

# **FAST TIMES**

## **CHICAGOLAND CHAPTER BUICK GSCA**

Spring 2014

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

912-244-0577



Dave Formato's 1970 Buick GS Stage 1

When Dave's brother turned 16 he purchased a 1954 Buick Century. Dave was obviously impressed with this car at 8 years of age, so would hot wire the car and go on joy rides. Finally on one of the joy rides was caught by the Riverside police ending his young joy riding career.

When Dave finally turned 16 he purchased a 1953 Buick which was the first year for the V8 power. At 17 Dave went in the Service. Upon completion of his duty in 1969, Dave purchased a 1958 Standard Super two door hardtop, burgundy in color with a white top. He thoroughly enjoyed this car for three years, when the traded for Corvette.

With his 1986 Corvette he went against a Grand National hauling four people in three runs including two dead start and one rolling start, losing all three. That very day he returned to Crossroads Chevrolet and

Buick, trading in the Corvette for an 1987 Grand National. Dave thoroughly enjoyed the Grand National until 1996 when he purchased a Grand Sport Corvette.

About 26 years ago Dave purchased the cover car a 1970 Harvest Gold hardtop GS Stage 1 from the owner who lived on the Illinois / Wisconsin border who was a Mercedes Bend engineer. This car has been painted by Countryside Customs and the engine was recently completed by Jim Puracchio in Kentucky. It is a 455 stroked to 492 cu. in which produces over 600 hp on pump gas with a little octane boost. The car is outfitted with TA Stage II aluminum heads with roller rockers, TA Headers, a 750 cfm Quick Fuel carburetor, Kenny Bell Wildcat intake, Stef's oil Pan (64 thousands between rods and pan clearance) The transmission is a TH400 with a 3000 rpm stall torque convertor.

Continued on page 3

**Please volunteer to help our chapter to continue activities**

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 automobile enthusiast clubs.

### Chapter Volunteers

Director	~ Loyd Bonecutter	708-485-8477 loydb@chicagolandbuick.org
Co-Director / <i>Gran Sport</i>	~ Steve Russo	815-795-4737 s.russo@mchsi.com.
Co-Director / Turbo Regal	~ Mark Holda	630-747-7652 M.Holda@comcast.net
Activities	~ Paul Brelie	224-484-8057 ELATED3@aol.com
Race Chairman	Joe Garcia	jrg3517@comcast.net
Treasurer	~ Bill Grupp	jackbot@yahoo.com
Secretary	~ Barb Holda	Metaz_56@comcast.net
Membership	~ Loyd Bonecutter	708-485-8477 loydb@chicagolandbuick.org
Graphic Artist	~ Paul Vilser	paulvilser@sbcglobal.net
	Beth Andrews	draena710@gmail.com
Publisher	~ Loyd Bonecutter	708-485-8477 loydb@chicagolandbuick.org
Advertising	~ Beth Andrews	847-845-7342 draena710@gmail.com
4 <sup>th</sup> of July Show	Bill Grupp	jackbot@yahoo.com
Midwest Challenge	Loyd Bonecutter	loydb@chicagolandbuick.org
Cruise Chairman	Chris Gatch	312-485-2983 cgatch@comcast.net
Volunteers	~ Bob Nunes	630-310-6662
	Rich George	630-551-3120

### 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:

Membership Chairman  
Chicagoland Chapter GSCA  
4010 Raymond Ave  
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 Ave; Brookfield, IL 60513, along with a check for \$20 made out to "CCGSCA." Please, don't let your membership lapse, for too long.

### Volunteers for the Chapter

Contact Bob Nunes if you are interested in helping our Chapter continue exchange ideas, gathering local car show and cruise night information or plan activities for our members. Fresh ideas are needed to keep the Club exciting. Distributing the work among many volunteers makes it easy for all. The tasks do not take much of your time, and you will always have plenty of help, while hopefully having fun.

