

Newsletter  
Volume 24  
Issue 2  
June 2011

## Minnesota Grand National and T-Type Association



**JUNE MEETING** - The next MGNTA meeting will be held at Wagners Drive-in, 7000 West Broadway Ave, Brooklyn Park, MN on Thursday, June 30, 2010 at 7:00 pm, 763-533-8262

### Notes From the Editor

- ◆ The below photo from our first meeting at The Pizza Shop in West St. Paul. I think it was a great location, the food was excellent and prices were good too! Thursdays are their normal cruise night so there were a lot a cars to look at. At first we gathered our cars across the street but then moved them over to the main parking lot as the crowd started to thin out.
- ◆ Thanks to Brad Netzloff for his contribution to this newsletter, look for his Member of the Month story on page 5.
- ◆ 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

Tom Shea	President	952-892-5669	ttshea@charter.net	Lakeville
Roger Flint	Vice President	952-426-2465	reflint@comcast.net	Bloomington
Tom Rhude	Treasurer	651-653-9169	trhude@q.com	White Bear Lake
Abe Shoberg	Web Master	612-387-4013	webmaster@mgnta.com	Bloomington
Curt Carlson	Newsletter Editor	952-201-0759	curtc@comcast.net	Maple Grove



## President's Post

By Tom Shea



Our next meeting will be Thursday June 30<sup>th</sup> at 7 PM at Wagner's drive in restaurant, 7000 West Broadway Ave, Brooklyn Park, MN. 763-533-8262.

There were about a dozen members at the May meeting at "The Pizza Shop" in West St. Paul. There were several friends of the club there as well.

Jaysen's friend Frank mentioned that the "Blue Oval Crew" his Ford club would be interested in collaborating on a cruise. Jaysen will chair that committee.

This year's remaining meetings schedule is set as follows. June-Wagner's, July-My place, August-Minnetonka, September-Dan's, October-JR's, November-Fudds Feed, December-No meeting.

A few large open events are as follows:

- ◆ Back to the 50s, 6/17/11, St Fair grnds
- ◆ Lakeville Pan-O-Prog, 7/9/11, Main St Lakeville
- ◆ Car Craft Summer cruise, July 21, 22, 23, St Fair
- ◆ Muscle Car Classic, 8/7/11, Eden Prairie
- ◆ Summer Spectacular, 8/27/11, Dakota Co Fair

- ◆ Jesse James, 9/10/11, Northfield
- ◆ All Buick, 9/17/11, Stillwater Motors
- ◆ Midwest Swap, 10/2/11, St. Fair grnds
- ◆ The GS Nationals, first planned and scheduled time in the Fall, October 19 thru 22. Last year was a re-schedule from the spring floods.

We talked about the May meeting location staying at the Pizza Shop for next year as well. There were no objections. Unless something comes up we will continue to have the May meeting there.

The Pizza Shop has appeal to me for the same reason that the Minnetonka drive in does. There were lots of cool cars and motorcycles there. It is a regular Thursday night gathering place for motor heads and in my opinion appropriate for our meeting. I saw people, cars and bikes there that I hadn't seen in years. It's nice to be able have this variety. The food wasn't bad either, and the prices were good as well.

Wagner's Drive In. Jim Wagner has the ability to show outside movies at his drive in. He is a real nice guy and likes to do this kind of thing. Our meeting





## President's Post (continued)



committee has not yet come up with any changes to the Thursday night meeting scheduled there. This means that the night remains as previously scheduled for the last Thursday in June, and will not be moved to the last Saturday in June as discussed. The club's policy is to have the meeting location and time set no later than the previous meeting. We made an exception to this at the May meeting due to the possibility of the committee being able to arrange something for the June meeting, between then and the time the newsletter comes out. It's too late now since this is the newsletter. Maybe next year we can have the committee, explore these options in advance.

There was talk of a possible cruise this summer. 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.

Tech. I have recently come across 2 cars with problems due to relays. Both Ev's and Lanny's cars have had relay failures. Ev's was the aftermarket fuel pump relay and Lanny's was both the stock fan relays. These parts are readily available. The aftermarket 30

amp automotive relays can be found just about anywhere including Radio Shak. The correct original equipment replacement GM relays for Lanny's fan were a Casper's Electronics sourced part.

I have another car in my shop right now that has intermittent problems. This may be due to poor connections. These cars are now well over 20 years old. Over time connections can get loose and or poor from exposure to moisture from something as common as humidity in the air.

