



Monthly Newsletter of the St Louis Chapter Buick Club of America

Volume XL No. 12 December 2021

Director's Letter

December 2021

Greetings,

First, reflecting on November, a month of Thanks and Giving:

November is the month we recognize and say: "Thank You" to our Veterans.

- Bill Bicknell, U.S. Marine Corps**
- Jim Conley, U. S. Air Force**
- Steve Dodson, U.S. Army**
- Jim Hall, U.S. Army**
- Gary Heim, U. S. Naval Reserve**
- Gene Jacobs, U.S. Navy**
- Dr. Jeff Johnson, U.S. Public Health Service**
- Edward Keil, U.S. Army (Deceased)**
- Bill Landers, U.S. Army**
- Geoff Lockett, U.S. Navy**
- Paul Meyer, U.S. Air Force, (Deceased)**
- John Midkiff, U.S. Navy /U.S. Navy Reserve**
- Pete Nathan, U. S. Air Force**
- Dave Smith, U.S. Army (Deceased)**
- Jerry Wilson, U. S. Air Force**

Please take time to review the profiles of our Veterans at:

<https://stlouisbuickclub.net/veterans-registry>

If you are a Military Veteran, and your name is not included in our registry or if you would like to update your information, please let me know.

**November is also a month when we share with those in need.
O.A.S.I.S. Food Pantry, St. Charles, MO**

Once again, our November Food Drive was a major success. This year's drive was a little different from the past as we were asked to focus on cleaning products and hygiene items. It was a good thing some folks still included food items with their contributions because when we dropped off our donation, the shelves were starting to look a little bare.



Yes, we were able to get everything loaded into one cart, but believe me, it was packed and stacked to the limit. In addition to the items in the cart, \$100.00 was also collected and donated to O.A.S.I.S. Food Pantry.

Again, a Gracious “Thank You” to all...!!!

Now it's time to look forward, and make plans for 2022...???

At the last meeting, many great ideas were offered. New member, David Baker offered to have a spring event at his place, viewing his car collection. Jeff Johnson offered to have an event at his farm in Eolia, this could replace the September Picnic/Meeting that we've had at our home for the last several years. And Sheree and Mark Kistner are looking into late summer, early fall event at a winery. Please let me know if you have any ideas and especially if you are willing to organize an event.

Upcoming Events:

Sunday, December 5th – Christmas Party / Toys for Tots Drive / Monthly Meeting

- CJ Muggs in Webster Groves – Private Room, Lower Level
- Starts at 11:30 a.m.
- Address: 101 W. Lockwood Ave, Webster Groves 63119 • (314) 963-1976
- <http://www.cjmuggs.com/webster.htm>
*** Don't forget to bring a toy for Toys for Tots ***

2022-----

Sunday, January 9th – Holiday Party / Monthly Meeting

- CJ Muggs in Webster Groves – Private Room, Lower Level
- Starts at 4:00 p.m.
- Address: 101 W. Lockwood Ave, Webster Groves 63119 • (314) 963-1976
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In closing, a special “Thank You” to each and every one of you for your contributions and support this year, especially to those who worked the Heartland Regional.

And most of all, Jeanne and I wish you and your families Happy Holidays,
With God's Blessings to all...

Chet



Meeting Minutes, November 1st, 2021

- The November meeting was held at the **Sports Café in Bridgeton** and was facilitated by Chet Palumbo, Director. **20 Members** were present.
- Our Military Veterans opened the meeting at 7:00 pm with **The Pledge of Allegiance** of the United States. At the conclusion of the Pledge, Pete Nathan recited a poem to the group about the commitment of the Veteran to his country.



Gateway Buick Club veterans in attendance (L to R):
Jim Hall, Bill Landers, Pete Nathan, Jeff Johnson, and Gene Jacobs.

- Chet recognized the Military Veterans in our club and thanked them for their service. Cupcakes in honor of our veterans were distributed and enjoyed by all.
- Chet thanked everyone for attending, and for their donations to O.A.S.I.S. Food Pantry.
- **October 4th Meeting Minutes:** Motion made by Bill Landers to approve the **October Meeting Minutes**, second by Jim Hall and approved by all.

Member News:

- Monica Ledwon is Ill, Ted Becker is our acting Secretary

- Larry and Nancy Longworth are celebrating their 46th Anniversary.
- Geoff and Angela Lockett are vacationing in Vermont
- Mark and Erica Myers are watching their daughter play in an All-Star Field Hockey game.

