



Newsletter  
Volume 24  
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September 2011

## Minnesota Grand National and T-Type Association



**SEPTEMBER MEETING** - The next MGNTA meeting will be held at the home of Dan Weissmann, 7364 397th Street, North Branch MN 55056, 612-210-7956 starting at 4:00pm with a car cruise

### Notes From the Editor

- ◆ The below photo is from our August meeting at the Minnetonka Drive-in, it was a great night and as always this is a great venue for our August meeting.
- ◆ I'm always looking for contribution to this newsletter from our club members, 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!
- ◆ Thanks to those who contributed to this months newsletter, Tommy Rhude, Dan Weissmann, Abe Shoberg, Terry Staves, and Tom Shea, I appreciate the help!
- ◆ 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 Saturday Sept 24th, 7 pm at Dan's. 7364 397th St. North Branch, 55056. Dan's cell phone # is, 651-210-7956.

There is a cruise planned for around 4PM. There will be a drive in restaurant stop between 5 and 6 for those who wish to grab a bite. The cruise will end up back at Dan's around 7 for an informal social gathering and a bonfire. Dan understands that there may be other conflicting plans for earlier in the day that may pre-empt the cruise portion, but he encourages those who can, to try to stop by later for the bonfire.

I will not be able to attend due to prior commitments. I spoke to Roger and he is planning on attending. Curt will provide a Map-Quest.

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

There were about a dozen members at the August meeting at the Minnetonka Drive In. We had no formal announcements or structured meeting. These summer meetings are more like get-togethers and socializing with a car theme than an actual meeting. I like the Minnetonka Drive In for this since there is usually a good selection of interesting cars to check out.

Dan was there with Jackie and Alex. He showed me a couple of -12 AN (very large) fittings, part of his new fuel system. It's going to be capable of feeding his engine with E-85, which takes a much greater volume of fuel. He also had a dyno spec sheet for his new pump that had impressive numbers.

Lanny and Roger showed up with their GNXs. Roger had just rolled in from northern MN where he was working on his 39 Buick. It's at the body shop and has been for a while. It will be there for a while yet, but it looks like progress is being made. Not enough hours in a day for Roger. He has lots of projects but still manages to stop by to lend me a hand.

Tommy R was there with his GN. He had done some routine maintenance. He had a serpentine belt that had some unusual edge wear that concerned me. I will have to take a closer look at the belt and his car later. Serpentine belts these days don't show cracking like the older ones did. You have to get a

wear gauge from a parts store to check them. Our belts are a specific size 63&1/2 inches long. The parts store will sell you a 64 inch belt. These will work but the idler will not be at it's proper position. Insist on the right size and do the change out before it becomes an issue.

Ed was there. He had concerns about oil leaks. These cars are more prone than most to that kind of thing due to the big power made from small displacement. Crankcase venting will help address this to some extent. The fix for front & rear crank seals is labor intensive and should be considered only after all other oil leak sources and remedies are addressed.

I reminded some 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 has just lowered his price. 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.

A few large open events are as follows. Jesse James, 9/10/11, Northfield. Tomahawk Pontiac at Valley Buick in Apple Valley, Sat 9/17/11. 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.

There were a couple of our guys at Grove Creek, Saturday 8/27. There are a few of our guys planning on racing at the BIR event the following weekend, Labor Day, Sept 2 thru 4. Muscle Car Shootout. We will be looking forward to some interesting reports from the "Usual Suspects". These guys include Abe, Dan, Kevin, Dave K, and Jaysen. Roger wanted to make it but has prior commitments.



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

Tech:

I have Gary Lolling's Camaro in my shop. He had some issues with his fuel system.

We put a voltage control on his fuel pump. This allows the pump to run slower when not providing on demand higher fuel flow. This feature allows quieter, cooler running of the pump when not on demand providing the full delivery. There is a tach input to an electronic box that triggers full output at a specified RPM. The box can be adjusted to the voltage level desired at non full demand times. This is a good product and will do the advertised.

Running the pump at full power constantly is something that can be a concern when using high performance upgraded fuel pumps.

Gary also had a problem with the fuel pick up at the tank becoming uncovered. He was using a bulkhead type fitting on the bottom of the tank. This is subject to becoming uncovered when the fuel sloshes around during normal driving.

