



Gateway Gazette



Monthly Newsletter of the St Louis Chapter

Buick Club of America

Volume XXXVII No. 1 January 2018

Director's Letter

Happy New Year's Everyone ! Welcome to 2018 !

I hope you all had a great and safe holiday. Candace and I traveled to Nebraska to be with family again this year, it was a great trip and a nice visit. There's nothing better than being around family and those you love for the holidays.

In January the Board of Directors will have their annual meeting, we will also be planning the events for the year. So... If you want to see an event or activity, please let me know ASAP and I will get it planned. I will have the calendar complete and out the last week of January. We have a lot of great activity ideas for this year including a second attempt at the Country Classic Cars cruise in Staunton, Illinois. Our annual Love Park BBQ where we will celebrate our 40th year anniversary as a club and Pere Marquette events will be back again for 2018.

Our next event is our annual holiday party at CJ Muggs in Webster Groves. It's on Sunday, January 14th at 4:00 pm. Please RSVP by January 8th to ensure we have staffing and tables set up for everyone. The best place to park is in the parking garage just behind the restaurant. Their address is 101 W. Lockwood, Webster Groves, MO 63119.

A HUGE THANK you to all our board members and volunteers who keep our club running so smoothly throughout the year. Without these members we wouldn't have a club and their time is greatly appreciated.

Thank you all for letting me be a part of this great Buick family.

Great job last year !! You All Rock !!

WISHING EVERYONE A VERY HAPPY AND PROSPEROUS NEW YEAR!

Kristina

Member Spotlight

Bill and Ginny Landers



This month's "Member Spotlight" focuses on Bill Landers. Though the focus is on Bill, how could we talk about Bill without including Ginny. She is always by Bill's side and rarely misses a club event.

So how, you might ask, did Ginny become the second half of "Bill and Ginny"? Well, Bill had a date arranged with a young nursing student, but upon arrival for the date, she informed Bill that she was going back to her old boyfriend, so she was no longer interested. Bill looked past her at her roommate and thought this lovely lady might be a worthy fill in for the upcoming date and asked her if she would go out with him. Thus began, Bill and Ginny. How is that for a first meeting? Their 55 year marriage has produced 2 children and 6 grandchildren.

Bill grew up on Cottage Hills, Illinois and attended Civic Memorial High School in Bethalto, Illinois. Upon graduation, he attended Washington University and received his Bachelors and Masters Degrees in Electrical Engineering. Bill served his country in the Army after ROTC in college. After Army schools in Fort Benning, GA and Fort Devens, MA. Bill spent 2 years in Heidelberg, Germany and ended his service as a 1st Lieutenant. Thanks Bill for your service.

Bill had a 37 year career with McDonnell Douglas as an electronics design engineer and later as Program Manager of Avionics. He retired in 1999.

In his retirement years he spent 15 years working as an AARP volunteer tax aid where he prepared income taxes for elderly people who were unable to do the work themselves. He and Ginny have also served as election judges in St Louis County for the past 16 years. For hobbies, Bill does stained glass . He and Ginny are regulars on cruises having seen the sights of many foreign lands in the process.

The gorgeous 1990 Reatta convertible seen on the previous page is Bill's pride and joy. The car won "Gold" status at the first BCA National in which it was eligible. With some work and improvements, he won "Senior" status (394+ points judged on a 400 point scale) and has maintained "Senior Preservation" every year since.

Bill has served 4 years as Director of the Gateway Buick Club and 5 years as the Gazette Editor.

In Bill's words, this is how his Reatta and his Buick involvement came to be.

Ginny and I have just passed the 20-year mark as members of the Buick Club, having joined in 1997, just a couple of months before the St. Louis National BCA Show. We haven't been actively involved in "collector car" activities much longer than that. We had admired restored (or great original) cars from our teen and younger years, and always said we would like to have a special car for fun use, not just transportation. We actually were thinking relatively new cars as opposed to older cars in those days. In early '95, we finally got serious and started checking out the car ads in the local papers (we didn't know Hemmings, etc. existed).

