



Gateway Gazette



1957 Buick Special 2 door sedan (Model 48) owned by Richard Self

Monthly Newsletter of the St Louis Chapter

Buick Club of America

Volume XXXVI No. 4 April 2017



Director's Letter

Spring is HERE!! It's time to get your cars out of hibernation and on the road.

The season will kick off with the annual Easter car show in Forrest Park on April 16th. This is always a great show where you can see a little bit of everything. We will be providing lunch for club members and will have membership materials for potential members we meet. Flyers for the Shriners Benefit Car Show will also be handed out at this show. Not ready for the show yet? There's still time. On April 9th we will be having our annual Paul Meyer Memorial Oil Spill... so bring your cars and let's do some oil changes. Ladies... we get to enjoy the annual luncheon. I can't wait to see you all there.

With the busy car show season starting, I want to take a moment and remind everyone about our event signup sheets. If you plan to attend an event, please be sure to get your name on the list. I will be passing them around at every meeting. This helps us limit the amount of unnecessary emails to those not interested in the event. There are a lot of great activities coming up, so check the calendar and get signed up. Two things I'd like to highlight are the Pere Marquette lunch and Winery Cruise on April 29th. And the Laura "ALL BUICK" Car Show in Collinsville, Illinois on May 20th. Laura Buick helps sponsor the Shriners Car Show, so let's show them the love back by spreading the word on this show.

Also, please keep in mind the BCA Regional /National Show on July 5th – 8th in Brookfield, Wisconsin. We need volunteers for this event. It's a great way to see cars from all over the country and to raise funds for our club. Make this a mini-vacation and see the sights of Wisconsin. Please consider volunteering as a judge or parking assistant.

Aside from upcoming events, I strive to grow our club and make it everything our members hope for. If there is anything you would like to see changed, events added... whatever.... please let me know. This is your club, let's make it great together. Please keep in mind; I am currently doing 3 positions... Director, Events Coordinator and Web design. I need help. The Events Coordinator position is really easy... we just need someone to send out reminder emails, that's pretty much it. If you feel you can help the club by taking on this position, please let me know.

Thanks for being a part of our Buick family,
Kristina

Meeting Minutes

Meeting Minutes, March 6th, 2017

- The meeting was held at the Sport's Café, in Bridgeton, MO, and was facilitated by Kristina Richards, Director.
- Kristina opened the meeting with **The Pledge of Allegiance** of the United States and welcomed everyone who attended.
- The February Meeting Minutes were approved as printed in the Gazette. Motion made by Bill Landers, second by Jeff Watkins, approved by all.
- 23 members and guests were in attendance.

Member News:

- Ginny Landers is recovering from knee replacement, a card was signed and sent by all in attendance.

Treasurer's Report: (Pete Nathan)

- Shriners: **\$1,314.11**
- Club Account: **\$2,193.76**
- Motion made by Dave Smith to accept the Treasurer's Report, second by Bill Landers, approved by all.

Old Business: (none reported)

New Business:

2017 Election of Officers: (Director, Assistant Director, Treasurer, Secretary)

- Bill Landers reported: no additional members had requested consideration for nomination, but the floor was still open if anyone was interested. Nominations were finalized and the following offices/members will be voted on during the April 3rd meeting, and will take effect May 1:
 - Director, Kristina Richards,
 - Assistant Director, John Midkiff
 - Treasurer, Pete Nathan
 - Secretary, Chet Palumbo

Shriners Hospital Car Show – 2017

- The design of the 2017 Flyer is complete and a few were passed out during the meeting for trophy sales
- We are still waiting on the new tax id form and the official letter from the Shriners.
- We need to validate if Trio Graphics will print 5,000 fliers again this year. We hope to have them by next meeting so members can begin handing them out.
- Steve Dodson will contact Shriner Gary Weisman to solicit his support and assistance with this year's event.
- Trophy Sales:
 - Chet Palumbo will coordinate all trophy sales, same as last year, please let him know as soon as you sell a class so he can update the list.
 - Cost per class = \$100.00, same as last year.
 - Vendor spaces = \$100.00. Discussion: If a vendor wants to sponsor a class, can they get both for \$150.00? Conclusion; this is a charity event, in an effort to raise money for the hospital, best to keep each at \$100.00.
 - The following classes were reserved during the meeting:
 - Class #11 Sold: John Lasinski/First Class MoPar Club
 - Class #30 Sold: Steve Dodson/Moolah Motor Patrol
 - Classes #10, #12, and #23, Reserved: Ted Becker
 - Classes #15 and #16, Reserved: John Midkiff

2017 Club Dues: Due May 1st - See Pete Nathan

Website Status

- Name: St. Louis Buick Club
- Cost of the Domain Name was \$13.95 and the website hosting fee is \$102.00 per year for a total of \$115.95.
- The site is already set up for mobile-friendly use, with 20GB of storage (more than we will ever need).
- The Club Roster, Calendar of Events and Minutes will be restricted to "Members Only."
- The goal is to have it "Public" by the end of April.

39th Anniversary – St. Louis Gateway Chapter, BCA

- Jeff Watkins reminded us that today was the 39th Anniversary of our Chapter.
- It was decided that we would begin planning a 40th Anniversary celebration for 2018. The annual Love Park picnic was considered as a venue for the event, with plans to invite past and present members.

