

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

Volume: 16 Issue: 4 Winter 2010 Chapter of the **Gran Sport Club of America**; 625 Pine Point Circle; Valdosta, GA 31602 912-244-0577



Brian Erps' 1972 Skylark

I first became aware of the Buick name as a lot of us have, through my grandparents. As far back as I can remember, Grandpa always drove a big Buick. The Invicta, Electra, and LeSabre were his cars of choice. I enjoyed riding in those huge back seats to family functions. Later in life when his driving skills left much to be desired, Grandma decided to get a car that was more comfortable for her to drive. She tried a couple of other GM cars, but she decided to go back to grandpa's favorite brand. After a trip to one of the local Buick dealerships, she came home with a Skylark. That was April of 1972, and I was 10 years old. The Skylark was a Plain Jane 350 2 barrel car with hubcaps. Its only option was air conditioning. The exterior color was Seamist Green with a painted top in Heritage Green. I think the painted top is rare, because I have never seen another in that color combination. The interior is also in Heritage Green. So you see this was a true "Gramma Green Grocery Getter".

Flash ahead 12 years to 1984. Grandma was now 80 and had driven her Skylark 29,000 miles, all around our

small town. She was pulling in her garage one night and hit the gas instead of the brake. The car smashed into the door frame doing damage to both the car and the garage. She wasn't hurt, but really scared. This just made her feel terrible about damaging her Buick, and scared to drive. Both fenders, the hood, bumper, and grille were damaged. After carrying full coverage all these years, her insurance company totaled the car. They said it was worth \$1,200. That was awfully generous of them - NOT! She just wanted her car fixed. The body shop said they could fix it for that price with only junkyard parts. The insurance company wouldn't budge on their payout. So it was repaired with used parts. It turned out to be a very sloppy rebuild. Grandma never drove the Skylark again. She had a stroke and passed one year later. I told my family that I would like to have Gramma's Skylark. I also told them that I would always keep it in the family, and someday restore it. They agreed - that was 1985, and I was 23.

During the first few years I did only the routine type maintenance and repairs. Continued on page 3

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 exchanging ideas, gathering local car show and cruise night information and planning activities for our members. Fresh ideas are needed to keep the Club exciting. Distributing the work among more volunteers make it more easier for all. The tasks are easy, painless and you will always have plenty of help.

Upcoming Events

Jan 16 – Meeting at Fox Valley Sandblasting & Coatings,
Jan 29 - Christmas Party – Countryside, IL
Feb 13 – Meeting at Casper's Electronics in Lake Zurich, IL
Feb 26 & 27 – Drag Race & Perf. Expo at Pheasant Run
Feb 27 – BOPC Swap Meet at Kane County Fairgrounds
Mar 13 - Chili Cook-off at Darien Park District
Apr 10 – Meeting at Modern Muscle in Oswego, IL
May 4 – Dyno Session at Sound Performance in Bensonille
May 11-14 – TurboBuick.Com Nationals – Burlington, NC
May 20-22 – Buick Race Day – Norwalk, OH
Jun 4-10 - Hot Rod Power Tour – Florida to Detroit
Jul 29-31 - BPG Horsepower Nationals – Hebron, OH
Oct 19-22 - GSCA Nationals Bowling Green, KY

Continued from Page 1 In the early 90's I got a little more into upgrading my Skylark. My decision was to add dual exhaust, shocks, and 15x7 Buick road wheels with BFG tires. What a difference those few modifications had made! It was really starting to look and drive like a muscle car. That was all it took - now I had the fever to do much more. Over the next few years I started collecting parts to do a restoration. In 1995 I found an auto body guy willing to trade some work to offset the cost of the restoration, and so it began. He agreed to let me help out on everything except body paint, which I had very little experience. We repaired the core support, replaced both fenders, and installed a GS hood. The door strips were removed, and the thin rocker moldings were replaced with the wide GS type.

After seeing the car come together, I decided to complete the look by adding the GSX options. Year One supplied the rear wing and hood tach. I was able to find the chin spoiler from a local Buick guy. The sport mirrors were found on eBay. The Buick was painted in PPG base and clear coat, mixed from the original Seamist Green code. The top was also in Seamist, with the chrome trim left in place. The restoration was completed in the fall of 1996.