By that summer, we had found a red 1990 Reatta Convertible in great shape with only 33K miles and a late 1980s Mercedes SL roadster (also red) with low miles and a price which seemed several thousand less than market. Even though the Mercedes was offered by a local BMW dealer who would provide a warranty, the carpeted area behind the seats had something spilled on it which could not be removed. While the latter might explain the low price, we finally opted for the Reatta. The lady who had bought it new from Art Haack Buick said it was "her mid-life crisis car" after a recent divorce. She drove it for 3 years, decided to move on with her life and parked the car in her garage for a couple of years before deciding to sell it.

Even though the Reatta was in great condition, it took a lot of work to get it detailed and up to show car condition. We took the car to two car shows that fall and got a feel for what the judges were looking for. We continued to take the Reatta to a number of car shows the next couple of years and collected a number of awards. We also continued to monitor the “for sale” ads and in the Spring of 1997, we saw an ad about the Gateway Chapter, BCA looking for new members, and meeting at Chuck-A-Burger. We joined the club, helped to work at the National show and became active members. We have attended many of the BCA National and Heartland Regional shows over the years, driving the Reatta all over the Eastern part of the country.

After joining the club in 1997, the “bug” to get an older car bit. We found a 1965 Riviera in pretty good shape at a reasonable price, and had the perfect car to restore. However, other priorities intervened and the car sat for several years until I sold it to an ex-club member who actually restored it.

The bug bit again at the 2005 National show in Batavia NY. We saw a striking '62 Electra 2DHT in the car corral, but the owner was never around when we had time to check on the car. After returning home, we decided we really were interested in the car, and tried to find the owner by contacting the local BCA chapter. After a number of e-mails, the owner's name and address were obtained and an exchange of letters led to several phone calls and ultimately a deal.

Then, how to get the car from Batavia to St Louis? The owner said the car was in good condition with only 55K miles, but hadn't been driven any distance for quite a few years. Trying to drive it 800 miles in August heat might not be the smartest thing, so we had it shipped.

We've enjoyed our years as members of the BCA and our own Gateway chapter.

We've made many good friends, from our chapter and from across the country, and always look forward to seeing old friends at the National and Regional meets. You'll find us at most chapter events, enjoying ourselves with Buick friends.

Thank you Bill and Ginny for that fateful decision to purchase your Reatta and become such a wonderful addition to the Gateway Buick Club for these past 20 years.

Meeting Minutes

Meeting Minutes, December 10th, 2017

The meeting, was held at The Old Spaghetti Factory, Chesterfield, MO, and was facilitated by Kristina Richards, Director.

Kristina opened the meeting with **The Pledge of Allegiance** of the United States.

The December meeting also featured our annual Toys for Tots drive, with this year's focus on pre-teens and teens. Kristina thanked everyone for their contributions.

November Meeting Minutes: Motion made by Bill Landers to approve the minutes as printed in the Gazette. Motion was seconded by Bob Brasses and approved by all.

27 members and guests were in attendance.

Aaron and Rhonda Ford were recognized for being the only members in the club who drove a Buick to the event.

Member News: Ted Becker reported that Pete Nathan was in a car accident, he is attending physical therapy for back and neck injuries and is recovering from home. A get well card was signed by all in attendance and sent to Pete.

Treasurer's Report: (submitted by Pete Nathan, presented by Kristina Richards)

Shriners: **\$1,803.90**

Club Account: **\$1,966.98**

Motion made by John Midkiff to accept the Treasurer's Report, second by Geoff Lockett, approved by all.

BCA Club News:

National News: (no report) *(Place Holder items in italics)*

The 2018 National will be in Denver, CO, June 19-23.

The 2019 National will be in Oklahoma City, OK

Regional News: (no report)

2018 Heartland Regional will be sponsored by the Hawkeye chapter in Cedar Rapids, IA, July 19-21

2019 Regional will be sponsored by the Fireball chapter (Minneapolis/St. Paul)

Performance Division: (no report)

Modified News: (no report)

Old Business:

2020 Regional; we are the sponsor for the 2020 Regional and the Region would like a commitment soon so they can continue planning for upcoming years. Members were notified in November that a vote would be taken during the December meeting to determine if we will host this event.