Events – Review/Summary of items discussed:

- Car Trivia Night – attended by Kristina, Ted and Mary Becker, and Angela and Geoff Lockett
First place had 60 questions correct, we came in third with 58 correct answers thanks to the "brainiacs" Ted Becker and Geoff Lockett.

Forrest park Easter Car show:

- Larry Martin will be invited to our April meeting to answer any questions we have about this year's event.
- We will be setting up on the side of the lot near the grassy section.
- Kristina plans to be there at 8:00 a.m. and will bring food.
- Others can meet at McDonalds, plan to leave there by 8:45 a.m., pay at the gate (\$20.00) when you arrive.

Events Coordinator: Still open

Cars for Sale:

- Dave Smith has a friend who is selling a 2002 Pontiac Trans/Am
- Dave Smith is selling his 85 Riviera
- Doug Stahl is selling his 1988 Buick Regal, 62K Miles
- Kristina has a lead on a 1990's Skylark for \$100.00
- Scott Keller has information on the following vehicles:
 - Has a friend with a 50-52 Buick – Bolivar, MO
 - 1999 Silver Arrow Edition Riviera, MO title, \$2,500
 - 1991 Reatta at Riverside Salvage

Upcoming Events: (Club Events)

- **March 25** – Shriners Parade in St Charles, MO – Starts at Noon
- **April 9** – **"Paul Meyer Memorial Oil Spill"** -- Starts at 1:00 pm
 - Special Thanks to PUR Performance for letting us use their shop.

- Food will be provided, Please bring drinks and your chairs
- Address: 3725 Harry S. Truman Blvd, St Charles, 63301
- **April 9 – Ladies Luncheon at Miss Aimee B's Tea Room** – Starts at 1:00 pm
 - Address: 837 First Capitol Drive, St Charles, MO 63301
- **April 10th** – Deadline for Easter Car Show RSVPs – Entry Fee Due \$20
- **April 16th** – Easter Car Show – Forest Park Muny Parking Lot
 - Meet at McDonalds and drive in together – Meet at 8:30, Leave McDonald's at 8:45 am
 - Address for McDonalds: 1420 Hampton Avenue, St Louis, 63139
 - Sandwiches and drinks will be provided for members at the show.
- **May 20th – Laura Buick, Collinsville, IL**
- **Ongoing - Cars and Coffee** (John Lasinski)
 - John reported that there are several large Cars and Coffee events in the St. Louis area,
 - Westport Plaza, 8:00 – 11:00, third Saturday of each month.
 - "The Place" Chesterfield Airport near Rombachs Farm
 - Gateway international, and others...

50/50 Drawing:

- **\$80.00 total**, with \$40.00 going to Bill Landers.

Next Meeting: **April 3, Sport's Café, Bridgeton, MO**

- Address: 3579 Pennridge Drive, Bridgeton 63044 (314) 298-1631
- Dinner at 6:30, meeting at 7:30

Burma Shave Signs

Do you remember them??

*Don't stick your elbow
out so far
It may go home
in another car
Burma Shave.*

*Trains don't wander
all over the map
'Cause nobody sits
in the engineer's lap
Burma Shave.*

*She kissed the hairbrush
by mistake
She thought it was
her husband Jake
Burma Shave.*

*Don't lose your head
to gain a minute
You need your head
your brains are in it
Burma Shave.*

CCCA Classic Car Trivia Night

The Spirit Region of the Classic Car Club of America hosted its second annual Trivia Night on February 24 at the Moohlah Shrine Center. The Gateway Buick Club was present in small numbers, but made a significant impact. Out of about 24 clubs present, we finished 3rd, only missing out on the winning prize by 2 questions. Interestingly enough, we were sitting next to the table who had won the previous year's event. We later found out that they were listening to our conversations and copied many of the answers they gleaned from their nefarious activity. Fortunately enough, they did not gain enough knowledge from us to have a competing score.

Present for the event, and representing the club, were Geoff and Angela Lockett, Ted and Mary Becker and Kristina Richards. We were to be joined by an additional couple, but a last minute commitment prevented them from joining in the festivities.

Questions were grouped into 8 separate rounds of 10 questions each. Most of the questions were automotive related, but other topics were: Foods, US Presidents and St Louis History. The other rounds were related to various eras of cars, both American and European.

Some examples of questions were:

- What 3 ingredients comprise the Southern cooking medley known as the "Trinity"? – Onions, Bell Peppers and Celery
- How much money did Ford lose on the Edsel? -- \$250,000,000
- What mass produced American car had the highest top speed? – Dodge Viper
- What was the first car to use the radio antenna in the windshield – 1965 Pontiac Gran Prix
- What was the first mass produced car with an automatic transmission? – 1949 Oldsmobile with a Hydramatic
- What presidential candidate in 1872 defeated the first woman on the election ballot? – US Grant
- What St Louis university sits on the grounds of a Civil War battlefield? – St Louis University

Embarrassingly enough, the only Buick question of the night was one we did not get. What special model 1984 Buick Century was dedicated to the Summer Olympics of 1984 held in Los Angeles? – The Buick Olympic (the following article provides the details on the special edition)

All in all, it was a very fun event and we all enjoyed ourselves. We all brought table snacks and generally gorged ourselves on the culinary delights. There were raffle prizes, 50/50 drawing and silent auctions. All proceeds went to various charitable endeavors. Geoff and Angela won the wine collection from the raffle and are donating it to the 2017 Shriner's Car Show.