I drove it very little for the next couple of years. I was still making changes though. I installed a 4-barrel with

the GS ram air cleaner. That really completed the engine compartment. Also found a 24 hour rally clock, and a green rally steering wheel, which completed the interior look. I started taking my Skylark to all the local shows and much to my surprise brought home trophies almost every time. That did it! I have been showing it ever since.

My favorite experience was when I took it to the GS Nationals in 2006 and placed in the Non-GS/GN class. A couple of other favorite awards were in 2004 at the BCA Heartland Nationals and winning the Director's Choice at the Buick Horsepower National's in 2006 at Indy. It now has 75,000 miles and is riding on 15x8 with BFG 295/50 15's on the rear, 15x7 with BFG 235/60 15's on the front. They make for smooth ride and an awesome look. I have taken it back to the GS Nationals a few times, but that first trip is the one I will always remember. I have owned several other Buick's as well. In 2009 I drove my 50,000 mile 1974 Century down to the Nationals, what a great drive that was. I also have a 71 Skylark with a 462 Stage One motor. It's a project in the works, but a heck of a lot of fun. So the bottom line is, I blame my Grandparents for my disease called Buick. My motto will always be "GOING FAST WITH CLASS"! See you at the National's!

Brian Erp -



Brian's 1973 Buick Century Lexis

Director's Garage

Lloyd Bonecutter

Another summer season has flashed by and by now our cars of summer are put away for safe keeping from the elements. I cannot believe the cars were

prepared for winter ahead of time this fall, but it still came too quickly.

Was recently reminded how important the battery tender is for cars with clocks and computers that tend to drain the battery over time. This relatively

inexpensive device saves the hassle of having to buy a new battery every couple of years. Every car in storage for the winter could use one.

Having the GS Nationals move to a fall date, will really make next season interesting. There are a few events already looking to fill that spot. I'm just hoping the warmer than normal weather we saw in October this year continues for future GS Nationals and we get used to the shorter and cooler evenings.

The event itself being a day shorter, went entirely too fast. Without some of our normal helpers at the tent, it was a busy time for Shari and I. We managed with the help of others that came in to pitch hit. Even got to see some racing. Was very impressed with a Jamie Wolcott's hot air E-85 fueled car that ran a 10.55 at 125. This shows how great the fuel can be and the tenacity of Jamie and Karl. This was done with a double fuel pumps in the tank, the stock fuel lines and of course 120 lbs of fuel per hour injectors, coupled with a lot of work to many other elements to enhance the air flow through the engine.

This year's GS Nats in October, pushed our first Technical Session into November. The Darien Park District Center is proving great place to meet. Thanks to Turbo Rick Lutz the owner of South Chicago Buick Performance for holding a great technical session tuning in general and using Full Throttle's MAP Pro. I have used this product and find it is a great way to add a lot of tune ability to your car, but does have a learning curve to fully get all the functions out of it.

Rick provides tuning, repair and upgrade services for turbo Regals so if you are near the south side, please call 708-514-7570 and/or turboburick@sbcglobal.net.

The key in putting on great technical session is having folks help with events. Brad Berger worked overtime this fall to come up with the January 16th meeting at Fox Valley Sandblasting & Coatings and the April 10th meeting at Modern Muscle on Oswego. Additionally Turbo Cliff has set up a Dyno session for us at Sound Performance in Bensenville, IL for May 7th. This is too good to be true only costing \$50.00 for two pulls plus the owner can drive his own car.

Originally set up for February the meeting at the Fox Valley Sandblasting and Coatings shop in Yorkville is now being held on January 16th. This should be an

interesting session as this place has a 60 ft. long media blast booth and a 25 ft. long power paint booth. Always nice to know there is a place in the western burbs that offers these services.

As many of you know John and Justin are moving Casper's Electronics to a new shop. Therefore the annual winter meeting will be held in the middle of February. With a building that is triple the size of the existing space there will be more to see and room for us to spread out a little. I am like a kid in a candy store every time I'm in the building.

The BOPC swap meet is hosted by a combination of the Oldsmobile and Pontiac Clubs will be at the Fairgrounds in the next county west. The Kane County Fairgrounds facility is three times larger and with the durable floor, trailers of parts can be brought in instead of carrying everything in. It is at the end of February rather than the end of March so we will get a fix of Buick parts swapping early.

