

Newsletter
Volume 24
Issue 6
October 2011

Minnesota Grand National and T-Type Association



OCTOBER MEETING - The next MGNTA meeting will be on Saturday, October 29th at JR's shop, 9201 52nd Av. N. Suite #6, New Hope, MN. Ph. Shop, 763-535-7343, C-612-978-2322. on starting at 4:00pm

Notes From the Editor

- ◆ The below photo is from the first half of our September meeting, after the cruise to the Frostop drive-in in Taylors Falls, we headed back to Dan's house in North Branch for a bon fire!
- ◆ 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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Roger Flint	Vice President	952-426-2465	reflint@comcast.net	Bloomington
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President's Post

By Tom Shea



Our next meeting will be Saturday Oct. 29th, at 4PM at JR's shop, 9201 52nd Av. N. Suite #6, New Hope, MN. Ph. Shop, 763-535-7343, C-612-978-2322. Curt will provide a Map-Quest. The 4Pm start time will provide us with the best chance at warmer weather and the good light for photo ops.

JR wanted me to mention that he will try to have both of his lifts open for member's car tech help. He may also have a brief detailing clinic if there is interest. He may have one of his hands on guys there for further demo and other help.

This year's remaining meeting schedule is set as follows. October-JR's, November-Fudds Feed, December-No meeting.

I was not able to attend the September meeting at Dan's. I'm hoping there will be a few short write ups from him and or others that attended.



Roger who tried to get the car running at the drive-in, to Ron who stayed with me in Taylors Falls until the tow truck came to rescue me and to Bryan who gave me a ride home. I am very appreciative to have all of the clubs members available to help me because as you all know, I am not the most mechanical guy in the world. It is a comfort to have wonderful people willing to help. Tommy

I talked to Roger after the meeting. He said he attended the Valley GMC show, put on by the Tomahawk Pontiac club on Sat morning. Todd Lewis was

Tom Rhude attended, but had a problem with his car on that day. Here is what he said.

My car died at the drive-in, in Taylors Falls and I had to have it towed back to Dan's house. Dan kept it in his garage for me all week, fixed a wiring problem and put in a new fuel pump. Thanks to Dan for doing that. Also thanks to Curt, Bryan and Ed who stopped to help me when my car temporarily died on the freeway on the way to Dan's house, to

there, he is our liaison with that club. Bryan was also there with his Limited. From there it was on to Dan's in time for the cruise in the afternoon. They cruised over to Taylor Falls and stopped at the local drive in where they ate. They all got back to Dan's around dusk and had a nice bonfire. Roger said "on the cruise there were about 1/2 dozen GNs and a couple of other cool vehicles including an early 60s Max wedge and an International PU with a Ford eng". There were a few more GNs at



President's Post (continued)



Dan's around meeting time when they returned from the cruise. Dan's wife Jackie was nice enough to arrange for refreshments and snacks.

It is the club's policy to reimburse expenses for members. It is not the club's 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 your expenses if arranged for in advance. Receipts should be submitted to the treasurer for reimbursement.