The electrical systems all depend on good connections. Chasing down gremlins from this kind of condition is time consuming and frustrating. The best thing is to try to avoid it in the first place. Use silicone to seal solder and crimp connections, and then shrink tubing. Use Silicone Di-electric (tune up grease) on connections that may be subject to later disassembly. This will work on spark plug wires at both ends and the terminals they attach to, as well as spade connections. If upon inspection a connection doesn't look perfect, either clean and seal it or replace and seal it. You will be doing yourself a favor in the long run.

I have noticed that over time these cars seem to accumulate a lot of extra electrical circuits. These should be neatly laid out with easy to follow and trace circuitry. If they are not that simple, there should be a schematic in the car with copies secured elsewhere. Labeling the wires is also not a bad idea. The time it takes someone to address a problem will be greatly



## **President's Post (continued)**

lessened by this simple precaution. We all probably have aftermarket connections and relays under the hood as well as under the dash. These can add up in a hurry and become a rat's nest of extra wiring. The under dash wiring is subject to being accidentally kicked loose and the under hood stuff is subject to more weather related concerns.

Connections should be carefully thought out. The circuits should be fused as close as possible to the source of power connection. Grounds are just as important as the power side. Electricity runs in a loop and needs both the positive and negative sides to be balanced and well connected. The car body is the ground path, NOT the frame. Added circuits should avoid trying to use the frame for grounds. Grounds to the car body should be sealed with silicone, either RTV or Di-electric grease.

Relays are a simple electro-mechanical component. There is a small electro magnet that moves the contacts inside. Both the magnet and the contacts can become degraded over time. Finally the relay will fail, sometimes intermittently instead of outright. Intermittent electrical problems are a nightmare! They won't always exhibit themselves when they are being inspected for diagnosis of a problem. These types of malfunctions require a very thorough and systematic approach that includes completely checking the entire circuit as well as the mechanical components that they control. This is both time consuming and expensive!

I have had 3 cars in my shop in the last month that had electrical problems. One is still there, with an intermittent problem. I have already spent hours straightening out wiring under the hood. This is a work in progress.

I suggest that some time be spent inspecting and straightening out your additional wiring. Check connections including grounds. Err towards the side of caution in terms of deciding whether or not to replace them. Use silicone sealers as well as shrink tubing for under hood connections. Make schematics with redundant copies. Consider labeling the added wires. All of this might save you from a very frustrating experience.

The thing about this is you won't really know it if you did avoid problems. That's better than knowing for sure that you have them and have to go through the trouble of dealing with it. Remember that this ounce of prevention could be worth a pound of cure later when it's time to be enjoying your toy, instead of having it down for service.

Cleaning and straightening stuff under the hood and under the dash makes sense in more than one way. The appearance of the area is enhanced greatly. Sometimes we might forget what our engine compartments and even under dash looks like to a fresh pair of eyes. We may be used to seeing all of that wiring there. Having it as neat and organized as possible will probably make a better impression on fellow enthusiasts and also show judges. Let's put our best foot forward in presenting a good appearance all around.

I do have an ulterior motive. I would also like to avoid the kind of hair pulling frustration associated with chasing down electrical problems for those that come to my shop for help. So please consider trying to help both yourself and me by doing some preventative maintenance. Good luck. Call me for tech.





## Spotlight Member of the Month - Brad Netzloff

Hi my name is Brad Netzloff. I got into Grand Nationals by accident. I always liked cars. My 2<sup>nd</sup> car was a 71 Buick GS. I got it because it was different. Everyone else had Chevelle's and Camero's. Then I sold that and went to other cars like Road Runners, Trans Ams and a 71 Monti SS 454. Then I built an 84 Chev 4x4 truck with 42" Super-Swampers. Then I went back to cars.

In 1995 I was looking for a Monte SS in Auto Trader, but I saw a car that looked similar to a Monte SS so I went to look at it. I had no idea what it was, but it turned out to be an 86 Grand National with T-Tops. I drove it and I loved its smooth acceleration. So I bought it. A friend of mine asked me if I bought the right one (which meant an 86 or 87). He knew these were the better years. I told him it was an 86. He said awesome. Then I took it to Porky's. There I met JR and Tom Shea. I would listen to them talk about the GN. It was very interesting. As I drove it around I enjoyed racing and beating V8's. I had it for about 4 years. I had to sell it for financial reasons, but I said someday I will have one again.