Hopefully, we can have a better turnout next year to show off our automotive and Pop Culture wisdom. Everybody contributed and everyone had a very enjoyable evening. Put it on your calendar for next year and plan to attend. You won't be sorry you did.



1984 Buick Century Olympic Edition



The 1984 Buick Century Limited “Olympic” was created to honor the Summer Olympic Games in Los Angeles. Buick presented 5 of these special edition cars to American Gold Medal winners such as: 4-medal Gymnastics Champion Mary Lou Retton and 2-medal Figure Skating Champion Roslyn Summer. Distinguishing features of the Olympic were: Olympic Gold Circles fender ornaments, Special aluminum cast wheels with special white Buick hub-caps, world's flags door handles, trunk baggage rack, and original Olympic circles embroidered seat upholstery.

The Olympic games of 1980 and 1984 were marred by political differences between the Soviet Union and the US. Boycotting the Moscow games of 1980 were the US and 65 other countries in protest of the Soviet invasion of Afghanistan. Not to be outdone, the USSR (joined by other Eastern Bloc countries) boycotted the 1984 Olympics in Los Angeles as a matter of retaliation. In that era, the games were heavily dominated by teams from the US and Eastern Bloc countries led by USSR. Since a significant element of competition was lacking in each of these games, they resulted in total dominance by the non-boycotting segment. In the 1980 Moscow Olympics, Russia and East Germany combined for over half of the total medal count.

So, we give three cheers to Buick for trying to add significance to the event. The cars were pretty unspectacular and did not draw wide appeal. Only a few remain today and their value is questionable. Various ads on Craigslist and EBay would indicate that the owners think they have the value of a low mileage GNX. Unless the car was one presented to an Olympian, these cars have little market value.

Now you know “The rest of the story”.

Gazette Giggles of the Month



Wisconsin couple were treated for minor injuries at the local hospital emergency. After their Smart Car hit a squirrel on highway 8. The squirrel refused treatment and left the scene!



The Mechanic's Corner

By Ted Becker

Fill 'er up with Ethyl! How many of us remember those days? Those were the days of service stations that serviced cars, pumped gasoline and washed windshields. And – gasoline was around 25 cents a gallon. To say those days are over is a huge understatement. Now we pump our own gasoline and then go inside to buy a myriad of food items, tobacco products and lottery tickets.

Just what did the term “Ethyl” really mean – you ask? Well, the simple answer is that it comes from the chemical name of Tetra Ethyl Lead. It was made by the Ethyl Corporation and was added to gasoline to increase the octane rating. Ethyl products in gasoline are now outlawed and replaced by an array of other chemicals.

So, why was Ethyl outlawed? Well, it was due to several reasons. The most popularly understood reason is the fact that lead is a poison when ingested in large amounts. Although that is true, it is very hard to ingest any significant amount that would become toxic. In actuality, the primary reason was related to the advent of catalytic converters. These converters use a mesh (Substrate) that is coated with platinum. By the magic of chemistry, the exhaust gases, when exposed to the platinum material, cause an oxidizing chemical reaction turning unburned hydrocarbons and carbon monoxide into harmless water vapor and carbon dioxide.

Removing lead has quite a few side benefits to an engine. All of the lead is not fully burned in the combustion process and small amounts are left inside the combustion chamber. Most notably are the deposits on the spark plugs and piston tops. It used to be that spark plugs needed to be changed about every year. Now, along with higher voltage ignitions and the use of platinum material, spark plugs will last generally over 100,000 miles. Left over lead also combines with the crankcase oil to form a gray sludge. For a real treat, find an old car sitting in a field that has not been run for 30 years and remove the valve covers. What you will find is a gray gooey “mud” that coats the entire upper valve train and inside of the valve cover.

So, along came several alternatives to tetra ethyl lead to increase octane rating. The first chemical was MTBE (Methyl Tertiary Butyl Ether). Although this was a very effective octane enhancing chemical, it had several very serious drawbacks. First, it is not stable and will cause gasoline to go sour in a short period of time. Second, it can mix with ground water if a spill occurs and, even in extremely small quantities, it can cause drinking water to have a very bad taste. So – so much for MTBE!

Then, along came ethanol. Also highly effective as an octane enhancer, it is not toxic. Those who enjoy an occasional glass of Jack Daniels can be thankful for that feature. The resultant demand for the corn required to produce it has been a major windfall for corn producers. Ethanol has an added advantage of being miscible with water and significantly reduces any freezing or condensation during cold weather.

Today's gasoline is a veritable chemistry lab of emission reducing additives. Most of these additives are called “oxygenates” meaning they carry their own oxygen and therefore combust better. Depending upon local and state requirements, there are many different formulations that are produced.