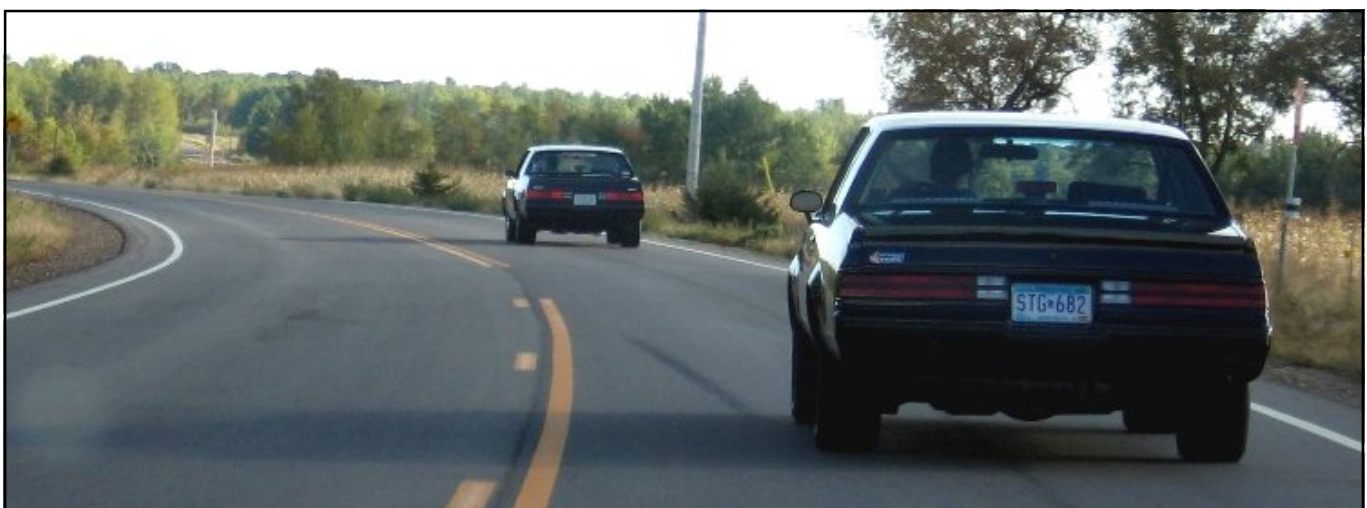
Reflecting back on the season, it has been a busy one for me. I was not able to attend events or

shows due to some unusual demands on my time, although I always make our club's meetings a priority. I did manage to host the July meeting at my house. That turned out pretty good even with the threatening weather and the very hot temps in the 90s.

I would have liked to be at Dan's for the one meeting of the year that I could not make. I'm sure I missed out on a good time.

JR's meetings are one I look forward to all year, due to the venue. I'm sure there will be no disappointments.

The Monthly meeting locations are not permanently assigned. They are open to suggestions. If there





President's Post (continued)

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.

Now that we are nearing the last meeting of the outdoor season, it's time to start thinking about winter and the associated storage of our cars. If using a non heated facility, a plastic layer under the car is not a bad idea. Temperature fluctuations can cause condensation even though the surrounding structure slows the process. Desiccant is a good idea as well. Raising the tire air pressure will help resist the inevitable flat spotting that occurs from sitting for extended periods. There are many other little things that can be done as well. Mice are a major concern. Make sure to address this issue, even if the car is in a heated garage attached to your home in town.

I would like to take this opportunity to talk a little about our club dues. We have an annual budget that we have been able to provide funding for our newsletter and website from. These 2 things are our primary expenses. We have also been able to provide food and refreshments for several meetings for our members. We send flowers to members and friends that are in the hospital and also to funeral services. We have a small surplus due to the diligence of the executive steering committee and the continuing effort of Tom Rhude, our Treasurer.

We plan our upcoming year's activities within our budget. This planning goes on at the off season meetings, Jan. Feb. March. This along with some behind the scenes numbers crunching by the executive committee, is what dictates our spending. We need to have a good idea of the funds that we will be working with in order to do this planning. This is your notice to get your dues paid on time. The dues are due prior to





President's Post (continued)



In reference to the club planning and expenditures, it's possible that there could be room in our budget for a participation recognition incentive. This would be for the guys that actually take the time and expend the effort to show and race their TRs and TAs. This activity, on a few member's parts benefits us all in the continued recognition and appreciation of these cars. This would of course be only a small honor-

the new year. That leaves the October and November meetings, since we don't meet in Dec. Please arrange to get Tommy a check.

We may be able to provide a better club experience for our members if we are able to responsibly plan our expenditures in advance.

