



Newsletter
 Volume 24
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 August 2011

Minnesota Grand National and T-Type Association



AUGUST MEETING - The next MGNTA meeting will be held at the Minnetonka Drive-in, 4658 Shoreline Drive, Spring Park, MN on Thursday, August 25, 2010 at 7:00 pm, 952-471-9383

Notes From the Editor

- ◆ The below photo is from our July meeting at Tom Shea's house. Even with the potential of bad weather, we had a great turnout of MGNTA members and Turbo Regals. The photo below includes 23 members, but there must have been another 1/2 dozen or more who missed out on the photo. Page 3 shows another photo with 11 Turbo Regals in Tom's driveway. It was a great photo op! The meeting was great and the food was fantastic, thanks to Tom Rhude running the grill as usual.
- ◆ I didn't get a club member of the month for the 2nd month in a row. If you would like to share your story with your fellow club members, please let me know before I tap you on the shoulder and put you on the spot. Thanks!
- ◆ This newsletter is a resource to all our club members, let me know if you have anything you want to share with your fellow members, if you are going to any particular car shows or events, or if you have listings for the For Sale section.



MGNTA Club Officers

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President's Post

By Tom Shea



Our next meeting will be Thursday August 25th, 7 pm at the Minnetonka drive in. This year's remaining meeting schedule is set as follows. August-Minnetonka, September-Dan's, October-JR's, November-Fudds Feed, December-No meeting.

There were about 30 members at the July meeting at my house. We had burgers and brats on the grill and plenty of refreshments, courtesy of the club. There was even a fire later. The weather was very hot and humid. It was threatening rain and severe later, not uncommon this time of year. Despite the weather, I think a good time was had by all.

Even though the weather was threatening, we had 11 daring members show up with their TRs. We took a group shot in front of my house. Curt will include a copy in this newsletter.

There was some question about the joint event with the Tomahawk Pontiac club at Grove Creek drag strip. The remaining "good deal (Street Car Nights) dates" have been cancelled due to low attendance. I talked to the committee chairs and they indicated that the \$15 lower price was not a consideration, but there were other concerns. There are several other dates for those who are interested, whether or not it is an actual club event. Jaysen Cook and Kevin Ghiloni are the chairmen of this committee. Todd Lewis is our Pontiac club contact.

A few large open events are as follows. Summer Spectacular, 8/27/11, Dakota Co Fair grnds. Jesse James, 9/10/11, Northfield. All Buick, 9/17/11, Stillwater Motors. Midwest Swap, 10/2/11, St. Fair grnds. The GS Nationals, the first planned and scheduled time in the fall since many years ago, October 19 thru 22. Last year was the actual first recent but non planned year, a re-schedule from the spring floods.

Still no report from the summer Cruise committee. It was suggested that we make a loop to Redwing MN down highway 61 on the MN side of the Mississippi and then return on the Wisconsin side on hwy 35. There is a place to stop at about the 1/2 way point. I think it's called the Chik-N-Shak. It's reported to be just across the bridge from Red Wing MN on the Wisconsin side. I've been told that they have a good sized lot for gathering our cars and the food and prices are not bad. We have not yet heard back from that

committee. Jaysen is our contact with the Ford club for that, he will let us know as it unfolds.

I talked with Rich Lasseter (the G.S.C.A. president) recently. He is pleased with the new dates for the nationals. That is the later part of the week leading up to and Saturday 10/22/11. He is looking forward to some interesting performances. He mentioned that Ken Duttweiler would be in attendance. Ken has a 2000 HP V6.

This should be a great time for the weather down in beautiful Bowling Green Kentucky. For those of you that have not yet checked it out, it's worth using some vacation time for. I hope at least a few of our members attend. I'm pretty sure I won't be able, although I am putting off the decision to the last minute in hopes of things working out better than it looks for me right now.

The Corvette assembly plant is in Bowling Green. Plan for a tour earlier in the week, hopefully there won't be a rain day, but if there is that's a great alternate.

In regards to the G.S.C.A. I see that they published the article that Rich had requested I write about Ev Beson. Rich likes that kind of personal interest stuff and had previously requested an article about Ev, which was published years ago. Ev was a pretty interesting guy, and there was more than just a little substance to refer to. We will all miss him.