I recently bought a new Husqvarna garden tractor to replace my well-worn old Craftsman unit. During my delivery instruction session, the salesman told me to not use any ethanol containing gasoline in it. Generally the primary drawback to ethanol additive is the fact that rubber gaskets and fuel lines deteriorate if they are not formulated to accommodate ethanol. Assuming that Husqvarna knows their product, I figured that that would be a good recommendation to adhere to. He pointed out that several locations sell this gasoline with about a 10 cent a gallon premium. I found such a station in Winfield, Missouri right at the intersection of Hwy 47 and 79. I dutifully filled up 2 gas cans with their 91 octane product and used one for my tractor and one for my old Buicks. The Buicks have now been sitting in the garage over the winter and I can smell the unpleasant odor of souring gasoline.

Why, you might ask, am I seeing such rapid deterioration of the gasoline lacking in ethanol. Well, I can't really be sure as to why. I am assuming, however, that they are using another chemical to enhance octane rating. Whatever that chemical is, must not be stable. Perhaps they are using MTBE, perhaps something else.

So, where is this leading and what recommendation am I to provide? Not sure that I can give a definitive answer, but I think that this non-ethanol gasoline is not to be used if it sits for over a few months. When you fill up your old Buick, just use regular pump gas. Pre-1975 cars should use either 91 or 93 octane, later cars can use 87 octane. If you have not done so already, it is advisable to make sure that all fuel lines and carburetor components use rubber materials that are compatible with ethanol. Fuel line sold at auto parts stores will state such on the outer casing. Fuel pumps and carburetors can be rebuilt by reputable rebuilders using ethanol resistant rubber products.

Buick Engine History

Aluminum Block 215

Ed Note: The following article was taken from Wikipedia

GM experimented with aluminum engines starting in the early 1950s. [Alcoa](#) (Aluminum Company of America) was pushing all automakers to use more aluminum. An early-development supercharged version of the 215-cubic-inch (3.5 L) V8 was used in the 1951 [Le Sabre concept car](#),^[2] and the 1953 Buick Roadmaster concept car, and work on a production unit commenced in 1956. Originally intended for 180-cubic-inch (2.9 L) displacement, Buick was designated by GM as the engine design leader, and decided to begin with a larger, 215-cubic-inch (3.5 L) size, which was deemed ideal for the new "[senior compact cars](#)" introduced for the 1961 model year. This group of cars was commonly referred to as the "B-O-P" group — for Buick-Olds-Pontiac — or the [Y-bodies](#).

Known variously as the Fireball and Skylark by Buick (and as Rockette, Cutlass, and Turbo-Rocket by Oldsmobile),^[3] the 215 had a 4.24 in (108 mm) bore spacing, a bore of 3.5 in (89 mm), and a stroke of 2.8 in (71 mm), for an actual displacement of 215.5 cu in (3,531 cc). At the time the engine was the lightest mass-production V8 in the world, with a dry weight of only 318 lb (144 kg). Measuring 28 in (71 cm) long, 26 in (66 cm) wide, and 27 in (69 cm) high (same as the [small-block Chevy](#)),^[4] it became standard equipment in the 1961 [Buick Special](#).

Oldsmobile and Pontiac each used an all-aluminum 215 on its mid-sized cars, the [Oldsmobile F-85](#), [Cutlass](#) and [Jetfire](#), and [Pontiac Tempest](#) and [LeMans](#). Pontiac used the Buick version of the 215;

Oldsmobile had its own. The Oldsmobile version of this engine, although sharing the same basic architecture, had cylinder heads and angled valve covers designed by Oldsmobile engineers to look like a traditional Olds V8 and was produced on a separate assembly line. Among the differences between the Oldsmobile from the Buick versions, it was somewhat heavier, at 350 lb (160 kg). The major design differences were in the cylinder heads: Buick used a 5-bolt pattern around each cylinder where Oldsmobile used a 6-bolt pattern. The 6th bolt was added to the intake manifold side of the head, one extra bolt for each cylinder, meant to alleviate a head-warping problem on high-compression versions. This meant that Buick heads would fit on Oldsmobile blocks, but not vice versa. Changing the compression ratio on an Oldsmobile 215 required changing the heads, but on a Buick 215, only the pistons, which was less expensive and simpler. For that reason, the more common Buick version (which looks like a traditional Buick vertical valve cover 'nailhead' V8) has today also emerged as more desirable to some. But the Olds wedge-shaped/quench combustion chambers/pistons are more compatible with modern low-octane/low-lead motor fuels than the Buick 'hemispherical'-shaped combustion chambers and domed pistons. Later Rover versions of the aluminum block and subsequent Buick iron small blocks (300 with aluminum, then iron heads, 340 and 350 with iron heads) went to a 4-bolt-per-cylinder pattern.

At introduction, Buick's 215 was rated 150 hp (110 kW) at 4400 rpm. This was raised soon after introduction to 155 hp (116 kW) at 4600 rpm. 220 lb·ft (298 N·m) of torque was produced at 2400 rpm with a Rochester 2GC (DualJet) two-barrel carburetor and 8.8:1 compression ratio. A mid-year introduction was the Buick Special Skylark version, which had 10.00:1 compression and a four-barrel carburetor, raising output to 185 hp (138 kW) at 4800 rpm and 230 lb·ft (312 N·m) at 2800 rpm.

For 1962, the four-barrel engine increased the compression ratio to 10.25:1, raising it to 190 hp (140 kW) at 4800 rpm and 235 lb·ft (319 N·m) at 3000 rpm. The two-barrel engine was unchanged. For 1963, the four-barrel was bumped to 11:1 compression and an even 200 hp (150 kW) at 5000 rpm and 240 lb·ft (325 N·m) at 3200 rpm, a respectable 0.93 hp/cu in (56.6 hp/L).