Our Chili Cook off and Technical Session will be at the Darien Park District facility on Fairview Road just north of 75th Street. They are giving us a larger room for the March 13th event in case we have a larger crowd. Beside the winter meeting at Caspers Electronics this is our highest attended meeting. It is understandable with the excellent chilies we get to feast on.

We return to the far western suburbs for our April meeting to Modern Muscle, a shop Brad Berger has used to keep his Turbo Regal fit. Take a look at their web site and you see they work on a lot of high end cars. This should be quite interesting and more interesting to see if members from the far north and south get to the western burbs for this meeting.

On May 4th after a year off, we will try having a dyno at Sound Performance in Bensenville. Thanks to Turbo Cliff, we have a pretty good price for two pulls, and most important the owner of the car gets to drive it on the dyno. I am really looking over to this event. This will be our first May meeting, as the GS Nationals will be later in the year.

Well I have been holding this newsletter up long enough. It is time to wrap things up and get to the printer. Thanks for being so patient.

If you see June 2010 or earlier on your Mailing label, this is your last issue of this outstanding newsletter

Membership Scribblings

Shari Bonecutter

Happy holidays, everyone! The weather is just about to take another turn for the worse, as I type this. Snow flurries tomorrow afternoon – I guess we've been lucky so far! I guess it's time to our babies to slumber until Spring, unless you're thrashing on the body or engine over winter. I hope for your sake that you have a heated work area!

So Fall was a busy one, with our little club. We had a few races in September, and the Marquardt car Show that the BCA puts on. The weather co-operated for a change, and all was well-attended.

October was even busier. You would have thought we'd all be putting ours cars to bed about then, but nooooo... We had our last Club series race, with Joe Garcia turning out to be the points winner! Congrats, Joe – and I heard that you now have a target on your back and your car's trunk! The Buick-Olds-Pontiac race in Cordova, IL is always a favorite. Congrats go to George Wolfenberger to being the fastest Buick, coming in Runner-Up for King of the Hill! And last but not least, we had the GSCA Nationals in Bowling Green, KY. This event was postponed from Spring, due to the flooding.

Bowling Green in October – what a difference from May! First of all – there was no rain, as the area was in the middle of a draught at the time. Also no humidity – what a treat! Two of the days were jacket weather, especially in the shade. The last 2 days it was warm and pleasant – in the 80's the last day. At first attendance seemed down, but as the week advanced there were a lot more folks there! Other than Loyd's and my "circle" of friends, we seemed to see most of the usual folks we see. The pits were full, so there were a lot of racers. The car show has been down for a few years, so that it all fits in the circle track. One of the most impressive classes in the car show was an Original Owner class. There were a lot of cars in this class, and in very nice shape! I had one list of all Chicagoland members that won in both the car show and the racing, but of course it's mis-placed, and for the past 2 days I could not get into the GSCA

website. Hopefully I will find them before this goes to print. If not, I will have them for the next issue. I want to thank Carol Nunes, Flo Woodmancy, and Cindy Garcia for their help at the tent. You guys did an awesome job! I also want to thank Steve Kelly and Steve Ledger for running the car show. You guys did a great job, as usual. We also had a nice group of judges help out, from all across the nation. Thanks to all that helped!

November has been a little quiet. We did have a great tech session at the Darien Park District, featuring Rick Lutz as a speaker. This meeting was more geared towards the turbo-car owners, as Rick spoke about MAF PRO. We broke for lunch, with pizza from Home Run Inn (thanks, Joe, for fetching!) and resumed until about 3:00 pm with an informal question and answer session. We had just over 40 folks attend, so this was one of our bigger meetings.

I'm sure you'll see the schedule inside the front page. Two of our up-coming meetings are at places we've never been before. In January we'll meet at Fox Valley Sandblasting and Coatings, in Yorkville, IL. I know it's going to be a ride, but I've been told it will be well worth it. We will be having our Holiday Party on Saturday night, January 29. Please see flier for address, time, and local hotel ideas. I REALLY NEED A HEAD COUNT, SO PLEASE RSVP BEFORE JANUARY 22. I will also need \$10 a person for a club member and your first guest. Extra guests will be \$20 a person. We really encourage the hotel room, as we don't want to see anyone drink and drive. And sometimes the survivors go out for breakfast together the next morning....