I would like to remind club members that Dennis Kirban sends out an e-mail to those interested on a regular basis. He has interesting news and rare parts for sale. If you are interested, but are not receiving it. Send Dennis a request. Kirbanperformance.com is their web site where you can find many TR products as well as a classifieds section with both cars and parts.

Speaking of cars for sale. Ev's car and Clem's car are still both for sale. They both have a wealth of new parts including engines, trans and other goodies. It would be nice to see these cars find a new home locally.

Tech:

I recently had Dave Keohne's car in my shop. We installed rear control arms. The arms were good



President's Post (continued)

quality and inexpensive compared to what could have been spent. We also installed a pair of instant center relocating brackets. They are similar to a leaf spring shackle in that they relocate the rear of the lower control arm to a lower position. They differ since they do not raise the car body height.

I was pleased with the fit of the arms. I was disappointed with the fit of the brackets. They were designed for the smaller 7.5 inch rear found under other G body cars of our vintage. Our cars have an 8.5 inch rear. Needless to say, there was additional work (Fabricating) to get these bars to fit properly.

Dave chose the adjustable upper control arms on my recommendation. They allow for proper adjustment of the important pinion angle. This is simply the included downward angle of the rear end after allowing for the equalizing effect of the front and rear u joint yoke angles. Sounds simple, but many do not understand the basic principle.

Example. Front yoke, 3 down towards rear.

Rear yoke, 2 up towards front. This is one degree down, (total included angle). The downward angle allows for slack and deflection of bushings under stress from applied power. The idea is to end up with equal and opposite angles that in effect cancel each other out and mimic a straight driveshaft connection between front and rear yokes. If the rear rotates 1 degree up on load then the pre-load of 1 down was the proper setting.

Instant center is an imaginary point that is located at the intersection of the two imaginary planes that extend forward through the mounting points (bushing bolts) of the rear control arms. This point can be adjusted rearward by lowering the rear mounting point of the lower arms or raising the rear mounting points of the uppers. The levering action that accompanies acceleration from stop has a greater traction enhancing effect the farther back the imaginary point is relocated.

Traction is one of the major handicaps that we face with our cars. Getting the most help from our rear suspension is something that comes with little compro-





President's Post (continued)

mise. There is always some compromise when modifying. Some components modified for handling may cause a disadvantageous change for standing start acceleration. One component that I think is good for both is a larger rear sway bar. There are a couple of styles to choose from. One is about 3 times the price of the other. I'm not convinced that the bang for the buck is equal.

I have Gary Lolling's Camaro in my shop. He has a fuel system problem. Gary's car is an older Camaro, but it does have a port fuel injection system similar to ours. Fuel systems are kind of my specialty, so I thought I might be able to help.

Fuel systems are fairly simple in concept, but do have some aspects that can be difficult. I like a system that is engineered to be capable of delivering more than the required amount at maximum engine output. This can cause some special concerns in itself.

One thing that I would like to stress is that a slightly inadequate fuel system is far worse than one that fails entirely. Running lean is just about the worst thing that you can do in terms of the risk for damage.

One of the best ways to avoid fuel delivery, (potentially engine damaging), problems is with the help of a scan tool. ScanMasters have the ability to give you an idea of the current health of your fuel system. This is not the only scan tool, but it is a very user friendly tool.

I urge fellow TR owners to be aware of what is going on under the hood. It may help you avoid an expensive visit to my shop.

Keep well informed about the operation of your TR and it will reward you with well behaved manners, sparkling performance and long life.

Happy Trails!





2011 NAPA Auto Parts Show & Go Results

Muscle Car Series lights up 2011 Show & Go; Superbikes compete on the BIR road course

(July 3, 2010) - If you were looking for Dean and Mike Bauerly today, you could find them in Brainerd International Raceway's Winner Circle, having a family reunion of sorts.