Unfortunately, the great expense of the aluminum engine led to its cancellation after the 1963 model year. The engine had an abnormally high scrap ratio due to hidden block-casting porosity problems, which caused serious oil leaks. Another problem was clogged radiators from antifreeze mixtures incompatible with aluminum. It was said that one of the major problems was because the factory had to make extensive use of air gauging to check for casting leaks during the manufacturing process and was unable to detect leaks on blocks that were as much as 95% complete. This raised the cost of complete engines to more than that of a comparable all cast-iron engine. Casting-sealing technology was not advanced enough at that time to prevent the high scrap rates.

The Buick 215's very high power-to-weight ratio made it immediately interesting for automotive and marine racing. Mickey Thompson entered a stock-block Buick 215-powered car in the 1962 Indianapolis 500. From 1946-1962, there had not been a single stock-block car in this race series. In 1962, the Buick 215 was the only non-Offenhauser powered entry in the field of 33 cars. Rookie driver Dan Gurney qualified eighth and raced well for 92 laps before retiring with transmission problems.

Surplus engine blocks of the Oldsmobile F85 (6-bolt-per-cylinder) version of this engine formed the basis of the Australian Formula One Repco V8 used by Brabham to win the 1966 Formula One world championship, although only the earliest engines had any Oldsmobile components. The majority of Repco RB620 engines were cast and built in-house at Repco.

Rights to these engines were purchased by the British Rover Company and used in the 1967 Rover P5B that replaced the 3 L straight six Rover engined P5. Throughout the years, the Rover Co. which became part of British Leyland in 1968, and its successor companies constantly improved the engine making it much stronger and more reliable. Capacities ranged from 3.5-5.0 L (215 to 307 in³). This engine was used for V8 versions of the MGB-GT known as the MGB GTV8. This came straight from the MG works at Abingdon-on-Thames. Rover also used the engine in the 1970 Range Rover which saw the engine successfully returning to the USA after the Range Rover's 1986 introduction. American Buick 215s have also been engine swapped into

countless other platforms, especially [Chevrolet Vegas](#) and later British cars including the MG RV8 in the 1990s; [Triumph TR8](#), and various sports sedans and sports cars by the [MG Rover Group](#) and specialist manufacturers such as [TVR](#) and the [Morgan Motor Company](#). The engine remains well-supported by enthusiast clubs, specialist parts suppliers, and by shops that specialize in conversions and tuning.

The 215 was also used in the Italian-American gran turismo [Apollo](#) in 1962-1963, as well as in the Asardo 3500 GM-S show car.

Although dropped by GM in 1963, the [Rover V8 engine](#) remained in production use for more than another 39 years, even longer on the aftermarket. GM tried to buy it back later on, but Rover declined, instead offering to sell engines back to GM. GM refused this offer.

In the mid-1980s, [hot rodders](#) discovered the 215 could be stretched to as much as 305 cu in (5 l), using the Buick 300 [crankshaft](#), new cylinder sleeves, and an assortment of non-Buick parts.^[5] It could also be fitted with high-compression [cylinder heads](#) from the [Morgan Plus 8](#). Using the [5 liter Rover](#) block and crankshaft, a maximum displacement of 317.8 cu in (5,208 cc) is theoretically possible.^[6]

Score One for Photoshop

The following photo was posted on Facebook by Curtis Stanley from Florida. You may remember a recent article in the Gazette about Curtis's "70 GS 455 that was featured on Car Fix as they installed a 4 speed transmission in his car. Well, Curtis loves his Buick like most guys and gals love their Buicks and he frequently photographs his car and posts it on the "Buick GS Owners" Facebook group. This particular photo is a double exposure of his hood and engine compartment. It looks like the hood is transparent such that the engine can be seen.

Pretty clever, Curtis. Way to go my man!! Love that Big Block Stage 1 455!!



The Bicknell Restoration Shop

Ed Note: As many of you may know, our member from way down in Rolla, Bill Bicknell, used to have his own restoration shop and worked on many significant Buicks. I have asked Bill to provide several stories related to his work and general Buick knowledge. The next few months will feature some of the articles that Bill has provided. I hope you will enjoy and glean knowledge from Bill's Buick tales.

The place was California, the time was the mid-1960's and I was in college. My daily transportation was a 1955 Buick Century 4dr hardtop. I had already been interested in Buicks, buying my first when I was 13 years old, a 1929 Buick sedan. One of my activities was regularly visiting junkyards (I still like that term in place of today's politically correct terms) and one day discovered a 1954 Skylark in forlorn condition in Palo Alto. (Forlorn by California standards is quite different than forlorn by Mid-West standards. It was actually in quite good body condition.) The convertible top had been down for months and it was missing the right door panel. The price was \$175. I stopped by another Skylark owner's home on the way back and he said he knew of the car and was considering buying it. The temptation was too great, so I skipped my college classes the next day, bought it and towed it home.