Our car's have a bowl like baffle in the tank

surrounding the pump. This keeps the fuel at the pick-up point.

When using an external pump, some consideration must be given to the issue of keeping the fuel pick-up submerged. It's possible to damage fuel pumps due to the resulting cavitation. This can also cause damage to the engine at load.

Gary's car didn't have an in-tank pump style tank as evidenced by the very small opening at the sender hanger. I don't know how the stock set-up handled the fuel pick-up since it was already modified. The original engine in his car didn't have the fuel requirements his current engine.

The bulkhead fitting, fuel feed modification was probably initially thought to be OK, since the supply fitting was at the lowest part of the tank. Under static conditions this may have been the case. Under the dynamic real world operating conditions that cars see, not good.

Gary had changed over to a port fuel injected system like ours. His return line was at the tank hanger





## President's Post (continued)

cover like ours but the feed and vent had been changed. We will be having the tank modified to add a sump. There are different sumps available, some designed mostly for acceleration. I prefer a more versatile type that has a small well that the pick-up is plumbed from. This will be the lowest part of the tank and be baffled to aid in keeping the fuel in place.

There is another option for voltage control of fuel pump speed. That is an on demand (step up transformer) for providing temporary higher voltage to a smaller/lower output pump. There is one offered by Kenne Bell called Boost-a-Pump. It will temporarily increase the voltage to the pump by 50% on demand using a boost sensing control. This can help address the sometimes inadequate supply of fuel from some of our lower capacity in tank pumps.

The idea with both of these electrical supply controls is to properly match the fuel supply to the changing engine output, on demand.

### Black Air

**Black Air is the Buick Grand National documentary we always wanted**

New York filmmaker Andrew Filippone Jr. has chosen a righteous topic for a documentary: the Buick Grand National, the factory hot-rod that kept hope alive of a real renaissance within General Motors — rather incorrectly, in hindsight.

Release Date	2012
Genre	Documentary
About	A documentary about the Buick Grand National
Staring	Lloyd Reuss, Mike Doble, Steve Pasteiner, Bill Porter, Gary Smith, Lawrence Gustin, Csaba Csere, Don Sherman, Tony Assenza, Marty Schorr, Richard Clark, Bob Colvin, Rick Hunt, Doug Nigro, Paul Castle, and Anthony Colucci
Directed By	Andrew Filippone Jr.
Produced by	Andrew Filippone Jr.
Website	<a href="http://www.gnmovie.com/">http://www.gnmovie.com/</a>

## Events



- ◆ 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 18, 2011 - Northern Lights Car Show & Pig Roast, Blacksmith Lounge, Hwy 61, Hugo, MN
- ◆ September 24, 2011 - Tomahawk Chapter Fall Car Show, Apple Valley, MN 9am to 3pm
- ◆ [September 24, 2011, Saturday - September MGNTA meeting at Dan Weissmann's house in North Branch, MN](#)
- ◆ September 25th, 2011 - Broadway Pizza Car Show, Fridley, MN, 11:00 AM, University Ave
- ◆ October 2, 2011 - Midwest Fall Swap Meet and Auto Show, MN State Fair Grounds, 8am
- ◆ October 1, 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 29, 2011 - November MGNTA meeting at Fuddruckers Restaurant, Bloomington, MN](#)

### **BLACK AIR: THE BUICK GRAND NATIONAL DOCUMENTARY** www.GNMOVIE.COM





## 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, \$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



## Muscle Car Shootout

By Abe Shoberg

On September 2nd through the 4th, Brainerd International Raceway held its 24th annual Muscle Car Shootout. Several MGNTA members attended the event and here are a couple photos and some thoughts from Abe Shoberg.



This is from my (Abe Shoberg) perspective only. We were short two cars that usually make up this event. Kevin skipped due to other plans and Jaysen's car wasn't doing well so it did not make the trip. I had finally got the RV running thanks to Jaysen and Josh (the welder who repaired the frame damage). This was also the first time Marcia had seen an event like this.