- In discussions prior to the vote; Chet Palumbo requested that members have three options for voting:
 - ◇ A "Yes" vote meant that the member was not only in favor of hosting the event, but they were also making a commitment to work the event.
 - ◇ A "No" vote if they felt we should not host the event.
 - ◇ And if they had not worked prior events or felt they could not support either a "yes" or "no" vote, it was requested that the member abstain.
- A call for a vote was made by Geoff Lockett, and it was decided that voting by a raise of hands would be acceptable by all.
- Final Vote to Host the Event: **Approved**
 - 11 members (Yes)
 - 7 members (No)
 - 5 members abstaining

Toy collection for Toys for Tots Charity



New Business:

Shriners Hospital Car Show 2018; Kristina said that the plans for the 2018 Shriner Show was up in the air right now, she said that she will continue to be involved in with the Shriner Show because she feels this is such a worthy cause, but was not sure if it would be a club event for next year.

New Club Business Cards; Kristina presented new club business cards created by Ted Becker. Cards were available for anyone interested in picking them up. If you would like more cards, please contact Ted.

40th Anniversary – St. Louis Gateway Chapter, BCA – Love Park (no update)

Website Status; (no update)

Upcoming Events: (Club Events)

January 14th – Holiday Party - CJ Muggs in Webster Groves

Dinner: 4:00p.m.

101 W. Lockwood, Webster Groves, MO 63119

314-963-1976

50/50 Drawing: (none)

Next Meeting:

January 14th - CJ Muggs in Webster Groves

Dinner: 4:00p.m.

101 W. Lockwood, Webster Groves, MO 63119

314-963-1976



Birthday girls Jeanne Palumbo and Sabina Lasinski



Anna Lasinski with Santa Claus balloon hat from local magician.



1937 Buick Special Coupe

By Chet Palumbo



I purchased my 1937 Buick Special Coupe at the Charlotte Auto Fair in the spring of 2000. It was a straight old car with decent interior and a backyard paint job. The thing I liked most about it, there was nothing on the car that had been butchered or hacked up. Everything was pretty much the way it came from the factory—other than the driveline, where someone cleanly swapped out the straight-8 and replaced it with a bone stock, small block Chevy (SBC) 350/350 and a 10-bolt GM rear-end with 2:21 gears. Overall, the car was a solid 20 footer—well, maybe 24 and a half...

Everything on the dash was original. The gauges worked great, but it was “lights out” for the old tube radio. The heater with defrost worked, and the vacuum wipers worked just like vacuum wipers work. The only custom touch to the interior was the chrome garnish moldings—probably something that was done in the ‘50s.

The car rode and drove fairly well on the original suspension, and actually, the faster I went, the better it seemed to ride. Braking and stopping? Not so good! We’re talking beyond OMG experiences. I always knew it was going to stop. I just didn’t know in which lane or what county it would be in. Thank God for the 18-inch banjo steering wheel.

Power—remember I said bone stock SBC with 2:21 gears? I really didn’t know anything came with a 2:21 gear. It sure was slow to get rolling, but it kept up with highway traffic with ease.

I have built many rods and race cars, and with each one, I always took them off the road, completely disassembled them, and rebuilt them before putting them back into service. With this one, my goal was to just drive it, have fun, and modify it as I went.

After driving it the way I purchased it for several years, I finally decided it was time to do something with the brakes. I checked into several disc brake kits, but for what it was going to cost, I figured I might as well bite the bullet and upgrade the front suspension. I brought the ‘37 to a shop in Atlanta that specialized in sub-frame conversions for pick-up trucks and street rods. Together, we tried to fit both a front and rear steer Camaro sub-frame under the car, but neither would fit without compromising the sheet metal. So we called Brent VanDervort,

Fatman Fabrications, and ordered a sub-frame. This was the first Fatman unit the shop installed, and they were impressed with how well everything lined up and fit. Better yet, it totally changed the car. Not only did it ride and drive better, it STOPPED.



While the new sub-frame was being installed, I cleaned up the motor and trans, updated the 350 with an Edelbrock intake and carb, small Comp Cam, HPC headers, and treated the rear-end to a set of 3:42 gears.

With the new front suspension and driveline upgrades, the ole '37 was beginning to feel like a respectable ride. Go, stop, steer—what more could I ask for?