We have 2 events in February. One will be our meeting usually held in January at Casper's. They are moving into a new building in Lake Zurich, IL. This will be a great opportunity to see the new place and wish them well on the new digs. Gee, we'll have to find a new pizza place! Also in February will be the B-O-P-Cadillac swap meet that is usually held at the DuPage County Fairgrounds, in March. This year it's in February, and moved to the Kane county

Fairgrounds, in St. Charles, on Sunday, Feb. 27. There is a flier on this, also.

March-April-May – will be covered more in the next newsletter. So far we have the Chili Cook-off on Sunday, March 13, but moving to the Darien Park District Building. April will be Modern Muscle in Oswego, IL. And May will start the racing season, between our club race and Buick Race Day in Norwalk, OH. We are also working with Turbo cliff and Sound Performance in Bensonville to have a Dyno Day on Saturday, May 7. As of now, we're looking at \$50 dyno pulls, and the car owner will be able to drive their own car on the dyno. We will have a sign-up sheet on our website, chicagolandbuick.org, on the message board under CCGSCA events. If you don't have computer access, please call Loyd or I.

I want to take a moment to thank Joe Garcia for another successful race season. We had a great showing of Buick power, which would not have happened if not for Joe. He's gone to bat for us at the various tracks to get us good prices and great times. He's even showed up as early as 9:30 am for one of them, and that's almost a new record for Joe! (had to give you some stuff about that!) Thanks for all your hard work, Joe. And major thanks to Cindy Garcia for

her hard work with the cookouts. You both did awesome jobs!

I'd like to welcome back Bob Gere of Salem, WI. Welcome to the following new members: Joe Olsen, Antioch, IL; Colin Price, Shanty Bay, Ontario; William Santiago, Chicago, IL; Chad Peterson, Warrenville, IL; and Tom Wolters, Batavia, IL. I hope you all enjoy our club and our events!

Bill Grupp usually has a treasurer's report at the meetings that he attends. We're solvent, but we did get thrown off with the Nats moving like they did. We already had the tee-shirts in hand when they postponed it, so we had to cover those AND the MWBC shirts. We came close to bottoming out, but bounced back with sales. We will have leftover shirts for sale at the Casper's meeting, so please look for them there.

We had a few deaths in our group – Jim McGowan's wife passed this spring, and Johnny Gribble's wife passed in October. Please accept our sincere condolences. (the club sent cards)

Well, in closing, I know I'm thankful for most of our club members, and am proud to acknowledge you as my Buick Family. I hope you and yours have a safe and happy Holiday Season!

For fans of the 1969 Buicks we were treated to Red, White and Blue GS Convertibles this summer



Please have a joyous and safe holiday season this year.

Meeting & Technical Session
Sunday; January 16, 2011 @ 10:00 am
Fox Valley Sandblasting & Coatings, Inc.
1211 Badger St., Yorkville, IL.
630-553-6050. Jim Schwabke
<http://www.FoxValleySandblasting.com>

Brad Berger arranged this technical session with Jim Schwabke owner of Fox Valley Sandblasting and Coatings. This is a full service shop offering abrasive blast cleaning for items as long as 60 ft. as well as powder coating services for items up to 24 ft. in length From the IL-126 Exit off I-55 3.2 mi.

Jim will be showing us the equipment and providing demonstrations of the process.

**If you want to sit bring lawn or folding chairs
to the Meeting and Technical Session.**

Directions

From the I-55 corridor south of Bolingbrook

- ⇒ From the IL-126 exit off I-55
- ⇒ Turn slight right /IL-126. 3.2 mi
- ⇒ Continue to follow IL-126 12.7 mi
- ⇒ Turn left onto Deer St. 0.1 mi
- ⇒ Turn right onto Beaver St 0.1 mi
- ⇒ Take the 1st left onto Badger St 0.02 mi
- ⇒ 1211 Badger St is on the right