Mike Bauerly and his son, Dean, spent some time there together, hoisting first-place trophies after winning the Outlaw and Pro Outlaw classes, respectively, during the 25th Annual NAPA Auto Parts Show & Go. They were among 400 drivers who competed in this year's Show & Go, which was a Dual Event Weekend with the Central Roadracing Association's Superbike Racing on BIR's 2.5-mile Competition Road Course. As is tradition, the Show & Go also featured a classic car show Saturday, a spectacular fireworks display, live music and kids' games. For results of the CRA Superbike Racing, [click here](#). The Bauerlys typically have two of the fastest cars in the "fast five" classes (Pro Outlaw, Outlaw, King Street, Real Street and True Street) that make up the Muscle Car Series. And those two cars were unbeatable this weekend during the second race in the three-



race Muscle Car Series. The series' third and final race is Labor Day weekend during the 23rd Annual Muscle Car Shootout, which is when series champions will be crowned.

Dean Bauerly was the No. 1 qualifier entering Sunday's elimination rounds and then was the only car in the field to break the 7-second mark on Sunday. He ran 6.995 and 6.999 in two of the three elimination rounds, and flirted with 200 mph. Those kinds of numbers were unmatched by anyone, including Craig Braun, who lost to Bauerly in the finals by less than 1/10th of a second, despite beating him off the start-

ing line. Bauerly ran 6.999 seconds and 197.91 mph to Braun's 7.099 seconds and 195.59 mph. Meanwhile, the senior Bauerly was wracking up impressive numbers in the Outlaw Class. Entering Sunday, Mike Bauerly was the No. 1 qualifier with the top speed: 202.45 mph. After run-





2011 NAPA Auto Parts Show & Go Results (continued)

ning unopposed in the first elimination round, Bauerly's times in the next three rounds were 6.874, 6.883 and 6.889 seconds, with speeds of 202.03, 202.15 and 201.31 mph. In the finals, Bauerly faced Paul Gibbs, who had been running about one second and 40 mph slower than Bauerly but still won his way to the finals, where he handed Bauerly the win when his car malfunctioned.

This year's race featured three repeat winners: Brian Mahnke in King Street, Todd Malik in Real Street Natural and Charlie Todd in the 11.50 Index Class. Mahnke, who won last year's Show & Go and went on to claim the series championship in King Street, continued to show his dominance in that class this weekend even though Dick Fulton claimed the No. 1 qualifier position heading into today's eliminations with a qualifying time of 7.939 seconds and 173.78 mph. The two drivers met up in the finals, where Mahnke was a hair quicker off the starting line and a tad faster down the track, winning with a time of 7.921 seconds and 174.75 mph to Fulton's 7.955 seconds and 173.56 mph.

n Real Street Natural, Malik is the driver to beat. He won last year's Show & Go as well as the series championship, and then beat the No. 1 qualifier today, Matt Sathre, to repeat as Show & Go winner. Sathre was

the No. 1 qualifier and finished the weekend with the lowest time - a sizzling 8.606 seconds - and the top speed, 154.46 mph. But Malik beat Sathre decisively off the starting line and earned the win with a 9.225-second run to Sathre's 9.152 seconds.

The Show & Go included 10 Index classes, starting at 9.50 seconds and increasing by .5 seconds up to 14.00 seconds. Drivers must get as close to their index time as possible without going faster. After all the Index classes were decided, the 10 winners were paired up for a run-off to determine the Index Class Champion - the best of the best. In the end, a familiar face outlasted the field. Gary Olson, who won the 12.00 Index and was crowned Index Class Champion during last year's Muscle Car Shootout, beat Charlie Todd, the winner of the 11.50 Index Class, in the finals for the championship.

[Click here](#) for standings of the fast five classes.

Again, the final race in the Muscle Car Series is Labor Day weekend (Sept. 2-4) during the 23rd Annual Muscle Car Shootout.





For Sale

1986 Buick Regal T-Type with Stage 2 Motor

This one has all the good stuff and is Rosewood color. The motor has just been rebuilt by expert motor builder (Mike Laciura, Wildcat Performance in Adel, GA). This motor was featured in the Tom Shea, engine build article in the Sept / Oct and Nov / Dec 2007 GS Extra.

The transmission has just been freshened and upgraded with hardened parts by Master Transmission in Rosemount MN. It has a high stall non lock-up converter.

