

Newsletter
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Minnesota Grand National and T-Type Association



NOVEMBER MEETING - The next MGNTA meeting will be held at Fuddrucker's restaurant at 3801 Minnesota Drive, Edina, MN 55435, 952-835-3833 on Tuesday, November 29, 2011 at 7:00 pm

Notes From the Editor

- ◆ Below is a photo from the October MGNTA meeting which was held at JR's shop. I was unable to attend the meeting but you can look for a full report from Tom Shea in his President's Post on page 2.
- ◆ This is the last newsletter of 2011, but it will be back in May 2012 just in time for the summer car show season! This newsletter is a resource to all our club members, let me if you have anything you want to share with your fellow members. It was a great 2011 and I'm already looking forward to next spring!



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President's Post

By Tom Shea



Our next meeting is the "Fudd's Feed", and will be Tuesday, November 29th. Fuddruckers is located in the northeast quadrant of the intersection of hwy 494 and France Av. The LAST TUESDAY of November is not necessarily the one before or after our regular meeting day since the calendar does change from year to year. The default meeting day, the last Thursday of the month is sometimes Thanks-Giving day and therefore a conflict, hence the LAST TUESDAY instead.



There will be no meeting in December due to conflicts with the holiday week. Therefore the November "Fudd's Feed" will be our last meeting of the year.

Our normal meeting schedule will resume with the January meeting at Walser Buick. The last Thursday of the month is when the meeting room is available to us there. The Jan, Feb, March and April meetings will be held there at 7 PM. Walser is our default meeting location and the default day and time is the last Thursday at 7 PM. Walser Buick is on the south frontage rd of hwy 494 between France Av. And hwy 100.

The winter or off season month's meetings are used for planning the upcoming year's activities. Meeting locations as well as the days and times will be set then. The plans for additional activities such as cruises, shows and races will be addressed then as well.

The April meeting is our traditional "Car on Hoist tech" and has been a hit in past years. Walser is to be appreciated for allowing this. There has been some confusion in the past as to the procedure. Walser needs an employee tech to place the cars on the hoists for insurance reasons. Therefore the cars

to be used must be there early enough to have this happen. That's before 6 PM, a full hour before our meeting is scheduled. We will have to work around this, but it is do-able.

The Monthly meeting locations are not permanently assigned. They are open to suggestions. If there are members interested in hosting a meeting, or if there are suggestions for other venues, we are open minded and willing to listen. Please contact an officer or bring it up at a meeting. The best time for this type of planning is the off season/winter months meetings, Jan. Feb. March.

It is the clubs policy to have the next meetings location and time set no later than by the proceeding month's meeting.

It is the club's policy to reimburse members for expenses. It is not the clubs policy to pay for alcoholic beverages. The club discourages the consumption of alcohol when driving, except for the injection of it into our engines. Those members that are considering hosting a meeting in the future can be assured that the club will defray you expenses if arranged for in advance. Receipts should be submitted to Tommy Rhude, the treasurer, for reimbursement.

The October meeting at JR's was on the Last Saturday of the month. There was some confusion as to





President's Post (continued)



the day. There were some calls to me inquiring what the deal was on the usual last Thursday. We may have to modify our notification process, since it seems that announcing it at the previous meeting and publishing it in the newsletter seems insufficient. I will probably send out reminder e-mails the proceeding day when the S.O.P. is not in play.

These "in season" meetings seem to work well on weekends, so that may become the norm. The Saturday afternoon / evening gathering is more amenable to socializing than a week day night, where the likely prospect of rising early for work the next morning is usually present.

JR's meetings are usually a hit due to the ability to have member's cars on hoists for tech as well as the ability to be either outside with all our other cars, or inside when the weather doesn't cooperate.

JR's meeting on Sat 10/29 was changed from last year, due to Dan's volunteering to host a meeting. JR's place is the logical choice for the later season meetings due to his ability to have a large number of tables and chairs inside in addition to the cars on hoists and on the floor.

JR graciously agreed to give up his usual meeting month of September and take the October meeting instead. Dan was then able to host the September meeting at his place. It's good that we have the ability to be flexible with our scheduling like this,

thanks to guys like JR and Dan.

JR mentioned that he liked September better but was willing to give the swap a try for this year. He may want the September meeting back depending on how he feels about how the October meeting went. We may have to revert back to an inside meeting in October. If that's the case, Dan can have the July meeting if he wants. We can make this work!

I was able to host the July meeting at my place this year. The July meeting was traditionally held at "Porky's" drive in. Alas, "Porky's" is only a fond memory now.

