



Newsletter
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November 2007

MGNTA

Minnesota Grand National and T-Type Association

 **NOVEMBER MEETING** - The next MGNTA meeting will be held at Fuddrucker's restaurant on northeast corner of I-494 and France Avenue South on Tuesday, November 27, 2007 at 7:00 pm



Car of the Month: Curt Carlson's 1985 Buick Regal T-Type

MGNTA Club Officers

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Letter from the President

By Tom Shea



The October meeting was at Walser Buick / GMC, our standard / default meeting location.

This facility is now going through some changes. It seems that the Walser group is now swapping locations for two of their dealerships. This current location will soon be Toyota, and the Toyota will be Buick. The current Toyota, (soon to be Buick), location is just west and on the same street.

I will contact the manager and determine the exact location for our next "in facility" meeting. That meeting will be January 31st. We should have plenty of time to make arrangements by then. Look for updates in the emailed President's Posts and the club website, mgnta.com. The newsletter is only published during the season, it's unlikely that there will be resolution to this issue prior to the last publishing.

The next meeting is our annual "Fuddruckers Feed". This has been a club tradition for the last several years. The location is the N.E. quadrant of France Av. & Hwy 494. This will be on the "LAST TUESDAY" of November. This year is one of only a few that Thanksgiving is not a conflict with our normal last Thursday. To avoid any confusion we will not deviate from our traditional "LAST TUESDAY" for the November meeting, "Fuddruckers Feed".

The November meeting, "Fuddruckers Feed", is our end of the year gathering. There will be no meeting in December. The holidays take precedence.

Next Year's first meeting will be the last Thursday in January. That will be 1/31/08.

Here are a few notes and announcements from the October meeting.

There were only 10 members in attendance. This is down from our normal 15 to 20 members. That was a shame since there was some good tech info supplied by members, as well as a demo by the club's founder and original president Randy Peck.

Walser was kind enough to supply a few spaces in the service writers area for the clubmembers cars involved. Jim Flanary and Wes Sampson, both arranged to have their cars on hand for this demo. Randy Peck did mention that there would be some kind of special deal for the car used. Jim was cool enough to allow Wes to have his car used as the feature car, so he got the deal.

Jim and other Grand National owners have a perceived notion of security. The book value of their cars more closely reflect the real values than the non GN vehicles in our club. Hopefully this perceived notion of being protected by their current standard insurance coverage will never be put to the test.

The reality of the situation is that GNs are the "Mark" and do have substantially higher book values than the other non GNs. That includes TTAs and TRs, like my Limited. For those of us that have these cars the value of an agreed value insurance policy preceded and backed by a first rate appraisal is just good sound common sense.

Randy mentioned a reference book . Red Book by Peter Sessler. He said there numerous books for different cars. They are approx 6 X 8 inches and around 1/2 thick. They are an inexpensive paperback. He said these are one of the tools of the trade when it comes to appraisals. I looked on Amazon.com but didn't find anything for the GN by Sessler at this time.

Randy did a thorough inspection of Wes's TTA as an initial part of the much more involved process of documentation for vehicle appraisal. He was careful to explain as he went. He also had a couple of GNs there to use as examples as part of his demo. There was a lot to learn and we benefited from his expertise.

Thanks to Randy and his lovely young bride Cindy for the time they took to be there. They are our club's founders and only charter members. It was nice to see them and to benefit from the demonstration.

There was no door prize drawing. Our Secretary / Treasurer, Tom Rhude was not able to attend. He is also the merchandise committee chairman. He handles the door prize procedures. He may have an alternative in mind. We will find out at the next meeting.

Memberships. The membership dues are expected to be paid prior to the beginning of the annual club year. This means that those of us who are planning on having a burger on the club at the "Fudds Feed" Nov. meeting should bring a check for \$30.00, for the 2008 club membership dues.

These funds are what the club uses to provide for the food at this and the annual club cookout in September, and the newsletter and the website.

Those not attending should arrange to send Tom Rhude a check for their annual membership dues. Make



Letter from the President (continued) By Tom Shea

the check payable to MGNTA, memo should read 2008 dues. Mail it to, Tom Rhude, 5428 Eagle Street, White Bear Lake, MN, 55110. His phone is 651-653-9169.

There was an offer in the Sunday Star-Tribune paper, 10/21. The "CARS" section has a column titled Intersections. One of the items in that column was, "be a part of the car club round-up". There was an offer to publish club information in a December issue. James Bohlen is the contact. jamesbohen@yahoo.com. I e-mailed the club info and I'll keep an eye on the column in December for the posting.

The Muscle Car Club.com website has posted the 50 fastest "Muscle Cars". This information is from 10/10/07. The 70 Buick GS Stage 1 was shown #9 on the list. It's performance is quoted as, 13.38 @ 105.5. The GNX was shown in a separate list of modern muscle cars. # 16. Performance shown, 13.70 @ 102.

I had a couple of tech items.