From the I-88 corridor west of Aurora

- ⇒ Take the Sugar Grove Exit Rt 30 & 56 off I-88
- ⇒ Follow Rt 56 to Rt 47 Exit 4.0 mi
- ⇒ Take Route 47 South to Beaver St. 9.2 mi
- ⇒ Turn Left on Beaver Street 0.2 mi
- ⇒ Take 1st Right on Badger St. 0.02 mi
- ⇒ 1211 Badger St is on the Right



Skylark

For April 10, 2010

Modern Muscle, Inc.
 61 Kendall Point Drive
 Oswego, IL 60543
 Phone: 630-898-5933

<http://www.modern-muscle.com>

Brad Berger has set up a meeting for us on April 10th at this shop in Oswego. From the looks of their web site they do a lot of high end work. They will be showing us the shop, their current projects and discuss their capabilities. They may demo their dynamometer if time permits.

Directions from I-88 at Farnsworth Exit

- Take Farnsworth south (go 4.8 miles)
- Turn right at Montgomery Rd (go 0.3 mile)
- Take the 2nd left onto Hill Ave (go 1 mile)
- Turn right at US-34 W/Oswego Rd (go 1 mile)
- Turn right at Kendall Point Dr (go 0.1 mile)
- Go to 61 Kendall Point Drive

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CHICAGOLAND CHAPTER

BUICK GS CLUB OF AMERICA

MEMBERS AND THEIR GUESTS ARE INVITED TO THE
CCGSCA HOLIDAY PARTY
SATURDAY, JANUARY 29, 2011 at 6:00 PM

The CCGSCA party offers a chance to celebrate the holiday season with your performance Buick buddies! Please come out of the warm garage or house, brave the cold to join us. This catered event is always good and we have plenty to raffle off.

This year the party remains at: **Park Place Of Countryside**
6240 Joliet Rd
Countryside, IL

This is just west of LaGrange Rd (State Route 12, 20 & 45) on Joliet Road. Very easy to get to and across the street from the William Tell Holiday Inn.

Cost is \$10.00 each for a member and the first guest. Additional guests are \$20.00 each. Admittance covers soft drinks and the meal. Other beverages will be available for cash at the bar. To hold your spot please send in at least half for a deposit by January 12th

Midnight Mike will be entertaining us again this year with a great selection of tunes.

Shari will gathering some more great door and raffle prizes that have become a tradition for our party making this one you should not miss. Be sure to mark this one down on your calendar

Directions from I-55 North or South bound

- Exit LaGrange Road North
- At Joliet Road turn left (west)
- 6240 Joliet Road is about a ¼ mile to the left

If you partake in adult beverages, please arrange a designated driver, or plan on staying across the street at one of these hotels.

Best Western Inn
6251 Joliet Road
Countryside, IL 60525
1-708-354-5200

Holiday Inn/William Tell
6201 W. Joliet Road
Countryside, IL 60525
708-3544200

Have a safe and joyous holiday season.

Please be sure to review our web site for any last minute changes

<http://www.chicagolandbuick.org>

Lost ??? Park Place's Phone # is 708-588-1756



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Meeting & Technical Session
Sunday; February 13, 2011 @ 10:00 am
Casper's Electronics, Inc
1111 Rose Road (New address after January `1st)
Lake Zurich, IL 60047
P: 847.847.1544

Our second meeting for 2011 will be at Casper's Electronics in Mundelein, IL featuring John Spina, with Jimmy Hussion and we are hoping another speaker.

John Spina, owner of Casper Electronics is a member, and advertiser for Chicagoland GSCA., plus a sponsor of the Midwest Challenge. A serious Buick nut he is also an automotive wiring and electronics expert, developing systems to make our cars reliability run to their fullest potential. He has developed and manufactures many innovative tools to help the tuning of our cars and has upgrade wiring harnesses and chips to make our aging cars run much better.

Jimmy Hussion owner and miracle worker at Jimmy's Performance Transmissions will also be on hand. Jimmy always has few interesting tidbits of information on our TH 200R4s that take a real beating. His job is increasingly challenging as we make our cars faster.

There should be something for our V8 Buick owners as well as Turbo Regal owners. We are looking forward to seeing you there.

Our regular business meeting will start at 10:30 am just before the technical session. Please bring lawn chairs. Yes, collect them out of the trunk of the GS or Turbo Regal where you had them for the last car show.