The May meeting was a previous tradition at Ultimate Electronics install center. This was a great place for the early season kick-off, for the same reason as JR's. The ability to be an indoor / outdoor venue really helps for uncertain weather conditions. Unfortunately, we lost this meeting location when Ultimate went out of business.

We had our May meeting at The Pizza Shop on our usual last Thursday of the month. This was to coincide with the regular gathering of interesting cars that happens there on Thursdays. This is the reason that we still have our August meeting on the last Thursday at the Minnetonka drive in. It's nice to be able to check out the variety of other cool cars besides our own.

It's likely that we will conform to the last



President's Post (continued)

year's meeting venue and schedule, unless there are suggestions or volunteers that allow us to explore new options.

Meeting notes:

We received a nice note from Pat Stoehr's sister Erin. She thanked us for the flowers we sent to his service and went on to say that Pat "loved our club and all it offered". Pat's in a better place now and we will miss him. Till we meet again Pat.

We received an offer from streetsideauto.com. Abe is checking it out. There may be some perks for our club, if we allow them to link from our site.

Storage hint: The dryer sheets have been found to be used as bedding by mice. This was however in long term storage in a boat. The suggested substitute of Irish Spring soap bars cut into smaller chunks was reported by Jaysen to have been found chewed on.

Mice are really a problem and can be downright destructive. There were the usual suggestions of traps and poison as well as moth balls. Jason said that a large newspaper soaked in water and left to dry in a tray in the car would help to dissipate the residual smell of mothballs.

The vapor barrier is something I was re-

mindful of myself. I had Ev Beson's car at my shop and mine in storage most of the summer. I had not put down a vapor barrier, thinking that I would not be storing my car for very long. Mistake! The plastic would have been easy to lay out and park on.

I found surface rust on some bare metal exhaust flanges etc. This took a while and some elbow grease with a Scotch-Brite to remove. This was after just a few months in the summer. The winter might be even worse for this.

Plastic is cheap and the time it takes to lay down a barrier is not a great amount. You can use duct tape to hold down the edges.

I also recommend mouse poison around the perimeter of the floor where it meets the walls. That's where the mice usually travel. I do use moth balls under the car, but not inside. I am still using Irish spring soap, since I have not found evidence of mice eating it yet.

I like to air up my tires to 45 to 50 psi to minimize the flat spotting that can occur for long term sitting on the same contact patch.

Alcohol injection for storage could be flushed with windshield washer fluid until the blue comes through and that would be a lower concentration of ethyl alcohol rather than straight methanol, possibly





President's Post (continued)

aiding longevity. According to Julio (Razor) Alky Control pumps should be sent back for inspection and refitting with new seals every 4 years.

Roger reminded us to top off our gas tanks and possibly use stabilizer or Sea Foam.

Gas can lose some of its power when it has been stored for a while, especially in a vented gas tank. I have found that the race gas I have on hand to store quite well. There was some question as to the quality of some that I had here, but I didn't find anything wrong with it. I keep gas in air tight containers and out of the sunlight. It would be difficult to quantify any actual difference in power production from the gas unless it was a dramatic difference.

I had not removed the gas from my snow blower this spring. I was going to do some service and testing on it. I was very busy over the summer and I didn't get to the snow blower. I thought it was going to be a mess when I did finally get around to it last week. It had been sitting in the shed with all the hot weather all summer with the old gas in it.

I did put some Sea Foam in the tank before I pushed it off to the side this spring. I am pleased to say that it started and ran well on the old gas. This may have something to do with the fact that it is a 4 stroke and does not have an oil mix in the gas. Also it is not a small unit so the passages in the carb are

maybe a little larger and more forgiving. I'm sure the Sea Foam didn't hurt either.

Abe said the site did not have any pictures from this year. If you have some pics, and want to see them there, e-mail them to him. He also stated the site calendar was broken. He will be addressing this soon.

I remind all again that Clem Crowley's car is still for sale. This is fairly local (Howard Lake, MN) and is a real bargain. It is a "sandalwood/rosewood" color "T" with T-Tops, fresh eng and trans. I am aware of another club members GN for sale. It is not exactly local, located in Nevis, MN between Brainerd and Bemidji, but it is a very nice example. I have had it in my shop for upgrades, and it has all the right stuff as well as being a nice car. Gary Bistodeau. Check the classifieds this issue.