The car had 1959 Cadillac tail lights installed in the tail fins, a standard transmission with a crude floor shift and holes cut in the frame for dual exhaust. The holes in the frame were so large that I thought it was a structural problem. Within a few weeks I had found another 1954 Skylark in a junkyard in Modesto, California and bought it for \$70. After many hours of labor switching the bodies on the frames and putting all the correct parts together from the two cars I had a complete running 1954 Skylark which served as my daily transportation for about 10 years. It was blue with blue upholstery except for the right door panel that came from the yellow car. The car always brought attention, but few people ever noticed the different color door panel.

It was a good looking car, but not a show car, and I used it every day. I even welded a trailer hitch to the frame and it was my "tow car" for my other projects. If you remember back in the 60's it was common place to push cars to start them. So when by college friends needed that service the Skylark was the vehicle that did the job. There is nothing like a Dynaflo to push cars smoothly. So the front bumper always had a few scratches on it. (Anybody want to use their Skylark today for a push car?)

One of my biggest regrets was selling the car for \$850 as the springboard to get my first Cord. While I have owned many different makes of cars, my heart is still with Buicks.

Bill Bicknell, BCA #738

From the Gazette Archives

(Volume XX, No. 10 October 2000)

Celebrating 50 Years with a 1950 Buick, Model 410

By Monica Ledwon

Every morning on October 18th, my dad would stir his coffee and say, "This is the day we brought the Buick home--my first new car. I could have had a Chevy or Pontiac in 1950. But I wanted a step above in a GM car. For a few hundred dollars more, I got a Buick."

And so our 41 D Special was driven 19 years suffering no mishaps on the road along the way. When the time came to talk about trading her in on a new '69 Nova, Milner Chevrolet practically laughed us out of the showroom. Then they offered us 50 bucks. A burgeoning car nut at the age of 15, I screamed, "NO WAY! I can't part with the car that brought me home from the hospital in 1953 and that grinning grille. Let's keep the Buick and restore her." My dad, being highly insulted with Milner, let me have my way. The '50 was retired to my grandma's neighboring chicken barn for the next eleven years.

Meanwhile, I grew up, went to college and met this guy named Tom. Every weekend I would walk him across the yards to visit the Buick and set him up for this future knuckle-busting project. I'd tell him, "See this classic, baby. Someday it will be all yours."



Celebrating 50 Years

Tom and I married in 1975 and in 1979 my dad finally announced that, if I could find an original shop manual for the car, the restoration would begin. You can guess his Christmas present that year.



April 28, 1980 was a momentous day in my life as the bedraggled vehicle was hooked up to my uncle's Case tractor and drug back to her old garage space. Every weekend, every vacation day possible for the next three years was spent tearing out the engine and transmission, disassembling fenders, hood, trunk, chrome and then

rebuilding and repainting. My dad was the brain of the mechanics; my uncle was an artist with the spray gun. My spouse and I were slaves to do the grunt work for these restoration masters. My goal of almost 20 years was becoming a reality.

In 1981, we joined the Gateway Chapter Buick Club and received lots of helpful hints from its wise members. Ray Fellenstein, Aaron Ford and Bob Huff were our mentors for parts and repair quandaries.

Fall of '83 was the Buick's debut at the Horseless Carriage Club's Northwest Plaza Show. We've had many a good time with our heirloom set of wheels since then. One of the most memorable was an invitation to be a centerpiece in a ballroom at the Ritz Carlton for Washington University's 40th Class reunion. That's the first and only time the Buick parked on carpeting with a chandelier hanging above her.

We'll be celebrating her half-century mark in our family quietly this October 18th. We're taking her to Midas for a free replacement muffler. "Howdy, boys!" It's been a fine ride for fifty years!

Buick Parts Wanted

"Wanted "1940 metal Window Vent Frame for a Club Coupe "C " Body car for both sides. Need assistance locating please call Jim McGuire at 314-541-4148.

Buicks from Back in the Day



April Birthdays

Geoff Lockett

Bob Paster

Louise Smith

Jerry Wilson

Sherree Yeager



April Anniversaries

Bill & Karen Nolte

Vic and Joyce Nettle

Car Shows on TV

This month's feature show is "Garage Dreams", which airs on the Velocity Channel on Saturday evenings at 7:00PM. The show is very much different than any of the other car shows on TV. Most shows fall under two distinct categories: How to shows such as Car Fix and Gearz or drama shows such as Monster Garage or Counting Cars.

In the "How To" show format, they show actual construct/fabrication techniques that provide information as to how one can perform these projects on their own. Since TV shows cannot survive without money coming in, they are full of commercials. Not only are there the 3 minute commercial breaks, but they actively advertise products as part of the demonstration. That, in itself, is not necessarily a bad thing, but some of the products fall under the category of county fair side show hawkers.

The "Drama Show" format is usually about tight budgets, tight timeframes, and mechanics pulling pranks on each other. These side shows can be very annoying if you have a real interest in the car or the project. In the end, however, they roll out a car that any car guy would love to have occupying a garage space in your home. Garage Dreams is produced by an Australian company and features are from either Australia or Southern California.

This show differs from most others in that the features tell a story. It is either a story about the owner and how he came to create a custom or modified car or the attachment that the owner has with his car. One story was about a professional photographer whose wife bought him a customized van for his business and how he put 170,000 miles on the van in his first 3 years of ownership. One story is about a guy who runs a custom car and bike shop. He tells of his love of motorcycles and how he worshipped these machines from his very early childhood. He worked for Harley Davidson but got tired of his inability to express his own creativity. He branched off to his own business and now builds only custom cars or bikes to clients. Interesting comment he made that the customer will give him a visual image of what he wants and then he takes that thought straight to metal. He does not create drawings or sketches and he does not know at the beginning what the end product will look like.

