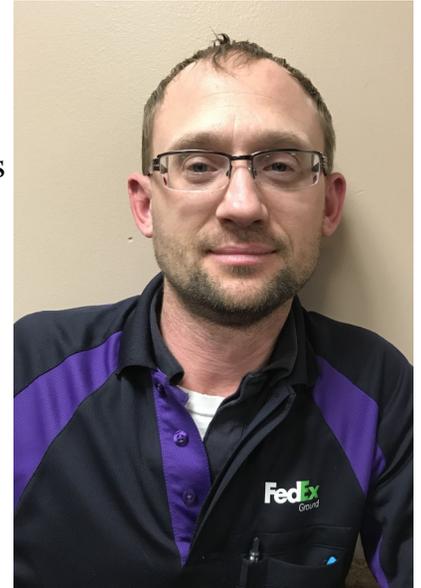


Member Spotlight

Doug Bremer

Let me tell you a story about how I met this month's featured member, Doug Bremer. Several years ago I was out cutting my grass when a Fed Ex truck pulled up into my driveway. Out steps a young man with a big smile handing me my package. "I see this package is from CARS, and I know they sell old Buick parts. Is that what this is for?" he asks. "Yes" I reply. "Well, what kind of Buick are you working on?" he asks. So, after about a half an hour, Doug and I had introduced ourselves and he had gotten a conducted tour of my Buick cars and workshop. About a year later, I again ran into him at a Gateway Buick Club meeting as he was just joining our ranks.



Doug is a St Louis boy born and bred. He graduated from Rite-nour High School and proceeded for further education at ITT in the electronics department. He later attended various classes in computer related subjects at UMSL.

Doug began his working career at Weber Chevrolet. He worked there for 10 years in various departments and began his lifelong love of GM products. After that, he moved on to being a Fed Ex delivery driver, which is his current profession.

Some of Doug's cars through the years have been mostly performance related Chevrolet's. Starting with an '84 Monte Carlo SS which he had built with all the performance goodies, he then moved on to an '86 Monte Carlo LS, then a '85 Cutlass Supreme with the Buick 3.8l engine. Stepping out of cars, he then got a '71 Cheyenne with the BBC engine, then a '90 SS truck that was (in his words) "built to run". His current daily driver is a 99 Chevy 1500.

Though it took him a while to learn it, Buick made some pretty impressive cars back in the 80's. He found an early build '86 Grand National that was built in September '85, making it one of the very first cars off the assembly line of that model year. Doug, being Doug, managed to experience the outer limits of the turbocharged Buick engine. Spun rod bearings managed to trash 2 connecting rods and the crank. After much searching, he was able to locate a crankshaft for the rebuild. The engine was professionally rebuilt, but lost oil pressure a few thousand miles after reinstalling in the car. The car now sits in his back yard in the state you see here, awaiting Doug deciding which way to go to put it back together.



Doug is a very interesting guy to talk to. He knows all the roads and by roads in the area from his FedEx experience. He keeps his eyes open for cars all the time and will tell you the exact location of every car he spies.

Thanks, Doug, for discovering Buicks and joining our ranks.