The car has a second fuel system for race fuel. This is a TSR fuel system that is switchable from the driver's seat.

This car has all of the HP components that you would expect on a high end performance TR. It puts on a good appearance and runs well. Everything works.

Car specs are:

274 CID Stage 2 Buick MotorSports Racing motor (driven less than 2000 miles)

Buick Motorsports "Stroker" Crank

New hydraulic roller cam, 214, GSCA club cam made by Reed Cams

M&A heads

New GT 70 turbo from Limit Engineering

C-Com FAST bank to bank ECU (I'm including laptop PC for tuning)

84 LB injectors (cleaned and flowed)

3500 stall converter and a 2004R transmission with hardened parts

Main in-tank pump with Kenne-Bell booster

TSR Racing Fuel System in Trunk with new Magna-Fuel 4301 pump

Switchable for main to racing fuel pumps from inside car

New Main Fuel Pump

Enhance oiling system

New Spark booster

All gauges

All options

3.5" Down pipe with single 3" exhaust (low restriction muffler)

Front mounted intercooler

New Twin waste gates

Air Conditioner just serviced

Car comes 2 drag radial on T-Type wheels, 2 D.O.T. slicks on T-Type wheels, 4 radials on T-Type wheels, two extra radials, and 1 compact spare.

Note: New parts are parts that have less than 2 thousand miles on them.

Car has all options and completely streetable. This is a fun car. Car located in the Minneapolis area. Will sell for \$18,900.

Contact Bob Schmitt 612-308-6445 (cell)

robert.schmitt@q.com

Can send pics



For Sale

For Sale: Nice Grand National, 23K miles, runs great due to the tune from Tom Shea, \$25,000, call Gary Bistodeau, 612-940-5940

For Sale: 1987 WE4 Turbo Regal, 44,000 miles, all original condition, asking \$13,000, all Jack Pendi-zamas, 763-878-1420

For Sale: 1987 Grand National, highly modified, 35,000 miles showing on the replacement GNX style dash, Engine, aluminum heads, not numbers matching but fairly fresh as is the transmission, overall good condition, this is the late Everett Beson's car, taking offers, contact Tom Shea, 952-892-5669

For Sale: 1987 Buick Regal T-Type, with T-Tops, 4 new tires, new hyd roller cam, new turbo, alcohol injections system, totally rebuilt engine and transmission, this is a fast driver, AC and cruise works, V6 turbo charged intercooled, runs on pump gas, sub 12 second car, \$12,900 or best offer, call Clem Crowley, 612-619-7833