Casper's Electronics, Inc.
 1111 Rose Road
 Lake Zurich, IL 60047
 John Spina

Jimmy's Transmissions
 888 N. Tower Road (now on the north side of the same building)
 Mundelein, IL 60060
 Jimmy Hussion
 (847) 949-9230



Skylark

Directions to Casper's Shop

From I-94 at Half Day Road Exit (mile marker 55.6) (2nd exit north of the Edens Spur)

- ⇒ * Take the Half Day Rd/IL-22 exit west (go 9.1 miles)
- ⇒ * Turn Right (North) at Telser Road (go 0.2 miles)
- ⇒ * Take the first right onto Rose Road (go 0.1 miles)
- ⇒ * 1111 Rose Road should appear

Be sure to thank Jimmy and John and his crew for sharing their day with us.

If you want to sit bring lawn or folding chairs
to the Meeting and Technical Session.

Need help with directions 847-247-0484- <http://www.chicagolandbuick.org>



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John and Justin are moving their shop in January 2011 see meeting flier for information



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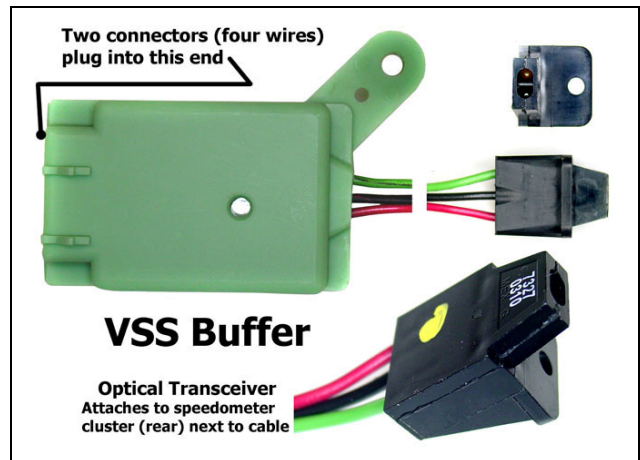
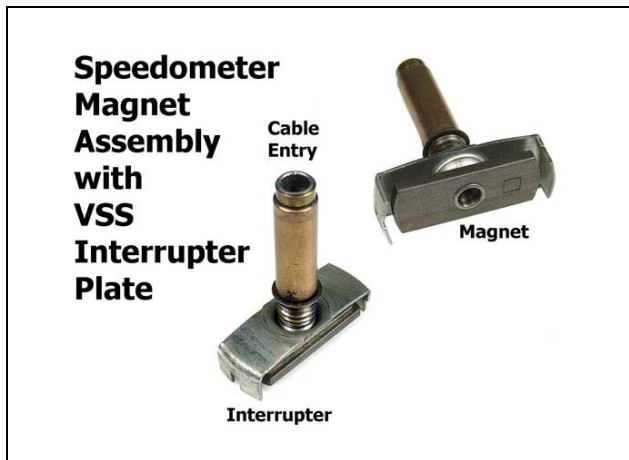
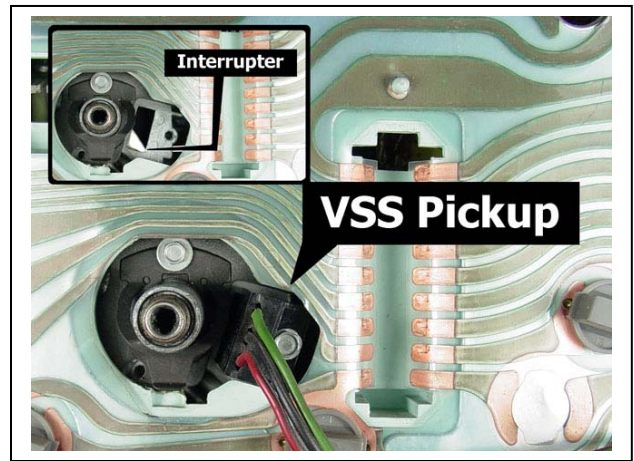
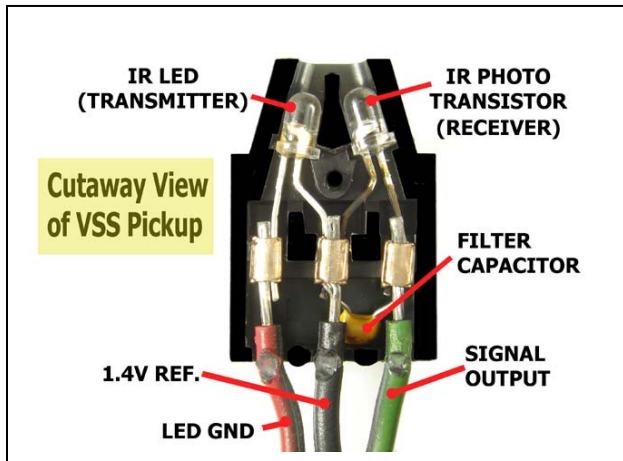
Wagon Rick comes to many events and helps on the BB