Through the years as I continued with the build-and-drive concept, I addressed a few cosmetic issues: replaced some damaged trim, re-chromed the bumpers, and Hunley Acuff vulcanized or “re-coated” the running boards. I also upgraded to electric wipers, air conditioning, CD AM/FM radio, cruise control, turn signals, and aftermarket gauges. With the addition of each accessory, I continued to add to my homegrown—and growing—wire harness, which included several add-on fuse panels. All wires were marked, everything was neat and safe, but it definitely began to take on an identity all its own.

As the miles were adding up with many trips between Atlanta, Charlotte, and Louisville, the SBC motor and transmission were starting to leak. In 2003, when Jeanne and I moved back to Missouri, I decided to drive the '37 from Atlanta to St. Louis. After that trip, the poor old car leaked so bad, we started referring to it as the “Valdez.” The car ran well, but it was definitely time for a change.

My goal has always been to make the '37 an “all Buick, Buick,” which brings us to where we are today.

In keeping with the nostalgic Resto-Rod theme, I felt that a nailhead, preferably one with dual-quads, was the only way to go. I started with a 425 nailhead from a '66 Buick Riviera. Once the engine was apart, I brought it to AMT Racing engines in Ferguson, Mo., for inspection. They polished the crank, bored the block .030 over, balanced and blueprinted all components, and reconditioned the heads. With the assembly, I included a mild camshaft from TA Performance, Sanderson headers, a modified Offenhauser dual-quad intake with a pair of 625 Carter carbs, and a MSD distributor. Behind the nailhead is an ST-400 converted from switch-pitch to a high-performance Turbo 400.



In my mind, this project was supposed to be a simple engine swap, change motor mounts, bolt in a new motor and go. But as anyone knows who has been down this road, everything leads to something else, and before you know it, everything begins to snowball.

Simple SBC to nailhead conversion:

SBC's starter is on the right, and radiator outlets are top center, lower right.

Nailhead starter is on the left, and radiator outlets are top center, lower left.

There was no way to change the outlets on the stock '37 radiator, and even though it cooled the SBC motor, I'm sure it would have been marginal at best for a bored-out nailhead.

Solution: upgrade to a Griffin aluminum radiator with a Cooling Components fan.

Steering linkage was set to clear a SBC, but now it shares the same area as the left header.

Not only did the linkage need to be rerouted to clear the headers, but the angle and location of the steering column had to be changed as well.

Homegrown wiring—I understand it, and I know it's right. However, the next guy might freak, so it was a good time to rewire the car with an aftermarket kit.

In the process of pulling everything out from under the dash to install the new American Autowire harness, I figured while the dash is apart, this would be a good time to paint it.

AND... if I'm going to paint the dash, this might be a good time to fabricate a lower dash extension for the radio and AC vents.

AND... if I'm going to paint the dash, I might as well paint the chrome garnish moldings.

One more thing, probably the worst area needing attention from the original backyard paint job are the front fenders, so with them off the car, this might be a good time to paint them as well.

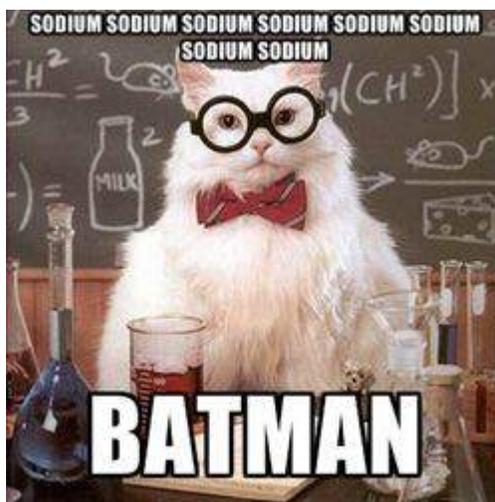
AND... they looked so much better, I decided to paint the hood to match.

AND... the back fenders have a few dents and scrapes in them, so maybe I'll paint them too. Stop there and be done with it.

WELL... before you know it, the doors and trunk lid were removed and painted, and now we plan to just paint the whole thing.

So, that's where I am today; still in that "and... one more thing" mode. Hopefully someday, there will be a follow-up to this chapter where I'm bolting parts on the car, and not taking stuff off.