Garage Dreams is a soothing show that will leave you feeling good at the end. No one gets hurt, no one gets yelled at, no one gets made fun of and nothing that is unbelievable. It is just a nice show about cars and the people who own them.



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**April 3** – Monthly Meeting -- Sports Café in Bridgeton – Starts at 7:30 pm  
Address: 3579 Pennridge Drive, Bridgeton 63044 • (314) 298-1631

**April 9** – "Paul Meyer Memorial Oil Spill" -- Starts at 1:00 pm  
Our Annual oil change event. Special Thanks to PUR Performance for letting us use their shop.  
Food will be provided, Please bring drinks and your chairs  
Address: 3725 Harry S. Truman Blvd, St Charles, 63301

**April 9** – Ladies Luncheon at Miss Aimee B's Tea Room – Starts at 1:00 pm  
Address: 837 First Capitol Drive, St Charles, MO 63301  
Website/Menu: Missaimeeb.com



**April 10th** – Deadline for Easter Car Show Registration – Entry Fee Due \$20

**April 16** – Easter Car Show – Forest Park Muny Parking Lot

Meet at McDonalds and drive in together – Meet at 8:30, Leave McDonald's at 8:45 am

Address for McDonalds: 1420 Hampton Avenue, St Louis 63139

Sandwiches and drinks will be provided for members at the show.

**April 22** – Deadline for Winery Cruise / Pere Marquette

RSVP's NEEDED for this event, Thanks

**April 29** – Lunch & Winery Cruise -- 1:00 pm

12:15 -- We will meet at the Pit Stop Gas Station, 14000 US Highway 67, West Alton, MO

Leaving at 12:30 to cruise together to Pere Marquette Lodge for lunch

After lunch, we will cruise down the Illinois River Road to Grafton Winery

Address for Park Lodge: 13112 Visitor Center Lane, Grafton, IL 62037

Address for Winery: 300 West Main, Grafton, IL 62037 [www.thegrafftonwinery.com](http://www.thegrafftonwinery.com)

**PLEASE RSVP for this event by April 22<sup>nd</sup>**

**May 1** – Club Dues are due

**May 1** – Monthly Meeting -- Sports Café in Bridgeton – Starts at 7:30 pm

Address: 3579 Pennridge Drive, Bridgeton 63044 • (314) 298-1631

**May 20** – Laura "ALL BUICK" Car Show -- 11:00 am to 3:00 pm

Meet at 10:30 at 777 New Ballas Road (270/40) to cruise to Collinsville together

Laura Buick Address: 903 North Bluff Road, Collinsville, IL 62234

We will need RSVPs on this event, as lunch will be provided.

**June 5** – Monthly Meeting -- Sports Café in Bridgeton – Starts at 7:30 pm

Address: 3579 Pennridge Drive, Bridgeton 63044 • (314) 298-1631

**June 10-17** – Hot Rod Power Tour

**June 17** – Hazelwood Baptist Church Car Show (Open to cars 30 yrs & older) – Time 10:00 to 4:00 pm

**\*\*\*DON'T MISS THIS ONE!! \*\* FREE FOOD, MUSIC, & Trophies!**

Special Trophy for Car Club with the MOST members in attendance -- Cars can start arriving as early as 8:00 am

Address: 6161 Howdershell Road, Hazelwood 63042

**June 18** – Father's Day Car Show (Open to ALL Cars) – Time 11:00 to 3:30 pm

Museum of Transportation – 314-615-8MOT

Address: 3015 Barrett Station Road, St Louis 63122

**\*\*\*** Park your car, then head inside to check out the collection and *Air Conditioning*

Admission: Adults \$8, Children (3-12) \$6

**June 18** – Deadline for Lotawata Creek Cruise

RSVP's NEEDED for this event, Thanks

**June 25 – Car Cruise & Lunch to Lotawata Creek Grill**

10:15 -- We will meet at 777 North Ballas Road

Leaving promptly at 10:30 to cruise together to Lotawata Creek for lunch at 11 am

Address for Lotawata Creek: 311 Salem Pl, Fairview Heights, IL 62208

**PLEASE RSVP for this event by June 18th**



## **GATEWAY CHAPTER MEMBERSHIP APPLICATION AND PROFILE SHEET**

Membership with Newsletter via Email \$15 ☐

Membership with Newsletter via Mail \$25 ☐

Membership is Renewed in May each year

(BCA Membership required also for club liability insurance)

### ***Family & Personal Information:***

Name: \_\_\_\_\_ Birth Month: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_ Birth Month: \_\_\_\_\_ Wedding: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Home Phone: \_\_\_\_\_ Cell Phone (optional) \_\_\_\_\_

Email or other information: \_\_\_\_\_

Profession: \_\_\_\_\_ Employer: \_\_\_\_\_ years \_\_\_\_\_

Spouse's Profession: \_\_\_\_\_ Employer: \_\_\_\_\_ years \_\_\_\_\_

### ***Buick Club of America Information:***

You are required to be a BCA member. BCA # \_\_\_\_\_

Buicks now owned: \_\_\_\_\_

(Model & Body Style)