TECHNICAL INFORMATION

Vehicle Speed Sensor (VSS) and Speedometer Operation

Road speed is a key factor in processing important functions in the GM vehicle, such as Torque Converter Lockup, Canister Purge events, Coolant Fan shut-off, speed governor, deceleration enrichment filtering, and a few other "housekeeping" chores. To maintain normal vehicle operation, it is important that the vehicle speed sensor functions properly. If the sensor should fail, a SES code 24 will be set and will cause improper operation of the vehicle.

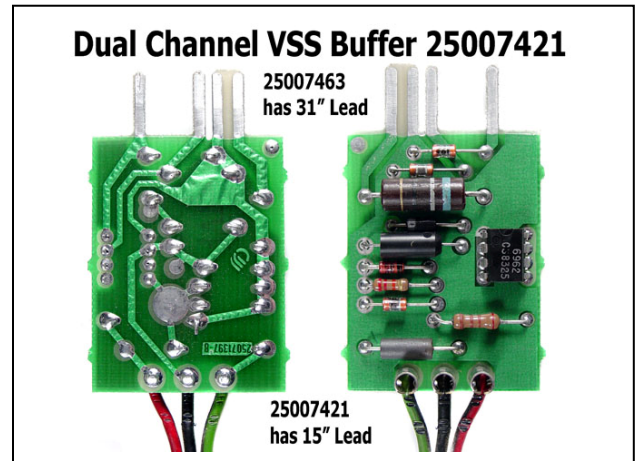
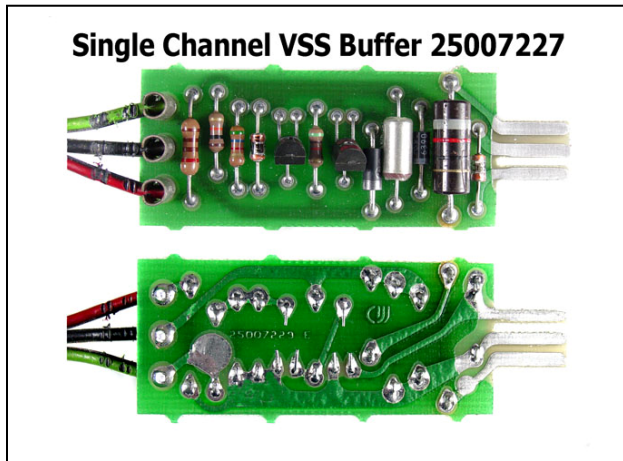
The vehicle speed sensor in the 1984-1987 Regal is a sensor that registers a pulse train, relative to actual road speed, by monitoring the speedometer cable rotation. This is accomplished by a pickup transceiver which is mounted in the rear of the speedometer head. The pickup, secured by a single screw, incorporates an infrared light source (transmitter) and a focused IR phototransistor (receiver). When positioned in the speedometer head, the pickup focuses upon an interrupter which is a reflective steel plate. The plate is designed so that with each revolution of the speedometer cable, the reflective plate enters the field of view twice, resulting in two pulses for each full turn of the speedometer cable.