Usually this event is downright COLD so it just happened to be 100 degrees driving up there. A cold front did move through and drop the temps but only to the upper 60's and lower 70's. There were a total of five cars representing the MGNTA running. Bobby Peterson (SE-1) with his 10 second 455 powered GN, Jack P (yeah, I cant spell that last name) (SE-2) running a mid 11 second "stock" GN, Dave Kohene (Real

Street) running mid to low 11's in his WE-4, Dan Weissmann (SE-2) running mid to low 11's in his GN and me (SE-1/SE-2) running smokey mid 11's due to some issues that are now resolved to late for this event but hey, the car didnt blow up. As far as I know we were all eliminated this time and nobody went home with a trophy.

It was a good time had by all and nothing super crazy happened so this pretty much sums it up, fun, no breakage, no winning. :)





## Wings and Wheels Car Show

By Abe Shoberg

The weather was a lot warmer this year than pretty much any other year I had gone to this show. They moved the show to the air field to combine the air show and car show together which I think was a good idea. Plan for next year, bring a canopy as there is zero shade now. It seemed like there was maybe 400 cars there ranging from exotic to rat rod like pretty much every year. Since the air show was right there it was cool to see some of the stunts the planes were doing.

There were three cars representing MGNTA at the show, Jaysen, Dan, and myself. Kevin Ghiloni and Dave Kozlak were there without their cars. Will and Frank came with their turbo Thunderbird as well. Out of the vehicles mentioned Franks Thunderbird and my Grand National were listed as finalists in the "Modern American Muscle" class but in the end lost to a 2003 Mustang.

Something new this year, the air field, not Motorbooks held a speed run on a runway. I want to separate Motorbooks from this because they wanted absolutely nothing to do with it citing liability reasons. Well, it went off without a hitch but there were spots for 100 cars and only about 40 signed up. It was \$25 for one shot down the runway with the chief of police sitting at the 1320 mark shooting you with a laser to clock your speed. Its weird going WOT towards a cop but it was fun.

From the run it seems Dans car is hitting the same power level as mine. We ran front to back, me first, him second. We clocked within 1 MPH of each other and ended up getting first and second place for cars on the speed run. Me with a 120 MPH clock and Dan with a 119 MPH clock. It was fun to see something like this incorporated into a show. Even though the numbers were paltry the organizers still claimed it a success and are planning to do even more with it next year. Because of this, I am actually excited to go to a car show again. Lots of fun, now I recommend getting up early and checking this out. With all the cars and planes its sure to please anyone.

They also were giving rides in everything, a helicopter, bi-plane and even a glider. Looked pretty open and laid back especially since the helicopter tried to race a car down the runway, and lost. Free to get in, and cheap to eat, it also looked like helicopter rides were only \$15 so yeah, a great show and cheap to boot.





## Tommy's Joke Corner

By Tom Rhude

### A BAR STORY

Four Buick Grand National guys are walking down the street and see a sign that says "Car Guys Bar", all drinks 10 cents. They go in to check it out. They see a fully stocked bar, and the bartender says "what'll it be boys"? They ask for four ice cold beers and the bartender says, "that'll be 40 cents please." The four Buick guys can't believe their good luck and ask for another round. Again, the bartender says, "that'll be 40 cents please."

They pay their 40 cents and then ask how he can serve drinks and beer for so cheap.

"I'm a retired mechanic and I've always wanted to own a bar. Last year I hit the lottery for \$25 million so I opened this place. Everything costs a dime, liquor, beer, wine."

The four men drank their beers, but couldn't help notice the seven guys at the end of the bar who didn't have drinks in front of them and hadn't ordered anything the whole time they were there. So they asked the bartender, "what's with those guys?"

"Oh, they're Ford Mustang owners. They're waiting for happy hour when drinks are half price."

## Muttley and GNX#1

By Terry Staves

Hey Curt,

Didn't know if anyone would like to see this or not but here is the "86 ROSEWOOD T-Type with GNX #1 at Car Craft this summer. Feel free to use it in the newsletter if you think anyone will like to see it !

Terry





## 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, (unported). 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.

16163 Logarto Lane  
Lakeville, MN 55044

See ya in  
North Branch

FIRST CLASS MAIL  
TO:



### Directions to

**Address:**  
7364 397th Street  
North Branch, MN 55056

**Phone:**  
612-210-7956

From North bound I-35, take exit #147 on MN-95 (35 miles north of I-694) Turn right (east), go 1.6 miles, turn left on Hemingway Ave  
Turn right on 397th Street