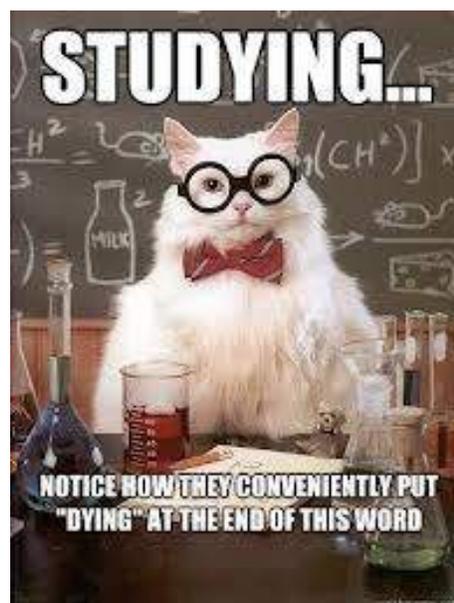
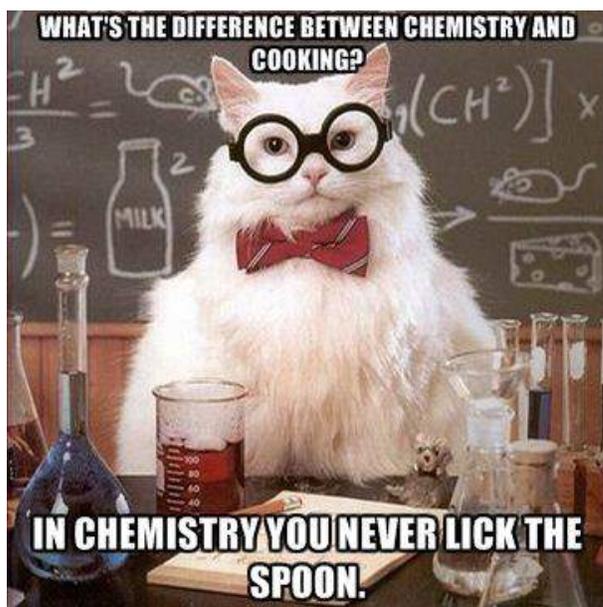
Gazette Giggles



This is for all you Batman fans who remember your high school chemistry. The chemical abbreviation for sodium is Na. So—now sing the Batman theme song.



Na, Na, Na, Na, Na, Na, Na, Na—Batman.



Gazette Centerfolds



Inspired by the famous Grant Wood painting entitled “American Gothic”, the Gateway Gazette proudly presents “*American Grumpy*” with a 1954 Buick providing the backdrop.



We all love our Buicks, but this guy — !!??** Wow!

CCCA Classic Car Trivia Night

It's time to get the band back together! Last year was our first time doing this event and we came in second place out of about 30 tables. All we need is a little more help and we can win this thing.

Questions are mostly about cars, but other questions were about food, presidential history and St Louis history. Everyone can contribute. Lets have a good turnout and make a good showing.

Contact Ted Becker (309)256-9860 for reservations.



3rd Annual
Classic Car
TRIVIA
Night

SATURDAY
2.17.18
7:00PM - 11:00PM

MOOLAH SHRINE
12545 FEE FEE RD.
ST. LOUIS, MO 63146

\$160.00
TABLE OF 8 PLAYERS

\$20.00 PER PERSON. TEAMS MUST PAY ALL TOGETHER, NOT INDIVIDUALLY.

PARTICIPANTS MUST BE 21 YEARS OR OLDER.

CASH BAR AVAILABLE
SORRY, NO OUTSIDE BEVERAGES ALLOWED. BARROOM BENEFITS SHRINERS HOSPITAL TRANSPORTATION FUND FOR CHILDREN'S MEDICAL CARE.

TEAMS ENCOURAGED TO BRING TABLE SNACKS

RESERVE YOUR TABLE BY FEBRUARY 5, 2018

TEST YOUR KNOWLEDGE AGAINST OTHER AUTO ENTHUSIASTS
•
AUTOMOBILE TRIVIA, POP CULTURE & MORE!

8 ROUNDS OF QUESTIONS
•
50/50, RAFFLES & SILENT AUCTIONS
•
PRIZE FOR WINNING TEAM

Questions?
Shannon • (314) 825-2980
olsonrsa@gmail.com
Or
Kevin • (314) 258-0574
stlwc1@yahoo.com

PAYMENT DUE AT THE TIME OF TABLE RESERVATION.

