

FAST TIMES

CHICAGOLAND CHAPTER BUICK GSCA

Spring 2015

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

912-244-0577



Rob Bedrio's 1983 455 Powered Regal Limited

This is my 83 Regal Limited that started out as a nice luxury coupe and ended up as you see here. This journey actually started out in 1984 when a neighbor was selling his 78 Regal. Because of a knocking engine the price was very good. At that time I had a 73 Gran Sport Stage1 that had a very rusted out body. So I decided that a modern version of the GS would be my new Regal with the Stage1.

Told friends and family what I had in mind and everyone thought I was nuts. From saying the 455 wouldn't fit to I'm ruining a nice car, so I caved in. Put a " Corporate " 350 in there and had fun with it for a bit.

In the spring of 85, I went to my first GS Nationals. Met Mike Pecarcik who had a 79 Regal with a 455 and checked out how nice the 455 fit in the Regal. So I show my older brother the car and ask him to tell me how a 455 wouldn't fit in my Regal. His response " you

shouldn't have listened to me " was enough to push me to put a proper engine in the Regal. He was such an instigator back then.

Anyhow I got another 455 that I got out of a 73 Electra that ran great. When I tore the engine down, I could tell that it was cared for and maintained. Had the standard machine work done with the heads converted to Stage1. At the time my funds were a little tight, so I decided to assemble the engine myself. It was my first time ever doing something like that.

So after I finished the engine I swapped out the 350 for the 455. I actually used the original turbo 350 that was behind the V6 with a shift kit. At that time I used all the power steering, alt, and ac brackets from the 455 in the Regal. I had already changed the front springs before when I put the 350 in. So being the 455 only weighs 25 pounds more than the SBC, I left those in. Even with the original weak 7½ inch 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.

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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:

Membership Chairman
Chicagoland Chapter GSCA
1005 Beau Brummel DR.
Sleepy Hollow IL 60118

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

May 15 – Castle BCA Car Show North Riverside
 May 29-31 - Buick Race Day & BPG Nationals combined
 Jun 14 – CCGSCA Race 2 at Byron (subject to change 6/28)
 June 19 to 21 NMCA Indianapolis – Joe wants a few to try
 Jul 4 – Car Show at Sleepy Hollow, IL
 Jul 9, 10 & 11 NHRA Nationals – Route 66 (check the BB)
 Jul 12 - CCGSCA Race 3 at Byron Dragway
 Jul 26 – CCGSCA Race 4 at Great Lakes Dragway
 Jul 31 to Aug 2 – NMCA at Route 66 Dragway
 Aug 1 – Buick Race Gateway Dragway – David Day our contact
 Aug 15 – Woody BCA Car Show - Naperville
 Aug 30 – CCGSCA Race 5 at Great Lakes Dragway
 Sep 6 & 7 – BOP Race at Byron Dragway
 Sep 13 or 27 - CCGACA Race 6 Byron Dragway (to confirm)
 Sep 18 & 19 – Pure Stock Muscle Car Drags – Stanton,
 Oct 10 – BOP Race Cordova Raceway
 Oct 14–17 – GS Nationals – Bowling Green, KY
 Need ideas for 2015 events. Please get involved in planning of events to keep our chapter fresh.

Continued from Page 1 differential with 2.73 gears the car was a screamer. Had a lot of fun on the streets with it.

Knowing that the weak link was the rear end!, I started to look for a much stronger GN rear. After a few months I got one from a junkyard for \$300.00. Now this was my perfect daily driver and midnight racer except for one thing. Highway driving wasn't the best.

So I decided an overdrive is what was needed. I talked to Art Carr about my plans and he told me in 1988 neither the 2004R or the 700R4 would take the torque of the 455. Again my older brother said it wouldn't last. Sometime later I read an article about Tony Rossi who claimed to build 700R4's to withstand over 500 ft.lbs of torque. After talking to Tony and telling him what I was looking for, I ordered my overdrive. I also didn't listen to my older brother.