It would be a shame to see these cars go away to out of state buyers. If these cars brought new members to the club as owners, that would be the best case. I am pretty familiar with these cars, having done work on them. Call me for some details. Tip off your friends about these cars. If someone is considering a toy car, it would be a real stroke of luck for them.

It seems that Ev's car is going to a new home in California, near LA. I'll probably help with getting it sent off in the next week or so.





Max Boost - Aluminum Head Comparison **By Tom Shea**

TA Performance and Champion Heads

I recently had some work done on my old M&A aluminum heads. Since it was rather expensive I thought it would be a good idea to compare the cost of buying new heads instead.

I called Tommy at Champion for some basic info. He was unavailable at the time but returned my call in a timely manner. He was courteous and polite as well as helpful and informative. I told him I would be writing up a brief article and asked him to compare his product to the competition.

Tommy said that he had nothing but respect for Mike Tomaszewski, at TA Performance, and that he would not comment on that product. He suggested I talk to Mike myself for unbiased information.

Tommy stated that Champion offered two sets of heads for our cars. The one that most would want is the GN1. The other, the GN1R is a race version and it would be necessary to call for specific applications.

The GN1 is advertised at \$1695.00, (un-ported). Champion offers CNC porting for the GN1 for an additional \$750.00. Champion also offers ported "stock #8445" cast iron heads for \$1195.00.

Tommy would not quote flow numbers, since he feels that they can be misleading. He prefers to see real world performance as the true indicator.

I asked about the Cast iron stage block project. He stated that it had been put on the back burner for a while due to the economy and perceived low demand. He stated that it was likely to be available this coming spring, for those who are interested.

I called Mike Tomaszewski at TA Performance. Mike was not immediately available but also called me back in a timely manner. He was also courteous and polite as well as helpful and informative. I told him I would be writing up a brief article, and asked him to compare his product to the competition. He stated that TA and Champion had a mutual respect and he would not make negative comments about his competition. He said he would provide information on his product and the comparison could be made by the reader.

Mike said that TA also offers 2 different aluminum heads for our V-6 application. He said the \$1799.95 SI series heads are their entry level, they are the ones that you can use your stock rockers and intake and work with hyd flat tapped cams. Mike noted that all their heads will accept 14 head bolts. The SI heads come with a rocker bar to bolt your stock rockers to. They do offer an SE series "more of a race version" that has the ports enlarged. The race version uses special offset pedestal mount rockers. TA offers all of the parts to make either version work. Their rocker sets are made for them by T&D to Mike's spec's. They offer CNC porting for \$1800.00 which includes hand finishing, flow testing plus all machine and assembly work.

Mike said that the TA heads are designed from the original M&A castings. (Ted Wayman) sold him the tooling and they made some changes (improvements). The decks are much thicker. The chambers are improved along with the spark plug being moved. This increased the burn rate. The valve cover rails have been heightened and more material has been added to several key places for strength. TA does show flow numbers for their heads on their site. I will not quote them here since there is no data for comparison.

Mike stated that TA offers an aluminum stage block that has been stressed heavily at very high power levels and has performed without failure for extended use.

Mike reminded me that TA has all of the unusual and sometimes hard to find parts that probably can't be sourced easily anywhere else. That makes guys like me smile, since I hate spending hours searching for stuff that's over 20 years old and not readily available, especially not one stop shopping, like TA.

Mike suggested that I take the time to download their catalog and browse through it. I did and I was reminded of the immense inventory of parts they have for our turbo V-6 cars. I was guilty of associating them with V-8 cars, at least at first thought.

I would like to Thank both Tommy at Champion and Mike at TA for their time and patience. I have dealt with both in the past and will continue to do so in the future. These are a couple of the guys that make it just a little easier to have and enjoy one of these cars.



Duluth Grants Approval For Drag Racing

July 14, 2011 Posted by Melissa Burlaga - The city of Duluth has granted their approval to Kernz & Kompany to allow drag racing in the city.

Illegal drag racing has been an ongoing issue in Lincoln Park on Garfield Avenue since the 1950's.

In 2007, Kernz & Kompany; Marketing & Special Events made a proposal to the City of Duluth to legalize drag racing on Garfield Avenue in a safe manner, creating an event that would attract visitors to Duluth as the only event of its kind in the nation.

Then City of Duluth Administrator John Hall said "no" because the only research he could find on this type of event was on YouTube!

City Council President Russ Stover, (an avid car enthusiast) was in support of the event, offered up a compromise and proposed a "timed trial," as a stepping stone.

All parties agreed to the compromise as long as the event met the safety requirements that Hall set forth.