### Upcoming Events

- Jul 20 – Brookfield Car Show – just off the circle
- Jul 27 - CCGSCA Race #4 – Great Lakes Dragway
- Jul 27 – Jimmy's Transmission Open House/Car Show
- Jul 27 – Rizza Buick Show – Tinley Park, IL
- Aug 1 & 2 - BPG Buick Horsepower Nationals – Hebron, OH
- Aug 15-17 – MidWest Buick Challenge – Osceola Dragway
- Aug 16 – BCA Woody Car Show – Naperville, IL
- Sep 6 & 7 – BOP Shootout - Byron Dragway
- Sep 7 - CCGSCA Race #5 - Great Lakes Dragway
- Sep 27 - CCGSCA Race #6 "The Finals", Byron Dragway
- Sept 19 & 20 - East Coast Regional's – Cecil County Dragway
- Oct 11 – BOP Race Cordova Dragway (12<sup>th</sup> rain date)
- Oct 15-18 - GS Nationals – Bowling Green, OH

Continued from Page 1 This car has been quite a surprise to Dave's friend with the 450hp 454 LS Chevelle from which the Buick will definitely pull away.



A year later Dave acquired the documented 1971 GS Stage 1 Cortez Gold convertible from Judd Hurst who was musician Alex Hurst's son. He was there when the car came in on a transport to Volo, and offered

\$9,000 on the spot, which was accepted. Unfortunately this car was a little rougher than he realized needing a trunk floor and interior floor and major repair the area around the windshield. After being restored by this car has received many awards. Currently an engine is being built for this car.

Now that the weather has broke this car may be seen on most Saturday evenings at Dukes on south Harlem Avenue, Chicago, IL



Editor: Thanks Dave for your help with this article. This is really appreciated.

Please contact Bob Nunes if interested in helping the Chapter. New ideas and ways of doing things are welcome.

### Director's Garage

### Lloyd Bonecutter

I'm running a month and a half late this issue and I apologize. Having a relatively chilly spring brought sudden nicer weather, and I among many were not ready for the season to begin. Here it is coming up on the July 4<sup>th</sup> weekend and am finding myself in the middle of the car crazed season.

Presad and Benny put together a great event for Turbo Regal owners at the Holiday Inn in Itasca, IL on June 6,7 &8, 2014. It drew over the course of three days about 130 Turbo Regals, showing there are lots of folks who remain passionate about these cars. There were a lot of folks who came a long distance as there were lots of great vendors, technical sessions and great sharing of information.

There are an incredible amount of cruise nights available in our area, so finding a place to use you hobby car in this area is very easy, and has taken me from keeping up with Chapter duties. Maybe it is time to slow down and keep others more involved. For the first time in around 28 years took a Florida vacation with my immediate Bonecutter family instead of a car related vacation.

This spring started using the Grand National after allowing it to sit for a few years. Yes one or two trips and at least one oil change a year is all it saw. Needless to say it protested with one no start after a Wednesday night cruise night. In diagnosing the problem it was discovered to be self inflicted in the curse of my changing fuel injectors several years ago. One of the injector power wires was pinched under the coil bracket, and eventually wore through thus shorting blowing the 20 ampere injector and fuel pump circuit breaker. This led to discovering a very slight leak under one of the rubber insulating strips on the gasoline tank bracket. Poor old gasoline tank only lasted 28 years, with this area holding salt and dirt leading to the leak. I decided to get a new hanger for the electric fuel pump as the fuel gage as the fuel level has not read correctly for years now.

Changing the fuel tank lead to breaking a chunk of plastic off the rear bumper fillers, so replacements had to be purchased, painted and installed. Thanks to Dave Anderson at Tamraz for his help in securing those items. Lastly the front brakes were pulsating when coming to a stop.

A few discoveries were made when working with Brian Hendrickson on the brakes. Brake jobs were straight forward, but I have not been bending the tabs on the replacement brake pads to secure tightly to the calipers. Since the sleeves were not sliding easily over the bushings (interior rubber "O" rings) and the caliper was not greased where it slides over the caliper bracket were not lubricated with the brakes after a few blocks of use were extremely hot. After being serviced they worked perfectly and were warm, not hot upon arrival at the garage on the return trip.