Now I had it all. Cruising on the highway you couldn't tell what was under the hood until you pressed the pedal a bit to feel that torque. Over time the car got hit a few times and I decided to look for another Regal. I found this Limited with a junk V6 that was perfect for

me. Now here was my problem, the GS Nationals was coming up fast. So after work every night, not seeing my girlfriend (now wife) I was able to swap everything over just in time. After just a couple hours of sleep we were on our way to the 91 Nationals.

This Regal was so much better than the 78 because of the creature comforts of the Limited. That was the first time I checked the gas mileage and was pleasantly surprised at seeing 20 mpg plus on a few tanks.

Up to this time the car was a very reliable mid 12 second daily driver. Since my wife also raced it on the street, we decided that she should try it at the track. Since she had never done any racing with stickies on or off the track, we went on a street where a lot of racing used to take place. Lori brought up the rpm's and when the light changed to over green, she hit it. The car launched hard and then nothing. She let off right away so not to over rev the engine and coasted around a corner out of the way of traffic.

Blowing the trans was bad enough but the worst was when the car was being loaded on the flatbed, all the other racers from that area pull up asking what was wrong. Not a good night. Turned out the input shaft was in two pieces. So I had the transmission rebuilt locally with a stronger input shaft and upgraded internals. This time I broke it on the one two shift. By this time I had met Jimmy and I gave him my very broken transmission. Jimmy replaced almost everything inside and gave it back to me. Almost 20 years later and that same trans is in the car. My Regal has also been used for some TV pilots and a couple of movies. Most of the time the film with the car ends up on the cutting room floor, except for the last one I did. In the first five minutes of Formosa Betrayed, you can see my Regal.

New ideas and ways of doing things are welcome, contact Bob Nunes or any board member.

Director's Garage

Loyd Bonecutter

Now that income tax season is over, I have to get this late newsletter out. For the third newsletter in a row was lucky to receive a well written cover story from the owner, with great pictures. Our chapter is truly blessed with dedicated owners who really take care of their cars. I have seen Rob drive this Regal to a number of events including the GS National year after year. He

put this together before good parts were available for the TH200 4R that many of us use in our Gran Sports now that provides the best of fuel economy with the engine turning a reasonable RPM at highway speeds, yet have the gear ratio for the quick acceleration we love with the 455 torque.

Thank goodness we at a couple fine days this winter. Part of my dealing with the prolonged cold was

replacing the Blue Regal's heads with a set of iron Champion heads that I purchased from Paul DuBois putting it in racing form again., followed a month later by putting the AMP ported heads from the Blue Regal on the GN. The warm space for the work was at Harders' Garage making over the pit making the task much easier. A big thanks for Pete Van Tholen, Brian Hendrickson, Jeremy Race and Steve Van Byssum. Special thanks to Brian and Pete for the head torqueing that I cannot do without major pain the following day. Really glad for having these overdue projects complete. Hopefully the porting on the turbo wastegate will help prevent boost creep. Gotta keep the boost down Brian keeps saying.

The Christmas party was well attended. Thanks for all who let me know they were coming and making it. Weather could not have cooperated more. We had around 99 members with a few more who came that balanced those who said they were coming, but for some reason could not attend. The price for the meal went up quite a bit, so we either need to change venues or charge a bit more. Something to discuss at a future meeting. I wish to thank Steve Russo, Melanie Mauser, Barb Holda and Beth Andrews for really putting on a great event for us.

I missed the February meeting at Eastwood that Steve Pitts was kind enough to set up for us. From a number of you who attended, this was well received and something many members would like to do again.

Our March meeting on the 8th was the Chili contest at the Darien Park District. There were a number of great entries brought by our members. Wish to thank all who brought a Chili. Winner was Barb Holda, second place was Frank Jackowiak and third was Loyd Bonecutter. Please thank Cindy Garcia for arranging the room, Barb Holda for getting the prizes, Beth Andrews for the

ballets and Chili placeholders, Bob Nunes and Chris Gatch for getting the soda and coolers and Steve Kelly for all the extension cords. Great time.