Make checks payable to SSR CCCA & mail to:
SSR CCCA
350 Afshari Drive Florissant, MO 63034
Please include Club/Team/Table Name, Phone Number & Email Address

Sponsored by the Spirit Region of the Classic Car Club of America
Proceeds benefit the Wheels In Motion National Children's Cancer Society Fund.



50/50 Drawing

Do you ever wonder about our monthly 50/50 drawings? Who always wins? Why don't I ever win?

Wonder no more, thanks to Chet Palumbo for keeping track and providing the listing of who won in 2017.

Remember, you can't win if you don't play the game!!

2017 50/50 Winners

By Chet Palumbo

Month	Location	50/50 Amount and Winner
January	CJ Muggs	<i>none</i>
February	Sport's Café	\$50.00 Total, \$25.00, to Mary Becker
March	Sport's Café	\$80.00 total, with \$40.00 to Bill Landers.
April	Sport's Café	\$66.00 total, with \$33.00 to Jerry Wilson.
May	Sport's Café	\$56.00 total, with \$28.00 to Bob Windal.
June	Sport's Café	<i>none</i>
July	Love Park	\$50.00 total, with \$25.00 to Kristina Richards
August	Sport's Café	<i>none</i>
September	Palumbo's	<i>none</i>
October	Sport's Café	\$76.00 Total, with \$38.00 to Bob and Cheryl Merrick
November	Sport's Café	\$37.00 Total, with \$18.00 to Jeanne Palumbo
December	The Old Spaghetti Factory	<i>none</i>
		\$415.00 Total, with \$207.00 to members





<p><u>January Birthdays</u></p>	<p><u>January Anniversaries</u></p>
<p>Steve Dodson Rhonda Ford Ed Keil Scott Keller Patricia Panus Vic Panus Chris Waltz Atena Martin Richard Self</p>	<p>John & Angie Midkiff Sam & Susan Palazzolo Richard & Vera Self</p>





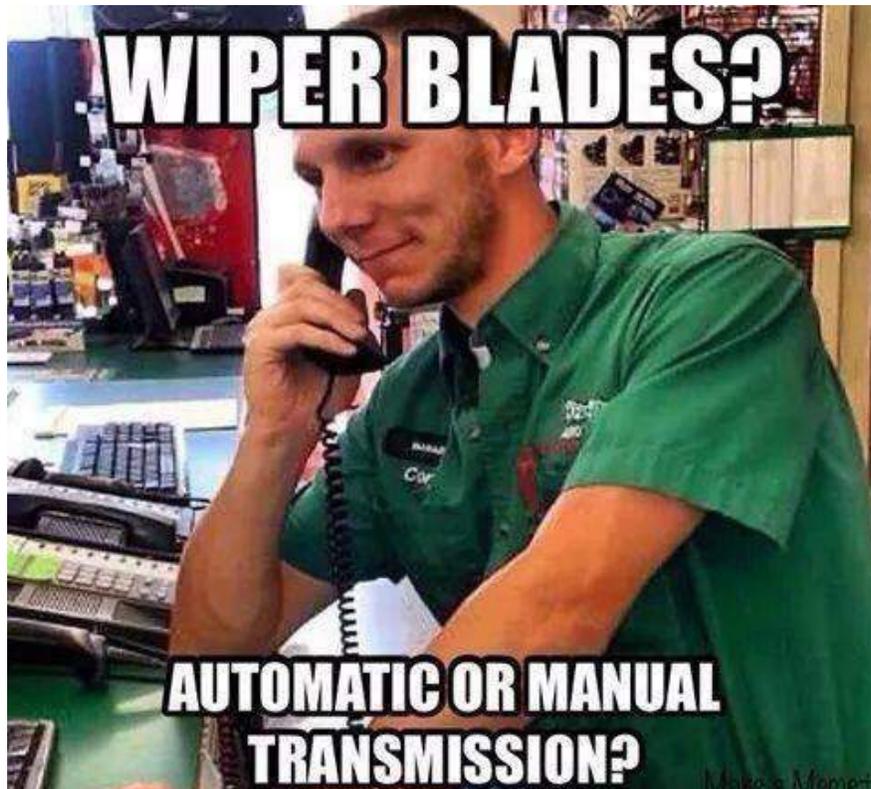
January 14 – Monthly Meeting / Holiday Party – Starts at 4:00 pm
CJ Muggs **Phone:** (314) 963-1976
101 W. Lockwood, Webster Groves, MO 63119
*** RSVP to Kristina by January 8

New Members

Damien Flaherty — 1957 Buick Roadmaster 75 4 dr HT

Dave Pollmann — 1965 Buick Riviera

Welcome to the club Dave and Damien, we hope to see you at the upcoming Holiday Party and many events thereafter.