#1. I have been testing some fuel pumps. The volume of fuel delivered at pressure is critical. If there is a deficiency in this area, you WILL have trouble.

The fuel systems in our cars are designed with an (indexing) fuel pressure regulator. This raises the fuel pressure to match the rise in boost. These 2 pressures should remain in reference to each other throughout the operating range. This is referred to as "Delta" pressure. This means that the original 3 bar, (3 units of barometric pressure = 43.5 psi), setting at the fuel rail, will increase with boost.

This pressure can end up at 70 to 75 psi of fuel pressure at the rail. This pressure is what the pump has to deliver the volume of fuel against. The higher the pressure the more difficult the pumps job becomes. We need to have about 1 gallon of fuel per minute for our 500 to 600 HP, 10 sec recepie builds. This is a minimum. There is a danger of having almost enough, but not quite. This can result in a lean condition, which could cause catastrophic damage.

I have some results that I will share from my testing for those that are interested. I urge those that are running modified cars, and even those who are stock, to check or have your fuel delivery system checked. The cost of this compared to the possible consequences are nominal.

#2. I am fabbing up a crankcase evacuation

pump. I have been meaning to get to this for years. The purpose is to keep the few drops of engine oil that collects on the valve cover breathers from making a mess when dripping down on the valve covers and then off the back. I try to keep the engine clean, but even a small amount of oil makes a big mess.

For those of us who actually make some cylinder pressure, we know that some will get past the rings and into the crank case. This pressure results in a small volume of flow, of oil laden crank case gasses that are vented at the valve covers. The standard breather arrangement is usually a small K&N type filter on each valve cover. These are what is used for the oil fill access as well. These filters act as collectors for the liquid oil in the gasses vented. The gas and oil tend to be separated in passing through the vents.

When we say "going fast with class", it shouldn't mean while making an oil dripping mess. Sometimes the oil will drip onto the crossover pipe and smoke. This is definitely not classy. It's not classy to leave drops of oil in your parking spot. It's difficult to produce good power from a small amount of cubic inches while avoiding this.

Since the crankcase is being fed some cylinder pressure that gets past the rings, and since that does seem inevitable. The logical solution to deal with it is venting. This however can result in the afore mentioned problem. There are simpler non-pumped, oil catch set-ups. These consist of plumbing tubes to a separator canister or catch can vent container, or both.

I will be trying to utilize an inline electrical pump in my system. I have seen a few and read about them. I called Nick McCale at Arizona GN. He is running an aluminum Stage 2, From Mike Tomazewski, TA Performance. Nick gave me a few suggestions. He seems to like what the system has done for him.

There may be a small bonus of power gained from lower crankcase pressure. Not much to be sure, due to the relatively small amount of actual vacuum applied by this system, but maybe some. I'm not lookingt for power gains here, but rather, a cleaner engine and undercarriage.

I'll keep the club posted with progress and results. If it works to my satisfaction, I'll make the tech available on our site.



Notes from the Editor By Curt Carlson

- ◆ I missed the October meeting, due to some traveling I had to do for work. It sounded like several other people missed this meeting as well. For a full report, check out the Letter from our President Tom Shea on page 2.
- ◆ Our club founder attended the August meeting to talk about his appraisal business and as I understand it, he attended the October meeting to give a demonstration. If anyone would like to contact Randy, here is his information: Big R's Muscle Cars, Randy Reck. www.bigrsmusclecars.com, 612-619-2252, 3509 Willow Beach Trail, Prior Lake, MN 55372, info@bigrsmusclecars.com.
- ◆ I did a search on www.autotrader.com for 1984 to 1987 Buick Regals. My search resulted in 101 listings of which most of them were Grand Nationals and T-Types. I'd say the average asking price was over \$20,000!
- ◆ I logged into www.supercar1.com. This is the web site for Super Car Collectibles ((763) 425-60200). They are a local die-cast model car company, but operate as mail order only. I did a search for Buick's and found one interesting model. It was an Aqua Mist Metallic GS Stage-I made by Ertl, and was the Buick GS NATIONALS official "event car" back in 1998. It features a white interior, red line tires on factory 5 spoke mag wheels, plus opening hood & doors. They said that just 2550 of these made, and now very hard to find. They have located just ONE of these cars and they have is in stock & ready to ship to you.



- ◆ Contributions to the news letter are always welcome. Please send me your "For Sale" or "Wanted" items, these listings are free to all club members. Also I'll be looking for "Club Member of the Month" articles, please share your story with your fellow MGNTA members by contacting me, your Newsletter Editor.