Lesson learned is to review specific maintenance procedures such as brake jobs, before attempting. Having all the correct tools on hand is also very helpful.

More useful information came from Glen Boiko of Highway Starrs at the GN/TType Central Gathering in

Itasca. In particular were the markings on the serpentine belt tensioner and the correct length of belt for 1986 and 87 Turbo Regals. I did not realize the belt tensioner provides a window with markings to show the correct length serpentine belt. Unfortunately most parts houses sell a 1640 mm (64.5 inches) long belt when the correct length is 1616 mm (63.6 inches). Brian Hendrickson recommends use of the Goodyear Gaterback Serpentine belts (part number 4050635)

I have been slow on renewing members so if you check has not cleared yet please get hold of me. I keep finding renewals that get lost in the paper shuffle.

There are a lot of things left to do this summer, so hopefully will be seeing many of you at upcoming events..

Please be sure to use your CCGSCA discount at one of the Insurance Agencies advertised in this newsletter.

#### 2014 Daily Summer Cruise Schedule

##### MONDAY:

Countryside Best Western - Route 66 Cruise Nights  
Hoffman Estates Barrington Square  
Downtown Manhattan Cruise 2<sup>nd</sup> Monday of Month  
Westchester 31<sup>st</sup> and Wolf Road  
Westfield Old Orchard; Skokie - West parking lot

##### TUESDAY:

Downtown Tinley Park - Oak Park Ave near the RR  
Plainfield - West Lockport Street west of Rte 59

##### WEDNESDAY:

Brookfield - Sanctuary on Grand north of RR tracks  
Downtown Cary - near Metra Station  
Darien Q Bar & Grill - 8109 Cass Ave  
Downtown Libertyville (3<sup>rd</sup> Wed of Month)  
Mundelein Park On Park  
Streamwood Sonic - 590 Barrington Rd  
Lake Zurich Main Street Cruise Night (1<sup>st</sup> Wed)

##### THURSDAY:

Carol Stream - Carol's Restaurant 515 S Schmale

Frankfort - 15 Kansas St,  
Geneva - 4th and James Streets (July thru Aug.)  
Mundelein (1st, 3rd & 5th Thurs. of month)  
Downtown Westmont - North of RR on Cass  
Schiller Park - Hubcaps on Ruby (2<sup>nd</sup> & 4<sup>th</sup> Thurs)

##### FRIDAY:

Downers Grove Main Street  
Rolling Meadows - 2401 Kirchoff Road  
Roselle Brunswick Zone

##### SATURDAY:

Bolingbrook Tailgators Bar  
Hoffman Estates Buona Beef  
Tinley Park Flea Market

##### SUNDAY

Bartlett Nicodinos Pizza

Please submit suggestions to add to the list!

**A DAY TO REMEMBER** by Bob Nunes  
 June 8th, 2014 at the Holiday Inn, in Itasca, IL  
 During the day, we had a car show called "The GN/T Type Central Get Together".  
 The show was well represented by over 100 GN's and T Type Buicks. Two months earlier, Prasad had asked me if I would talk about the Chicagoland Buick Club and its beginnings and the first time I had met Shari and Loyd Bonecutter. Prasad informed me that they were going to award a lifelong achievement award by the Buick community. I said I would be happy to do it; we successfully made it without Loyd knowing.  
 To make it a nervous time, we were expecting Loyd to be there early, you know if an event starts at 9:00am Loyd is there at 7:00. However, Loyd had not shown up by 10:00am, people were starting to get nervous. We knew he had car trouble from the night before. I tried calling him two times, but no answer. Then we saw him enter the parking lot with his Chevy SS. We relaxed.

