, or post on the website if something comes up. Not sure where we should go with this.

Some of us went to the Buick Performance Group Nationals at National Trails Racetrack near Heath, OH the end of July/beginning of August. This year they featured the Stage-1 cars, and this was the place to be to see Skylarks and Gran Sports. Our Chicago group staked out a claim at the top of a hill, and it was a perfect spot to get breezes in the heat. Here, too, Mother Nature was a pill – it rained for about an hour or so on Saturday. Thanks for the heads-up, Beth –

we were able to get all our stuff into the cars and trucks so that it was just us and our chairs under the tents. They got the car show and all racing done, though, between Saturday and Sunday. Another great Buick event!

We just had the Midwest Buick Challenge, held at Osceola Dragway, near Elkhart, IN. I know that we sold out one set of reserved rooms at the Comfort Inn, and there were some folks at the other two hotels, too. There was one Buick at the test and tune Friday night; about 10 of us were at the Simonton Lake Drive Inn for a little cruise. The mosquitoes sent us back to the hotel early, though. The Comfort Inn was kind enough to let us socialize in the lobby both Friday night and Saturday night – although they did offer us a conference room Saturday night. But they were nice enough not to complain!

Saturday rained out – what a surprise! The track did not think they could get it dry enough in time for us to run our full program before dark. But they did offer us the use of their grounds, and the track owner's own grill to have a free cook-out – at no cost! They did not charge us to come into the track! Loyd and Paul and Deb Ferry bought the food – thanks so much, you guys! Paul Brelie and Amy Makley cooked the burgers, dogs and brats – and thanks to you, too! Since we couldn't race, I guess it was a nice way to spend the afternoon.

Sunday turned out nice, and we were able to get in our full program minus the ladies race. The winners were:

TSM – Jason White – first place; Walt Judy – runner-up

TSH – David Day – first place; Dennis Butt – runner-up

Quick 10 – Lawrence Clark – first place; Dave Dechent – runner-up

BCO – Darryl Sigourney – first place; Dave Leonhart – runner-up

Sportsman/Street – Dave Kolecki – first place; and tied for runner-up were Joe Eichendorf and Bob Nunes.

I want to thank our sponsors for their support. All money donated went out to the racers, as usual. Our club never keeps a penny. Stitches & Designs with Muscle Cars in Mind and Precision Turbo and Engine were our Gold Sponsors – you guys know that we can't thank you enough!

Silver Sponsors were A Alert Auto Service, Automotive Machine & Performance, Casper's Electronics, Cottons Performance Center, Finish Line Motorsports, HRpartsNstuff, Jimmy's Transmissions and Rally Insurance Group. With the economy the way it is, you all came through and made this worth the racer's time and money to come out and compete.

Thanks to all our sponsors, and our volunteers. We would not have been able to get through Sunday without Beth and Dana Andrews, Paul Brelie, Mark and Barb Holda, Bob Nunes, and Joe Garcia. You guys are golden!

So new stuff – we have 1 new member to welcome: Alex Tzitzis of Machesney Park, IL.

We still have a few cruises left but I do want to point out one that changed - Friday September 3 – Orland Hills – Ricobene's, 9135 W. 159th – probably 6-9 pm. This was listed as Applebees in Tinley Park in the newsletter; this got changed as the newsletter went to print! We have a last cruise scheduled for Wednesday September 29 – Naperville – Crest Creek Shopping Center, Off Ogden at 796 Royal Saint George, 6:30 – 9:00 pm. We have a race scheduled at Byron on Sunday, Sept. 12th. This is actually their B-O-P weekend, so some folks might want to race on Saturday, too.

October – we have a club race at Great Lakes on Sunday, October 3rd. The following Saturday, October 9th, is a Buick-Olds-Pontiac race at Cordova Raceway, Cordova, IL. This is usually a really nice drive with the trees starting to change. Some of us stay in LeClaire, IA for a mini-getaway.

Then the GS Nats are taking place October 20-23. This will be a first for all of us, going to Kentucky in October. I have my fingers crossed for good weather and nice scenery!

Saturday, November 13th is our first tech session for the fall/winter season. We're working on getting something scheduled for this. I do know that it will take place at the Darien Park District, at 10:00 am. We will also have a pizza lunch, to close out the year for us all.

So in closing, I hope you all have a safe autumn season with your cars. I know some of us will be on the road later in the year than usual, so please be careful!