### ***About your other car interests:***

Collector cars now owned, other than Buicks: \_\_\_\_\_

Member of other car clubs: \_\_\_\_\_

Other auto related interests: \_\_\_\_\_

(automobilia, models, toys, etc.) \_\_\_\_\_

Annual car events you currently attend: \_\_\_\_\_

### ***About your other interests:***

Hobbies, Collections other than cars: \_\_\_\_\_

(antiques, gardening, golf, etc) \_\_\_\_\_

### ***Please mail your application and / or chapter dues to our treasurer:***

Pete Nathan, # 1 Huntleigh Trails Lane, St. Louis, MO 63131 – Phone: 314-413-2966

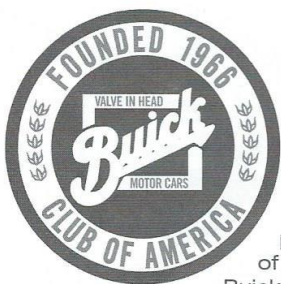
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Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Home Phone: \_\_\_\_\_ Work Phone (optional) \_\_\_\_\_

Email: \_\_\_\_\_



# Buick Club of America

## Application for Membership

[www.buickclub.org](http://www.buickclub.org)

The Buick Club of America is a non-profit membership corporation dedicated to the preservation and restoration of those vehicles built by Buick Motor Division of General Motors Corporation. BCA membership (includes spouse and minor children only) offers you the following:

- Monthly issue of *The Buick Bugle* published by the BCA.
- Advertising privilege in *The Buick Bugle* for Buick-related items.
- Participation in all club events and opportunity to join local chapters and divisions.
- Membership card, and as a new member, one BCA decal. (Additional decals can be purchased from San Gabriel Valley Chapter.)

### BCA MEMBERSHIP DUES SCHEDULE

Membership is on an annual basis beginning with the month following receipt of application. Membership is available in increments as follows:

|                                  | 1 Year      | 2 Years                                                               | 3 Years |
|----------------------------------|-------------|-----------------------------------------------------------------------|---------|
| U.S. Periodical Class Mail ..... | \$ 50 ..... | \$ 95 .....                                                           | \$130   |
| U.S. 1st Class Mail.....         | \$ 70 ..... | \$105 .....                                                           | \$155   |
| Canada & Mexico Periodical ..... | \$ 68 ..... | \$106 .....                                                           | \$155   |
| Canada & Mexico Priority.....    | \$ 93 ..... | \$154 .....                                                           | \$230   |
| International Surface.....       | \$ 68 ..... | \$106 .....                                                           | \$155   |
| International Air .....          | \$ 98 ..... | \$164 .....                                                           | \$245   |
| E-Membership .....               | \$ 35 ..... | (E-Membership is an online Bugle only; no hard copy — email required) |         |

### NOTE: Fee Prices Effective February 2016

Without right of transfer or survivorships. Dues are non-refundable.

All foreign countries note: Membership dues and all other financial transactions with the BCA must be a bank draft, drawn on a U.S.A. bank and payable in U.S.A. currency, MasterCard, VISA or Discover charge cards. Make all checks payable to The Buick Club of America. The U.S.A. annual membership is \$50

Name: \_\_\_\_\_

Spouse (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Country: \_\_\_\_\_

Phone: \_\_\_\_\_ ☐ Check here if you do not want your phone number printed in the roster.

E-mail Address: \_\_\_\_\_

Sponsoring Member (not required): \_\_\_\_\_

☐ New or ☐ Renewal: BCA # \_\_\_\_\_  
If you are a renewing member, please include your current mailing label.

How did you hear about the BCA? \_\_\_\_\_

### OFFICE USE ONLY

Check/Money Order

# \_\_\_\_\_

Visa    Mastercard    Discover

Date Processed: \_\_\_\_\_

Expire Date: \_\_\_\_\_

We occasionally make the membership list available to carefully screened companies whose product or services might interest you. If you would prefer to have your name withheld, place a mark in this box. ☐

### \*Buicks Currently Owned (Buick Ownership is not a pre-requisite for membership in the BCA)

| Year | Model Number or Type | Body Style (4 dr./2 dr.) | Vehicle ID Number (VIN Number on Registration) |
|------|----------------------|--------------------------|------------------------------------------------|
|      |                      |                          |                                                |
|      |                      |                          |                                                |

\*Please list additional Buicks on back of application.

☐ Check or Money Order made payable to Buick Club of America. Foreign country applicants must use bank draft, money order drawn on USA bank and payable in USA currency.) OR

☐ Mastercard    ☐ Visa    ☐ Discover (Check One)

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Amount

\$ \_\_\_\_\_

Credit card expiration date Month/Year. Must have this information to process.

Print full name on credit card if different than name on application

Authorized Signature \_\_\_\_\_

Phone Number \_\_\_\_\_

**Return Application to:**  
**Buick Club of America**  
**P.O. Box 360775**  
**Columbus, Ohio 43236-0775**

**Questions?**

**E-mail:**

**[buickcluboffice@aol.com](mailto:buickcluboffice@aol.com)**

**Phone 614-472-3939**