So time went by. I was going to car shows every now and then. Every time I saw a Buick GN I got a little excited. So I looked on the internet for them for a few years. Not having any luck, then 1 day I went to Princeton Fair Grounds to buy trees. I happen to see a GN at a car dealer downtown Princeton. So I called my wife and told her about it. We went and looked at it. It had 90,000 miles. But no one was there, so I had to wait to test drive it. Once I got in and drove it, I knew right then I had to have it. So I sold my Harley Softail and that same day I bought the Buick GN. It happened to be 2 months after my 50<sup>th</sup> birthday. I couldn't ask for anything better.

So now I finally got to join MGNTA which I wanted to do in 1995 but I worked nights. I enjoy going to car shows and showing my car to people that don't get a chance to see them very often. I still think a GN is one of the greatest cars ever built. Thanks to my wife and luck I get to enjoy one again.





## Spotlight Member—Brad Netzloff (continued)





## Introducing: Midwest Auto FX

For the past three years, the MGNTA has been fortunate enough to hold one of our summer meetings at the Ultimate Electronics Installation Shop in Roseville, MN. This was a great facility to hold our May meetings because it offered us both indoor and outdoor options in case the spring weather was bad.

We were able to use this location because my brother-in-law, Tom Lininger, was the Installation Manager for this location. I say “was” because Ultimate Electronics filed for bankruptcy back in February and consequently, they choose to close all of their stores. This meant a lot of good people lost their jobs. Below (and to the right) is a photo of the MGNTA presenting a plaque to Tom Lininger as a “thank-you” for allowing us to use his facility.

Since many of the MGNTA members got to know Tom over the past three years, I thought I’d give you an update on how he is doing.

The good news is that Tom and a couple other past Ultimate installers have opened a new shop. It is called Midwest Auto FX. They are specializing in custom car audio, security, video, and accessories. The new shop is located very close to the Ultimate shop in Roseville (just a few blocks away). They are just now getting their doors open and they spent a lot of time this past weekend at the “Back-to-the-50’s” show, distributing fliers in the cars they have worked on in the past.



Their contact info is:

1925 Oakcrest Ave, Suite #9  
Roseville, MN 55113  
651-493-0951

tlininger@midwestautofx.com

Their website will be set up soon:

www.midwestautofx.com

But in the mean time, I encourage you to visit and “like” their facebook page. On Facebook, just search for Midwest Auto FX and click “like”

I’m sure we all wish Tom and his crew the best of luck in their new venture!

## 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 Pendizamas, 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

## Wanted





## Car shows and MGNTA Events



- ◆ June 24, 2011 - Arrow Buick GMC food shelf car show, Inver Grove Heights, MN
- ◆ June 25, 2011 - World of Outlaws sprint car races at the Princeton Speedway, Princeton, MN
- ◆ [June 30, 2011 - June MGNTA meeting , Wagner's Drive In, Brooklyn Park, MN](#)
- ◆ July 1, 2011 - BIR Show and Go car Show, Brainerd International Raceway, Brainerd, MN
- ◆ July 4, 2011 - Cars and Café', First Saturday of the month at AutoMotorPlex, Chanhassen, 8 to 11am
- ◆ July 9, 2011 - 6th Annual Samaritan Tire Car Show, Minnetonka, MN, 11am
- ◆ July 9, 2011 - The Summer Night Car & Truck Show, Wally McCarthy Auto, Coon Rapids, 6pm
- ◆ July 10, 2011 - American Muscle car show, 10am, Jimmy's Food & Drink, Vadnais Heights, MN
- ◆ July 16, 2011 - 27th Annual Midwest Drag Racers Association car show and swap meet, Ellingson Car Museum, Rogers, MN
- ◆ July 22 - 24, 2011 - Car Craft Summer Nationals, MN State Fair Grounds, St. Paul, MN
- ◆ [July 30, 2011, Saturday - July MGNTA meeting at Tom Shea's house, Lakeville, MN](#)
- ◆ July 29 - 31, 2011 - Buick Performance Group Nationals, Hebron, Ohio
- ◆ August 1, 2011 - Cars and Café', First Sat. of the month at AutoMotorPlex, Chanhassen, 8 to 11am
- ◆ August 6, 2011 - Sweet Summer Nights car show, Luther Chev, Brooklyn Center, MN 7:00pm
- ◆ August 13, 2011 - Cars under the Stars, Village Chev, Wayzata, MN, 7:00 pm
- ◆ August 21, 2011 - Bobby and Steve Autoworld car show, 2pm, Lino Lakes, MN
- ◆ [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 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
- ◆ September 5, 2011 - Cars and Café', First Sat. of the month, AutoMotorPlex, Chanhassen, 8 to 11am
- ◆ September 10, 2011 - 10th Annual Tomahawk Car Show at Valley Automotive Group, Apple Valley, MN
- ◆ September 17, 2011 - All Buick Show at Stillwater Motors, Hosted by the Fireball Chapter BCA, Stillwater, MN
- ◆ [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 Fuddrucker's Restaurant, Bloomington, MN](#)