Events

- ◆ November 27th - Monthly MGNTA meeting at Fuddruckers in Bloomington, MN
- ◆ January 25-27, 2008 - World of Wheels, St. Paul River Center
- ◆ January 31, 2008 - Monthly MGNTA meeting at Walser Buick Pontiac in Bloomington MN
- ◆ February 28, 2008 - Monthly MGNTA meeting at Walser Buick Pontiac in Bloomington MN
- ◆ March 27, 2008 - Monthly MGNTA meeting at Walser Buick Pontiac in Bloomington MN
- ◆ April 24, 2008 - Monthly MGNTA meeting at Walser Buick Pontiac in Bloomington MN
- ◆ May 13-17, 2008 - GS Nationals, Beech Bend Raceway, Bowling Green, KY

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A few simple steps to store a car for winter **By Paul Brand**

Reprinted without permission from the 11/15/07 issue of the Star Tribune

Well, I guess I've put this off as long as I can: It's time to put your "baby" away for the winter. Whether it's your favorite car, motorcycle, boat, watercraft, lawn tractor, chain saw or weed whacker, if it's got an internal combustion engine, spend a few minutes preparing it for long-term parking over the winter. Remember, the simple steps to winterize your equipment now will pay dividends in the spring when it fires up on the first pull or turn of the key.

Over three decades of Minnesota winters, I've refined the steps I follow to prepare my stuff for winter. From the early years of major, daylong efforts that included everything from removing spark plugs to fog cylinders to jacking the vehicle up, placing it on jack stands and lowering tire pressures, to what now is a very simple process of "pickling" my equipment so it's ready for service next spring.

Start with a full tank of nonoxygenated fuel. Check the Minnesota Street Rod Association Web page (www.msra.com) for the list of stations in the state that offer nonoxy fuel. Generally, this is a premium octane gasoline that may be a bit higher octane than the engine calls for, but is your only option for pure gasoline without ethanol -- a better choice for fuel that's going to sit all winter. Add an appropriate amount of SeaFoam to the gas, roughly 2 ounces per gallon, to stabilize, demoiseurize and keep the fuel fresh until spring. Make sure all scheduled maintenance is up to date. Oil/filter changes, cooling system flushes, transmission service, brake fluid changes, air, fuel and PCV filters -- if it's close to the mileage or time for any of those services, do them before parking the vehicle for the winter. It's far better to remove acids, moisture, fuel and other soluble contaminants from the crankcase by changing the oil now, rather than leaving them in the oil to slowly eat away at expensive engine parts. I'm told -- but can't confirm -- that on a very quiet winter evening you can actually hear this occurring if you listen closely under the hood.

If the vehicle will be parked on dirt, wood or concrete -- all of which attract moisture -- park the vehicle on top of a plastic drop cloth to help prevent condensation on the undercarriage, and spray exposed metal components like brake rotors and drums with a light lubricant or preservative like Deep Creep to minimize rust. Don't worry; this will burn off upon first brake application next spring. If you're worried about it, clean these

components with an aerosol brake cleaner before you head out for the first time next year.

And don't worry about modern tires, either. They won't take a permanent "set" or flat spot from sitting all winter. Just make sure they're aired up a bit above normal so any minor leakdown won't leave them flat next spring.

For the battery, you've got three choices:

- Remove it from the vehicle, keep it in a warmer environment like the garage or basement, and charge it periodically to keep it topped up.
- Leave it in the vehicle but disconnect the positive cable and remember to hook up your battery charger periodically to keep it fully charged.
- Leave it hooked up in the vehicle and start the engine once a month or so to keep it charged.

Speaking of starting the vehicle during the winter: For the engine, transmission and the rest of the drivetrain, there's no benefit at all. In fact, each cold start takes a little something out of the components. With that said, there's no serious harm in starting the engine periodically; just make sure you run it long enough to reach full operating temperature to evaporate any moisture, acids and combustion byproducts produced by the cold start. Obviously, make sure you back the vehicle out of the garage when doing so to avoid any carbon monoxide buildup.

If you do decide to start and warm up the vehicle, turn the heater on high to fully warm the cabin. Then, with everything up to full temperature, switch to A/C to operate the air conditioning through several compressor cycles to circulate and distribute the compressor lubricant carried through the system by the refrigerant.

Drop a handful of dryer sheets on the floor, seats, dash and rear deck in the cabin, in the trunk and even under the hood to discourage furry little visitors taking up residence over the winter. Leave the vehicle clean and dry, with the windows cracked open just a fraction of an inch for air circulation, and cover the vehicle with a lightweight, breathable cover -- or bedsheets, if nothing else is available -- to keep it clean.

If the vehicle is parked outside -- and there's no great harm in doing that -- leave it uncovered so that the paint won't be abraded by the cover flapping in the wind. That should do it. You can do more if you like -- like spraying Deep Creep or fogging oil into the throttle body while the engine is running, or into each cylinder after it's cooled down -- but the above covers all the basics. My '70 Vette, which has been parked every winter for the last three decades (and still runs reasonably well) is proof.



See you all at Fuddruckers on
TUESDAY, November 27, at 7:00

Directions: Near Walser Buick Pontiac GMC. North East Corner of I-494 and France Avenue S



TO:
FIRST CLASS MAIL