Fast forward five years. Kernz & Kompany implemented Halls recommendations from 2007 and built upon them every year by adding additional safety features to the event, above and beyond what Hall had initially asked for.

"Every year during the event, we found ways we could improve safety and also make it really enjoyable for spectators," said Ryan Kern, President of Kernz & Kompany. "We implemented a crew of specialized volunteers led by Chris Pirkola to head up Tech Inspections on all vehicles, and Jim Ripley to head up Safety Inspections on the roadway and safety equipment. Both Chris and Jim then each assembled a team of 15-20 specialized workers to implement the inspections and make recommendations to improve the event, which we then implemented every year."

In April of this year, Ryan Kern reached out to the City of Duluth to consider changing the event. "We asked the City of Duluth to grant us permission to allow the event to evolve into the next logical step in the process," Kern said. "We have demonstrated over the past four years that the event can be done in a safe manner and we believe with some minor logistical changes, we can provide a safe atmosphere for drag racing on Garfield Avenue."

The City of Duluth has reviewed all the logistics and safety precautions that are being taken and have issued the permit to allow drag racing on Garfield Avenue for September 11th.

In addition Bernick's Pepsi and Miller Lite have signed on board as presenting partners of the event giving the drag races the additional funding that was needed in order to cover the additional expenses.

With the final approval given, and funding in place, applications for those wishing to participate and/or register to participate in the drag racing are now being taken online at www.kernz.com or by calling (218) 628-9996. "Space is limited and we will process registration forms on a first come first serve basis," said Kern.

Events



- ◆ October 29, 2011 - October MGNTA meeting at J.R.'s shop in New Hope
- ◆ November 29, 2011 - November MGNTA meeting at Fuddrucker's Restaurant, Bloomington
- ◆ January 26, 2012 - January MGNTA meeting, Walser Buick, Bloomington
- ◆ February 23, 2012 - February MGNTA meeting, Walser Buick, Bloomington
- ◆ February 24th - 26th, 2011, World of Wheels, River Centre, St. Paul
- ◆ March 29, 2012 - March MGNTA meeting, Walser Buick, Bloomington
- ◆ April 26, 2012 - April MGNTA meeting, Walser Buick, Bloomington
- ◆ May 6, 2012, Gopher State Buick Club, Spring Extravaganza, MN State Fair Grounds

For Sale

For Sale: Nice Grand National, 23K miles, runs great due to the tune from Tom Shea, \$20,000, call Gary Bistodeau, 612-940-5940

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

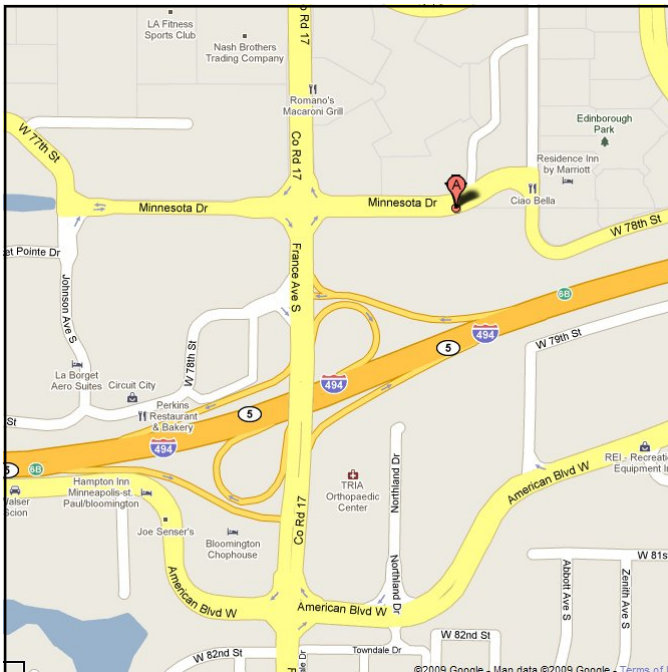
For Sale: 1987 Buick Regal T-Type, with T-Tops, 4 new tires, new hyd roller cam, new turbo, alcohol injections system, totally rebuilt engine and transmission, this is a fast driver, AC and cruise works, V6 turbo charged intercooled, runs on pump gas, sub 12 second car, \$12,900 or best offer, call Clem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

16163 Logarto Lane
Lakeville, MN 55044

FIRST CLASS MAIL
TO:



Directions to Fuddruckers



- ◆ 3801 Minnesota Drive, Edina, MN 55435
- ◆ 952-835-3833