I have been somewhat lax in removing the unpaid members from the mailing list for the newsletter. I have let members remain for the (unpaid) year as a matter of course, hoping they will eventually pay up. This practice will now be changed. This may be the last newsletter some of you will get due to this new policy. It is not fair to those that are actually bothering to take the time to write out a check for their annual dues. There are people (now non members) that have been late for so long, that when they finally pay, they think they are good for another year. The annual membership dues are to be paid before the beginning of the year. That is a simple as it gets. I don't think there should be a problem with getting them in at one of our last two meetings of the year. We don't meet in Dec. so the time is now. There should not be a hardship for a \$30 payment when we have these expensive toys. If so maybe it's time to re-think your priorities.

ary acknowledgment, but would at least show our appreciation.

These members that race and show are the public face of the club. They go through a lot of work and spend a good deal of time and money on this. We as a club do get a small side effect benefit from their efforts. This possibly, will be one of the funding issues we will be addressing in the planning/pre-season meetings early next year.

I remind all again that Ev Beson's and Clem Crowley's cars are still for sale. These are local cars that are a real bargain. Both have fresh engines and trans. I am aware of another club members car 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.



Club Member - Pat Stoehr

By Tom Shea

Pat Stoehr's sister Erin called me on Tuesday 9/27/11. She informed me that Pat had passed away the previous day. Monday, September twenty sixth. Pat was 57 years old. He was at home surrounded by his family. She wanted the club to be informed.

Pat was an officer in the club when I joined in 1990. He was the club "Scribe", the guy that did the post and meeting notes back then, now my job.

Pat has been an honorary member for the past few years and we did not see him at meetings for quite a long while. I believe no one in the club was aware that his health was a concern.

I think there are only a handful of current members that actually knew Pat. He was from the old days.

Pat would occasionally forward me something interesting to the club in e-mail, and I would then send it along to the members. I appreciated that.

I remember caravanning down to the G.S. Nationals with him. That was quite a drive from the twin cities to Bowling Green Kentucky. I enjoyed his company and now wish I had spent more time with him over the years. Funny, how the business of life tends to dictate how much time we have for the enjoyment of friends. It's sad to say that this statement has issued from my lips more often lately, and probably will continue in the future. I'm going to have to do something about that.

Pat's GN had the MN personal plate "LOSTBOY". I'm not sure exactly what that referred to. I can think of several possibilities. There was a movie with that title back in the day. There were other inside references that I was not part of when I first joined the club, way back over 20 years ago. I think I remember asking him and getting a sly and clever, cryptic answer.

I recall an occasion that he joked about the nick name to me. We were caravanning down to Bowling Green Kentucky with other club members. I was allowed to be included as a last minute addition. I think the year was 91 or 92. I was new in the club and not yet fully accepted. The others in the caravan were old established club officers and major members. I believe I was reluctantly included.

Back to the story, Pat had gotten off the route after a stop and was travelling in the wrong direction. We had CB radios at the time but we were not able to reach him. This was before common cell phone usage. I was elected to chase him down, mostly due to the fact that I was not pulling a trailer. When I did catch up to him and we planned our rejoining the group, he joked that he was living up to his license plate on that day.



I remember Pat as being severely physically handicapped with what I believe was MD. He was small and slight and had difficulty walking and keeping up. The other club members seemed oblivious and didn't

treat him any differently than anybody. I was pretty sure that's how Pat liked it, even though it was apparent that his effort was great and he was still teetering on the brink of adequacy in his ability to keep pace. I admired that quality in him.

I remember a time the club had cruised to Red Wing MN. We had stopped at a riverside park for a picnic. We were returning to our cars when Pat had a fall. Before I could react, Pat had got up, dusted himself off and continued like nothing had happened. The other guys were giving me looks to discourage me from hurrying to assist him. They knew him better than I. This demonstrated the kind of character that we all assign to great people in history like F.D.R. during his years as the President of the United States. Not bad for a regular guy!



Fireball Chapter Buick Club Show

By Curt Carlson

The Fireball Chapter of the Buick Club of America held their annual All Buick Show at Stillwater Motors on Saturday, September 17th.