## Going Fast with Class—Everett Beson

*If you are a member of the GSCA (Buick GS Club of America), then you might see this article in the near future in the GS X-tra newsletter. This article was written by Tom Shea and submitted to Richard Lasseter of the GSCA. I think it is very important for us to remember people like Everett Beson, people who have significantly contributed to our club and our hobby.*

*Curt Carlson*

Ev Beson passed away this spring. He was 89 years old on Valentine's Day this year of 2011. He was anticipating another year of enjoying his 10 second recipe GN. He called me the week before and arranged to get it over to my shop for a look over. I was pretty busy but I can't say no to him. He had a transmission problem that I jobbed out. I would do some testing when I got it back. That was the conversation we had just a couple of days before he died.

Ev and I go back a long way. He and I had similar cars that went through a similar evolution at the same time. Back in the day he was the oldest guy in our local club, the Minnesota Grand National & T-Type Association. I believe he was one of the oldest if not the oldest in the national club the GSCA.

I helped Ev write an article for The GS Extra a few years back. Rich Lasseter requested a human interest piece since EV was not only uniquely old for this sport of drag racing, but also due to his interesting background.

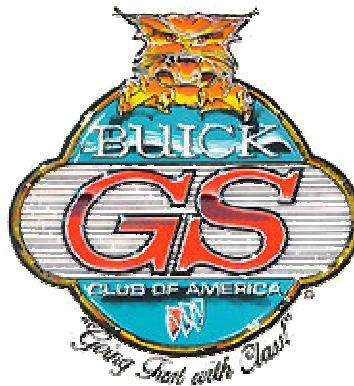
Ev was an Air Force Colonel (retired) and a mechanical engineer. He had been involved with the first project developing the manned space capsules. This involved high altitude balloon testing for the environmental data. He rubbed shoulders with the likes of "The Fastest Man on Earth" at that time, (600 mph rocket sled ride!) Col. John Stapp MD. He worked alongside of these guys as peers, hand in hand. Ev was a very special guy!

I met Ev at one of our local club's drag race days. He was about the same age as my fa-

ther, as some assumed he was when they saw us together. At the time we had similar cars and lived in Minneapolis MN not far away from each other. I had a small shop and he would come over to work on his car. He liked the idea of getting right in there and seeing exactly what was what. He was a wealth of technical knowledge due to his engineering background.

Over the course of the following years both of our cars went through the expected upgrades and were similar in performance, at least at first. We became good at trying to avoid the "Roll Bar Rule" consequences. We would leave easy and work on our MPH, since that was at 135 for the rule and we weren't too close. We would sometimes leave hard and then let off, but that was pretty obvious. I had a switch to cut out my brake lights. That didn't fool many. We would sometimes get warned, but usually it would be at or near the end of the day when we were close to done anyways. By the time the NHRA changed the rule to 11.5 from 12.0 it still didn't matter since we were capable of breaking that all along, right from the earliest times.

Ev and I had fun going to the local tracks and even the GS Nationals a few times. We didn't bring our cars to the "Nationals" after the first couple of times. There was too much to see and possibly miss if you were trying to attend to the business of showing or racing. I have to say that the "Nationals" was the best fun and the most bang for the buck. By "Bang for the Buck" I mean not only dollar wise, but also the time spent. We all have such time demanding lives that this consideration should mean more than the dollar amount. The entire time at the "Nats" was filled with multiple wonderful sights and sounds. Too many cool were things going on simultaneously to take in at any given moment. We were like kids in a candy store. Thanks Rich, we really appreciated it! The next time I go, I'll probably be turning to my side to make a comment to Ev. I'm sure he will be there.



16163 Logarto Lane  
Lakeville, MN 55044

FIRST CLASS MAIL

TO:



**Wagner's Drive-In**

- ◆ 7000 West Broadway Avenue
- ◆ Brooklyn Park, MN
- ◆ 763-533-8262

See ya  
Wagner's  
Drive-in