The pickup head is attached to the VSS Buffer Module which is a green plastic box located in the passenger compartment and attached near the base of the steering column. Note: Single Channel VSS Buffer is housed in a yellow plastic enclosure. Buick Regals have two types of VSS Buffer Modules, a "single channel" and a "dual channel". The single channel module is used on vehicles which are not fitted with Cruise Control. However, most Regals are fitted with Cruise Control, so the dual channel modules are much more common. There are three colored wires in a harness connecting the Transceiver (pickup) head to the controller PC board: Green (signal) Black (1.4V LED power) and Red (LED Ground). The output of the VSS Buffer operates this way: When there is no reflection in the path of the pickup, the outputs go to ground, and when the pickup head "sees" the reflection, the output goes "open". Since the ECM incorporates a "pull-up" resistor in its signal input pin, the ECM will then interpret logic "1" during interrupter signal and logic "0" with no interrupter signal. Cruise control signal input works in the same way.

The harness length is either 15 or 31 inches long depending on the part number used in the specific application. Either part number can be used on the turbo Regals.

Shown below are the actual PC boards with the green or yellow housing removed. Note the extra connector pin on the dual channel design, which provides the VSS signal to the Cruise Control.



The rate at which the mid-80's Buick ECM processes road speed is 2000 pulses per mile; that is, at 60 miles per hour, the "pulse train" will be 2000 Hz (cycles per second). The speed in RPM of the speedometer cable is calibrated at the factory based upon rear differential ratio and tire size. There are several combinations of driven and driving gears available from GM that can be interchanged at the transmission when modifying the factory components, to assure proper speedometer reading and correct ECM data.

While on the subject of road speed, it would be helpful to understand how the speedometer is able to display accurate road speed (MPH or KPH) relative to the rotational speed of the speedometer cable. For the sake of explanation, I will discuss miles per hour.

The mechanical speedometer was invented over a century ago and up until the point at which electronic speedometers were designed, was the product of choice by automakers. It should be noted that the digital-dash equipped Regals use the VSS signal (combination of mechanical and electronic technology) to display road speed where the analog-dash equipped cars use a mechanical-only display. How cutting-edge it must have been back in 1984! Still, both designs utilized a mechanical odometer for display of total vehicle mileage.

The speedometer uses a phenomenon called "eddy current" which uses a permanent magnet to generate electron flow within an air gap, ultimately causing the speedometer needle to deflect when the speedometer cable begins to rotate. Eddy current results in transfer of electrons from a moving magnetic field where the rotating member, basically a bar magnet, is positioned to pass thru and rotate around a "speedcup". This is a non-ferrous (aluminum) cup that is attached to the speedometer needle and suspended on a low friction bearing surface. The eddy current transfers electrons within the air gap that the speedcup passes thru, which causes the speedcup to generate and react to its own flow of electrons and rotate relative to the strength of the field. The bar magnet is precisely magnetized at a specific strength to cause just enough "pull" to rotate the speedcup at a certain rate. When the magnet is not rotating, the speedcup/needle assembly is forced to park at or around zero MPH on the display by the use of a very fine clock spring which keeps the needle parked until the speedcup starts to rotate, and also plays a role in full-scale calibration of the display.

To summarize: The eddy current generated in the rotating magnet forces the speedcup to rotate against the return spring at a specific rate, and the magnetic flux is applied in such a way as to cause pre-determined, calibrated movement, displaying accurate MPH on the speedometer face based upon a given rotational speed. By adding or subtracting magnetic density, one can accurately control the stalled position of the display needle vs. cable RPM. When replacing the 85 MPH display with an aftermarket silk-screened overlay (typically 145 MPH), a speedometer service shop can re-calibrate the magnet by reducing the magnetism in the bar appropriately to result in less deflection of the needle, thereby causing the speedometer to accurately display miles per hour (or Kilometers per hour if so equipped). Note that this has no effect on the VSS signal since the speedometer cable is still rotating at its normal speed. This is done using an accurate calibration rotating standard and a specially designed electromagnetic clamp-on device.

The odometer (which displays your total accumulated mileage driven) is mechanically linked to the speedometer cable thru a series of gears, and will accurately display mileage as long as the speedometer cable rotates at the proper speed. Larger diameter tires will affect the odometer accuracy and will reduce the rate at which mileage is accumulated. Also, lower rear end ratios will affect the odometer and speedometer readings.

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Bill Knotek 815-838-7956

before 9pm central time

email to R. Zielinski: rzielinski6@comcast.net www.bopcswap.com

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