Club member Brian Bryce did a great job of using the MGNTA Facebook page to promote this show and ask who all was going to be there. My daughter had a soccer game that morning but I made it there a little after noon.

When I got to the show, I was glad to see club members Brian Bryce and Brad Netzloff. Since I got there a little late, I did not drive my car into the show. Which was a good thing as Brian and Brad said the price of entry was a little steep, \$17, but they did get a T-shirt and an entry in the door prize. To the right is a photo of Brad winning one of the door prizes, a framed photo!

The show was good with a nice variety of Buicks, John Law was there with his '64 Turbo Skylark, there was a fairly nice out-of-state GN, and several GS Skylarks, along with a Sport-Wagon which I thought was very nice and would love to someday see one with a turbo Buick drive train.

As the show was winding down, I drove my car into the back of the show for a photo op with my fellow MGNTA club members!





Winter Storage

By Tom Shea

#1: Battery, get a "Tender", from Batteries Plus or Fleet Farm. They are inexpensive.

#2: Fill tires to 40 to 50 psi, this will help avoid flat spotting from sitting on the same contact area for extended periods of time.

#3: Lay down a large piece of sheet plastic and duct tape it in place. Some cardboard will cushion the plastic and help it resist being punctured. The plastic is a vapor barrier. Concrete has a lot of water coming up from it. If you would like to have a visual example, just lay something down on it that is water-proof, such as a small piece of plastic or rubber. In a few days you will be able to see the dark and damp area underneath it. This is the moisture that was kept from coming up. This is moisture that you can avoid having under your car when parked if you put down a vapor barrier.

#4: Change oil. Oil collects lots of acids and other nasty stuff. A clean fill is not going to be contaminated.

#5: Place some mouse poison around the vehicle. Mice can do a lot of damage. They are present everywhere, even in a city garage stall.

#6: Fabric freshener sheets can be placed in the interior of the car. They are less strong smelling than mothballs but do discourage mice from setting up a home. Mothballs can be put in a pie tin and placed on the floor near the tires and in the trunk. This will result in a residual smell in the spring that will have to be aired out. I would rather have to air the car out than have pest damage!

#7: Fog cylinders. See below for procedure.*

#8: Leave the hood and trunk open if possible. Make sure to remove the light bulbs so they don't burn all winter long. This will help keep the charge in the struts, as they will not be compressed.

#9: Don't start the car unless you can operate

it long and hard enough to overcome the inevitable condensation that naturally occurs with the associated heat cycle.

#10: When suspending your insurance coverage, make sure to keep the comprehensive physical damage coverage in place. You may not be driving it but there are many things that could happen, fire, theft, collision, etc.

The Off season is a good time to plan for what you want to do for next year. Your first priority should be getting the basics solid. Sparkplugs are not expensive or hard to change out, given the right tools (ratchets, extensions, u-joints, sockets, etc.)

***Cylinder fogging *** When changing out the plugs for next year, pull them all at the same time and fog some light oil in the cylinders.

Just spray in some WD 40 or similar product. Lay something like a towel or old blanket on the inner fender wells to catch the spray. Then turn the engine over until the spray lightens up. Do this with the orange wire for the computer disconnected at the battery. This will keep the injectors from firing.

Do this if and when you are not going to run it for the winter. The small amount of oil that coats the cylinder walls will burn off instantly when you fire it up next year, but will help to prevent rust from forming on the inside. Don't forget to check the plug wires before replacing them, you can either ohm them or use the special tool from "Caspers", or better yet do both. Use some dielectric tune-up grease to treat the plug-to-wire and the wire-to-coil-pack contacts.

"Basics" should include, good plugs, wires, coil-pack and ignition module.

Check the vacuum/boost lines. There are two, that are critical. One connects the waste-gate actuator to the turbo compressor outlet fitting, it has a plastic Y that connects to the factory bleeder valve assembly on the passenger side valve cover. This line



Winter Storage (continued)

By Tom Shea

is subject to heat from the turbo, which will accelerate the aging process.