Kustom Korner—Bu'Wicked

Starting with an illustration by Justin Milburn, Ted and Sue Richardson hired the late Ryan Butler of Bill McGlaughlin's Hot Rod Fabrication to construct Bu'Wicked. Among other superb custom features, the car boasts a full Art Morrison tube chassis and Heidts coilover front suspension, as well as a supercharged Buick 455 with aluminum heads, a custom intake manifold, headers and exhaust system. The engine sends 700 horsepower and 750 ft/lbs of torque to the Richmond 6-speed stick. Inside, the austere interior was transformed to match the two-tone body with tasteful Lambo Orange pinstriping.

Shortly after its debut, the car graced the cover of Custom Rodder magazine and was featured in Popular Hot Rodding. Bu'Wicked reached immortality as a playable car in Sony's "Gran Turismo 4" game for the PlayStation 2.

For more details: <https://www.barrett-jackson.com/Media/Home/Reader/buwicked-buick-special-barrett-jackson-collection-showroom-gran-turismo-4-ryan-butler/>



The GATEWAY GAZETTE is a monthly newsletter, free to paid members of the St. Louis Gateway Chapter of the Buick Club of America. Articles, technical information, For Sale and Want Ads, photos, restoration sagas and coming events are welcomed, but must be submitted by the first Monday of the month to assure inclusion in the next issue.

Our membership year runs from May 1 to April 30. Membership is renewable on May 1. Members joining between January 1 and April 30 are paid up through the next April. Dues for the local chapter are \$15 per year by Email or \$25 per year by Snail mail. Contact Pete Nathan, Treasurer. See address below. Current dues for the national club are \$50 per year, payable to: Buick Club of America, P.O. Box 360775, Columbus, OH 43236-0775.

The Gateway Chapter meets monthly on the FIRST MONDAY of the month. Meetings begin at 7:30 PM and guests are welcome to attend. We meet at various restaurants around St. Louis and most members and guests try to arrive by 6:30 or earlier to have dinner before the meeting.

For more information, our local mailing addresses are as follows:

Director:	Kristina Richards	283 LeBeau Lane	gngal86@gmail.com
	636-578-4448	St. Charles, MO 63303	
Asst. Director:	John Midkiff	1277 Mautenne Dr.	johnmidkiff@att.net
	636-207-0626	Ballwin, Mo. 63021	
Past Director:	John Lasinski	440 Avalon View Ct	jasinski@yahoo.com
	(636) 225-9850	Fenton, MO 63025	
Treasurer:	Pete Nathan	#1 Huntleigh Trails Lane	phnauto@aol.com
	(314) 413-2966	St. Louis, MO 63131	
Secretary:	Chet Palumbo	3 Callaway Lake Drive	cpalumbo@centurytel.net
	(636) 398-4336	Defiance, MO 63341	
Activities Director:	Kristina Richards	283 LeBeau Lane	gngal86@gmail.com
	636-578-4448	St. Charles, MO 63303	
Newsletter Editor:	Ted Becker	415 Winchester Way	gatewaybuickbca@gmail.com
	636-462-4818	Winfield, MO 63389	
Webmaster:	Adam Martin	1840 Westmoor Dr.	adam@buickpartsdirectory.com
	(314) 713-1262	Foristell, MO 63348	



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	

Name: _____

Mailing Address: _____

City, State, Zip Code _____

Home Phone: _____ Work Phone (optional) _____

Email: _____



Buick Club of America

Application for Membership

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	<i>(E-Membership is an online Bugle only; no hard copy — email required)</i>	

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? _____

*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)**

_____ / _____

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 _____

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.

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

Questions?
 E-mail:
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