The Cliff Bryan Memorial Dyno Session on April 11, 2015, was a great event. Many of us were there all day, to watch the insane power our cars have. Near noon we ordered pizza covering half the cost and asking who ever there to pitch in 5 dollars as many non-members were there. We provided the refreshments, thanks to Paul Brelie and Bob Nunes. Had the GN out and popped an exhaust gasket the first time out, so could not build more than 14 pounds of boost, but still made 354 hp on the chassis dyno. Am trying an E85 tune this summer to keep the detonation down, since I took the methanol injection system off. This time I am trying the Fel Pro 1400 (aka Blue) Performance Exhaust Manifold Gaskets.

This upcoming season should offer our racers a lot of selection. Joe Garcia has a series of races set up at our local tracks for our members to enjoy. The first is at Route 66 on May 9th. Got to love racing at Route 66, that is a fine track for our cars.

Since we are not offering the Midwest Buick Challenge this year, I am promoting the combined Buick Race Day and BPG Horsepower Nationals. From the difficulty many are having getting rooms there are a lot of up planning on going already. We have posted where to look for rooms on Facebook and on our Bulletin Board for those just now looking for rooms. Would like to see our Chicagoland Chapter out there in force. With the only other National event being the GS Nationals in October perhaps more of us can attend this great event that is only 270 miles on the tollroad from the Illinois border.

LEB

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

Classifieds

For sale: 1972 Buick Skylark Custom with 22,000 miles complete with many new parts in primer. Includes the Skylark Custom hood and GS Hood, with new dog house installed. Has the original 350 engine with turbhydromatic 350 transmission on open 8 ½ inch differential, plus there is an option to purchase an additional Buick 455 engine for the higher horsepower option. Includes replanted front bumper, and fair rear bumper. He has four 15 inch rally wheels and the front disk brake set up to install. \$5,000 firm without the 455 engine. Call Johnny Gribble at 630 441-3089 Located in Carpentersville

For sale: Dominator 950 cfm two circuit carburetor and a Quick Fuel 1050 cfm carburetor both new in box. Rich Fitzmaurice 708 301-7662 Located in Lockport.

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

Brake Pads for your Muscle Car

Before 1970, most brake shoes, and disc brake pads were made of an asbestos-based material, due to its ability to quickly dissipate heat and for durability. The use of these brake linings creates dust as a byproduct, and as we know breathing or ingesting asbestos dust is not a good thing. Therefore manufacturers have had to find acceptable replacement.

There are three basic types of replacement linings that fall into one of three categories: non-asbestos organic, semi-metallic or ceramic.

Non-asbestos linings were the first type used to replace the asbestos linings. These are made from organic fibers bonded by pressure and held in shape by a glue. Organic brake linings can be made from a combination of glass, Kevlar, Aramid cellulose (with coconut shell fiber being popular) and/or carbon. Non-asbestos linings will also have up to 10 to 20 percent metal (often brass) content in them, to dissipate heat while adding abrasiveness. These are the pads that add the most dust to those expensive wheels, but do not need to be heated to provide stopping power. Great for the commuter car, but not well suited for aggressive driving.

Semi-metallic have much higher metal content. Developed in the late 1970s and seeing use throughout the 1980s for disc brakes. This formulation uses less organic material and more than half metal particles. Materials include steel wool iron, or copper along with synthetic compounds including fillers, friction modifiers and graphite. Amount of dust was often increased but stopping power was increased with longevity sacrificed. Disk brake rotors life was reduced with the pad. Front brakes needed service more often than the organic drum brakes, in the rear.

There are metallic brake pads offered using sintered steel without any fillers or modifiers. Metallic pads are noisy and tough on rotors, but they are great for racing applications. Not for casual road use as you

cannot get them warm enough for driving around town. They are designed for high heat braking.

Ceramic brake pads are composed of clay and porcelain that is bonded to copper flakes and filaments that is fair for heat dissipation and metal to metal wear and ceramic fibers that provide rigidity and heat dissipation, with a vibration dampening bonus (resonate frequency higher than human ear). With heat contained within the pad they do tend to get hard that causes them to be tough on rotors.

One way to be sure you have identified a better brake pad for your car is to look at the FMSI friction level coding which is a common rating method for brake pads in the USA. This grading system uses letters indicating nominal friction level of the brake compound ranging from E to H. The best brake pads are the ones with the higher letter grade.