The second one is the fuel pressure regulator to the throttle body via the hard line. Check these lines by rubbing them between your thumb and forefinger. If there is any black that comes off on your thumb and fingers, the line should be replaced.

Turbo to waste-gate line, This line is the most critical because it controls the boost. If this line is breached there will be an over-boost condition. This line has to be able to contain boost pressure to limit boost!

Fuel pressure regulator line, this line is critical because it is the link that synchronizes the Delta pressure adjustment for fuel pressure. Without the lines ability to contain boost there will be a lean condition at boost.

Fuel filter should be replaced on a regular basis. Annually is good. Winter storage is a good time to remember to do it. It's a good idea to spray a little WD-40 on the fittings and let it set for a while to soak in, prior to attack. Use a line wrench.

If you are willing to spend some money in order to avoid possible down time while waiting for parts, you may want to have a few of these things as spares, or replace the old ones on your car and keep them for spares. These items are as follows, Serpentine belt, both radiator hoses, S hose at water-pump and heater hoses, O2 sensor, and MAF sensor

There are now alternatives to the stock MAF sensor that should be considered

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

Events



- ◆ October 29, 2011 - October MGNTA meeting at J.R.'s shop in New Hope, MN
- ◆ November 29, 2011 - November MGNTA meeting at Fuddrucker's Restaurant, Bloomington, MN

16163 Logarto Lane
Lakeville, MN 55044

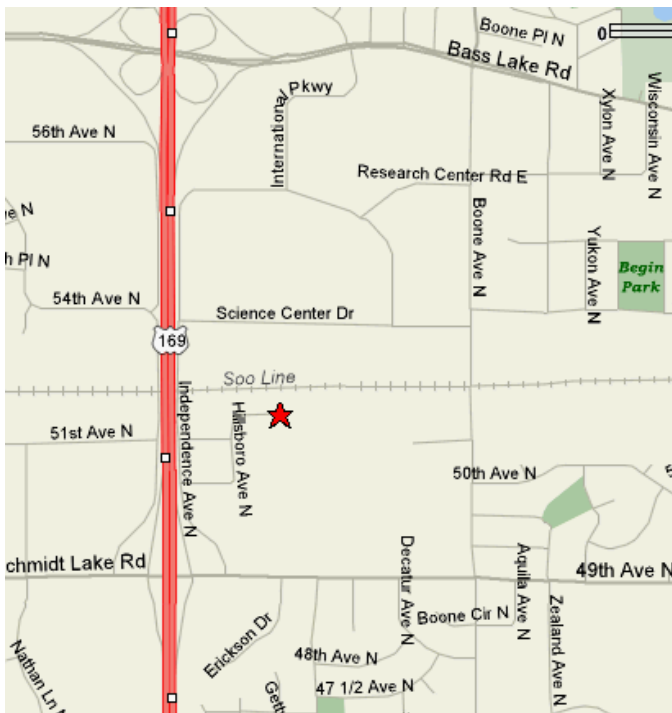
See ya
Saturday,
the 29th,
at JR's

FIRST CLASS MAIL

TO:



Directions to JR's



Directions to the JR's Shop:

- ◆ Off the East frontage road of Hwy 169 between Bass Lake Road and 49th Ave N in New Hope, MN
- ◆ The address is 9201 52nd Ave N, Suite #6, New Hope, Phone: 763-535-7343
- ◆ From 169, Exit East on 49th Avenue N
- ◆ Turn Left (North) by the gas station on Independence Ave
- ◆ Before you get to the Rail Road bridge, turn Right on 51st Ave N
- ◆ Turn Left on Hillsboro Ave N
- ◆ Road turns right onto 52 Ave N
- ◆ At cull-de-sac, look for gated entrance
- ◆ Follow the map and look for your fellow Turbo Regal's