Car shows and MGNTA Events



- ◆ August 22, 2011 - Monday night cruise night to the Mermaid, Mounds View, MN 7pm Free
- ◆ August 23, 2011 - Coon Rapids American Legion Car Show, 5pm
- ◆ [August 25, 2011 - August MGNTA meeting at the Minnetonka Drive In, Spring Park, MN](#)
- ◆ August 27, 2011 - Cars under the Stars, Suburban Chev, Eden Prairie, MN, 5:00 pm
- ◆ August 27, 2011 - Al baker's Restaurant Classic Car Show, 5pm, Eagan, MN
- ◆ August 27, 2011 - Summer Spectacular Car Show, Dakota County Fair Grounds, Farmington, MN
- ◆ August 27, 2011 - Raschke Family 4th Annual Burnout contest & car show, Vadnais Heights. 2:30
- ◆ August 27, 2011 - Blondies Tavern Saturday Cruise in, 6pm, Farmington, MN
- ◆ August 28th, 2011 - Wheels of Italy, Calhoun Executive Center, Minneapolis, MN, 10am
- ◆ August 28, 2011 - Bobby and Steve's Autoworld car show, Columbia Heights, MN 10:00am, free
- ◆ September 2, 21011 - BIR Muscle Car Shoot-out, Brainerd, MN
- ◆ September 3, 2011 - Top 5 Trophy Car Show, The Lookout Bar & Grill, Maple Grove, MN 12:00
- ◆ September 3, 2011 - Historic Hastings Saturday Night Cruise In
- ◆ September 4, 2011 - 44th annual Twin City Collector Car Show and Swap Meet, Blain, MN, 8am
- ◆ September 4, 2011 - Lazy Bastard's Hot Rod Reunion, 10am, Eagles Club, 2507 E 25th, Mpls
- ◆ September 5, 2011 - Blacksmith Lounge, Hugo, 11th Annual Labor Day Orphan and Still-made Car show, 8am
- ◆ September 5, 2011 - Cars and Café', First Sat. of the month, AutoMotorPlex, Chanhassen, 8 to 11am
- ◆ September 8, 2011 - Burnsville Fire Munster Car Show, 5pm, Burnsville, Mn
- ◆ September 10, 2011 - 10th Annual Tomahawk Car Show at Valley Automotive Group, Apple Valley, MN
- ◆ September 10, 2011 - Anoka Classic Car show, 5pm, Downtown Anoka, MN
- ◆ September 11, 2011 - Duluth Garfield Ave Time Trials and Car show, 9am, Duluth, MN
- ◆ September 17, 2011 - All Buick Show at Stillwater Motors, Hosted by the Fireball Chapter BCA, Stillwater, MN
- ◆ September 17, 2011 - Historic Hastings Saturday Night Cruise In
- ◆ September 18, 2011 - Firefighters Benefit Car Show, Brooklyn Park, Old Knox Lumber building across from Wagners Drive in, 11:00 am
- ◆ [September 24, 2011, Saturday - September MGNTA meeting at Dan Weissmann's house in North Branch, MN](#)
- ◆ October 3, 2011 - Cars and Café', First Sat. of the month at AutoMotorPlex, Chanhassen, 8 to 11am
- ◆ October 19 - 22, 2011 - Gran Sport Club of America Nationals, Bowling Green, KY
- ◆ [October 27, 2011 - October MGNTA meeting at J.R.'s shop in New Hope, MN](#)
- ◆ November 7, 2011 - Cars and Café' at AutoMotorPlex, Chanhassen, 8 to 11am
- ◆ [November 29, 2011 - November MGNTA meeting at Fuddruckers Restaurant, Bloomington, MN](#)



Buick & GMC Open House at Walser Buick GMC

Well the brochure that Buick sent to my Facebook page said “Drive the new Regal Turbo, interact with Buick Executives, meet with Buick Engineers”, I thought that sounded pretty good so I stopped into Walser Buick GMC on Saturday, August 20th to check it out.

First I registered for the door prizes, registered for the test drives, took a breathalyzer test (yes I passed at 1 in the afternoon, but you never know how much Friday night residual was still there), then I had a great lunch that was catered by Lunds/Byerlys.

Next I took a test drive with the new 2011 Regal Turbo. This one was an automatic, I think a manual shift would have been more fun, as would the drive had been if the sales rep didn't have to ride with me. Its hard to get the real feel for the car when they want to keep you on 30mph roads, but is was still a great ride.

Turns out Buick will be offering two different Regal Turbo's, The one I drove had a T badge, pretty cool I thought, but they said the T stands for Touring. The other was roped off in the showroom, this one was called the Regal GS. The GS won't be available for sale (and test drive) until this fall sometime. Both are 2.0 litre 4 Cylinder DOHC Intercooled Turbo cars, but here are the details:

Regal Turbo: 220 hp, 260 lb-ft of torque with dual scroll turbo, but no boost gauge.

Regal GS: 270 hp, 295 lb-ft of torque, 3 inch exhaust, 20 psi boost, 6-speed manual, 20 inch wheels, Brembo brakes, but still no boost gauge.

By the way, I never say and Buick Executives or Engineers, they must have been on their lunch break.



16163 Logarto Lane
Lakeville, MN 55044

See ya at the Minnetonka Drive-in

FIRST CLASS MAIL

TO:



Directions to the Minnetonka Drive-in

Address:

4658 Shoreline Drive
Spring Park, MN

Phone:

952-471-9383

- ◆ From west bound 394 toward Wayzata
- ◆ Take the County Road 15 West exit
- ◆ Follow 7.5 miles
- ◆ Mtkka Drive-in on right side of road