For automobiles the best brake pads usually have the G grade letter. This does not mean that brake pads with an E or F grade letter are not good brake pads, but the user should feel the brakes are slightly stronger when upgraded to G pads.

The grade letters can be found on the back of the brake pads and there are usually two letters, for example GF or FF or EE. The first letter indicates the nominal friction level when the brakes are cold and the second letter the brake effect that can be expected when the brakes are warm.

Ask to see any brake pads a jobber wishes to sell. If they do not have a friction grade letter the first thing to do is NOT to buy them as any brake pad factory not grading their pads should be considered doubtful.

To choose the brake pads that is appropriate for you, ask your supplier to tell you which friction code the pads carry that he offers you and compare it to the ones you have used in your vehicle.

Also remember every time you have your calipers apart make sure you clean and lubricate the sliding surfaces for full release of the brake pads from the rotor.

Our fearless Race Director – Joe Garcia has put together a fantastic Race schedule. The races are as follows”

- May 9th, CCGSCA Race #1 - Route 66 Raceway, Joliet Illinois (This is a SATURDAY)
- June 14th, CCGSCA Race #2 - Byron Dragway, Byron Illinois May change to June 28th
- July 12th CCGSCA Race #3 Byron Dragway, Byron Illinois
- July 26th CCGSCA Race #4, Great Lakes Dragway, Union Grove, Wisconsin
- August 30th, CCGSCA Race #5 Great Lakes Dragway, Union Grove Wisconsin



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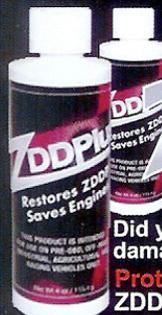
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FRIDAY, MAY 29, 2015 Track open 8:30 AM—4:30 PM

Time Trials—All Day

BCO—Qualifying and Eliminations

Turbo Heads Up -Time Trials and Qualifying

Finishline Furious Four Qualifying and Eliminations

Gamblers Race

\$35 Car and Driver

Spectators \$15 each Children (6 - 12)—\$5 each Vendors \$35

Friday Night Track Test n Tune 5:00 PM—11:00 PM

Race or Watch \$12 Child (6-12) \$5

Saturday, May 30, 2015

All Buick Car Show sponsored by the Buick Performance Group

at Arby's Norwalk..11 AM

Regular Track Day—Kid's Night - ACCEL Super Series - Junior Dragster Challenge

8:00 AM –Open Eliminations –6:00 PM

25th Annual Buick Race Day

Sunday, May 31, 2015

Track opens at 8:30 AM

Time Trials—All Day

Quick 16 · Turbo Heads Up · Renegade

Two qualifying sessions each

Eliminations at Noon

Finishline Furious Four (Buick powered only)

Quick 16 (Buick powered only)

Turbo Heads Up

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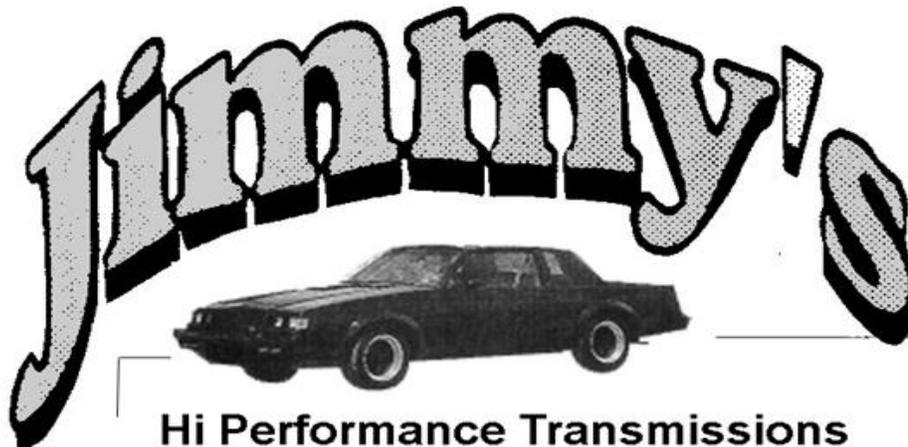
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