The show ended. We were going inside the hotel for the award presentation and tech session. Prasad came to me and said he thought Loyd may have left because they can't find him. I went outside to look for him because I was the last one to see him. Turns out he was just getting his car to bring a part home for Scott Pitts. We got him to the room and sitting up front.  
 Prasad and Benny introduced me, I talked for awhile, then they awarded the plaque to Loyd, he was totally shocked, he had no idea. I hope he will bring it to some events so you all can see it, it's really beautiful.  
 To end, all members of the Chicagoland Buick Club owe a lot to Shari and Loyd Bonecutter for making the club the best club I have ever been part of. I think of them as the best friends I have ever had.  
 Thanks Loyd and Shari for everything you have done,  
 Bob Nunes  
 The following are some things you might find interesting:

1968	Engine	Carburetor	Description	Number GS made
Two door pillar coupe (California GS)	350 cid	4 bbl	PP	4831
Two door hardtop	350 cid	4 bbl	PP	8317
Two door hardtop	400 cid	4 bbl	PR	10743
Two door convertible	400 cid	4 bbl	PR	2454

Transmission breakdown not given

Total production GS - 26345

1969	Engine	Carburetor	Description	Number GS made
Two door pillar coupe (California GS)	350 cid	4 bbl	RP	3574
Two door hardtop	350 cid	4 bbl	RP	6305
Two door hardtop	400 cid	4 bbl	RR	7602
Two door hardtop	400 cid	4 bbl	RS	1256
Stage 1 - Four Speed Manual:415 TH400 Automatic: 841				
Two door convertible	400 cid	4 bbl	RR	1776
Two door convertible	400 cid	4 bbl	RS	212

Stage 1 - Four Speed Manual:77 TH400 Automatic: 135

Total production GS - 20725

1970	Engine	Carburetor	Description	Number GS made
Two door hardtop	350 cid	4 bbl	SP	9948
Two door hardtop	455 cid	4 bbl	SR	5189
Two door hardtop (Stage 1)	455 cid	4 bbl	SS	2454
Two door hardtop	455 cid	4 bbl	SR	199
GSX - Four Speed Manual:79 TH400 Automatic: 120				
Two door hardtop (Stage 1)	455 cid	4 bbl	SS	479
GSX Stage 1 - Four Speed Manual:199 TH400 Automatic: 280				
Two door convertible	455 cid	4 bbl	SR	1884
Three Speed Manual:18 Four Speed Manual:126 TH400 Auto: 1040				
Two door convertible	455 cid	4 bbl	SS	232
Stage 1 - Four Speed Manual:67 TH400 Automatic: 165				

Total production GS - 20727

1971	Engine	Carburetor	Description	Number GS made
Two door hardtop	350 cid	4 bbl	TB	7588
Two door hardtop	455 cid	4 bbl	TR	680
Two door hardtop (Stage 1)	455 cid	4 bbl	TS	2454
Two door hardtop (GSX)	350 cid	4 bbl	TB	
Two door hardtop (GSX)	455 cid	4 bbl	TR	124
Two door hardtop (GSX)	455 cid	4 bbl	TS	
Two door convertible	350 cid	4 bbl	TB	656
Two door convertible	455 cid	4 bbl	TR	165
Two door convertible	455 cid	4 bbl	TS	81

Total production GS - 10095

Please note your membership expiration date is listed on the address label

Joe Garcia - GSCA Racing Chairman  
 Remaining Race Schedule  
 July 27, - Great Lakes Dragway  
 Sept 7 - Great Lakes Dragway  
 Sept 28 - Byron Dragway  
 Points after the Third Race at  
 1) 132 Pete VanTholen

2) 130 Joe Garcia  
 2) 130 Dennis Butt  
 3) 129 Dan Weiland  
 4) 119 Steve Pitts Jr.  
 5) 100 Ed Wolters  
 6) 085 Loyd Bonecutter  
 7) 080 Dave Smith  
 8) 076 Scott Pitts  
 9) 072 Paul Dubois

10) 069 Rich George  
 11) 066 Bill Grupp  
 12) 065 Bob Hoffman  
 13) 060 Brian Henrickson  
 14) 041 Dana Andrews  
 15) 038 Perry Carlini  
 16) 038 Keith Egan