Member Check-in:

- **Bob Windal** – Provided his usual illuminating and entertaining update on his life over the past month.
- **Gene Jacobs** – Just bought a 1941 Super Model 51C convertible from his inspiration received at the Regional. The car is very nice but needs a few items to be fully road worthy.
- **Scott Keller** – Working on a turbo V6 engine for a friend from the Performance Group. Also told of the V6 engine that was used in the TransAm and how the heads are different from the Buick configuration.
- **Doug Bremer** – Still “fixin’” to begin work on his 86 Grand National that has been patiently awaiting his attention for the last 12 years. Amassing parts to begin his project and expects to begin in the Spring.
- **Bob Merrick** – His GS and Grand National are safely tucked away in his new garage while admiring the new driveway that was recently completed.
- **Jeff Johnson** – Electrical gremlins continue to plague his 1951 Roadmaster. Brakes work fine, but the brake lights are not functioning properly. Working through diagnosis and corrective action.
- **Mark Kistner** – Supply chain issues have hit close to home for him as he is having a difficult time procuring all the parts necessary to take the next step on his 70 Skylark project.
- **Gary Blakemore** – Steady work is progressing on his 1947 convertible. He was able to locate a dual carburetor manifold for the 263 engine in the car. Also, the front crank seal on the 401 engine in his 40 Ford pickup is leaking and he plans to replace it with a lip type seal.
- **David Baker** – David is an enthusiastic new member to the club and expressed his joy to be welcomed by the membership. He was also quite pleased with the Member Spotlight article about him in the November issue prepared by Monica Ledwon. His latest Buick purchase is a 1971 Riviera with 125,000 miles.
- **Pete Nathan** – Pete and Nancy just returned home from a Buick related trip to Ohio.
- **Bill Landers** – No updated news. No trips or cruises planned. Reatta is aging gracefully and is being well cared for.
- **Jim Hall** – Still enjoying the style and comfort of his 1999 Century as he uses it for its daily duties.
- **Chet Palumbo** – Chet bought the 1999 Riviera from the estate of recently departed Vic Nettle. He says the car is very nice and a worthy purchase. However, as he returned home after the purchase, the brakes failed but he was able to limp it home. Inspection

revealed the brake lines has rusted out and were leaking brake fluid. A new set of Inline Tube brake lines were installed, and the problem was remedied. After completing that project, he was swapping garage space with his 1956 Station Wagon and the brakes failed during the transfer. That is his next project to be revealed at the next meeting.

- **Ted Becker** – Upon returning home from the Regional, his 1957 Special was leaving a trail of engine oil and transmission fluid. The transmission cooler lines had sprung a leak which will be remedied with a new set of Inline Tube cooler lines. The engine oil leak appears to be coming from the spin on oil filter adapter that was recently installed.

Treasurer's Report: (Pete Nathan).

- No report at this time.

BCA Club News:

- **National News Events:**
 - **2022, June 22-25, BCA National Meet, Lisle, Illinois. Hosted by the Chicagoland Chapter**
- **Heartland Region Events:**
 - **2023 Heartland Regional hosted by the Dairyland Chapter**
 - **Fred Pennings and Erv Hutjens**
- **2021 Heartland Regional Meet, Chesterfield, MO. September 08 – 11, 2021**
 - **Profit/Loss:**
 - All bills received and paid.
 - 11/01/2021 (today) received credit from Doubletree for “Nights Sold” which will be added back into the show account.
 - **2020 Regional Shirts – SOLD:**
 - The remaining Shirts were sold to Mark Myers for \$100.00. If anyone is interested in a shirt, please contact Mark. **Thanks, Mark!**
 - **Regional Trailer** was turned over to the Chicagoland Chapter for the 2022 National Event. New brakes were installed on the trailer before its transfer.
 - Reimbursement pending...
 - **Shriners Hospital for Children Donation:**
 - \$ 1,891.00 payment will be made after we complete our financial review.
- **Gateway Buick Performance Chapter (BCA).**
 - **Next Meeting is: Sunday, November 14, at Café Telegraph**
 - **December Meeting, December 12, Hooters, Maryland Hts.**

Old Business:

- **September 12th --- Wheels in Motion Car Show – West Port Plaza.....???**

- At the September 28th meeting, it was agreed that like last year, we would donate \$250.00 to The National Children's Cancer Society.
- **Online payment made 11/01/2021 (today).**

New Business:

- **Direct Payment option for Membership Dues, for folks who no longer have checks...**
Chet investigated options:
 - Per Dennis Burkholder, MAD MOOSE MEDIA, our website, and GoDaddy have the capability to support online payments, all we need to do is set up a shopping cart
 - Per Regions Bank, once we have our shopping cart set up, we can deposit directly into an existing checking account. No credit card or any other accounts are needed.
 - **This project will be tabled until after the books are closed on the Heartland Regional.**
- **Need to update December Events on Website**
- **Events 2022 – WHAT TO DO...???** Several suggestions and ideas were discussed:
 - A visit to the garage and car collection of David Baker. Perhaps could happen in or around April.
 - Mark Magruder attended the Regional with his 1940 Buick Pickup truck. Mark has a car collection in Eolia, MO and expressed a willingness to host our club for a tour of his collection. After that visit, Jeff Johnson offered to host a BBQ at his farm just a few miles from Mark's place. That event could perhaps replace the annual September picnic at Chet Palumbo's house.
 - A trip to the Ste. Genevieve, MO was discussed with a visit to the winery and an overnight stay. Mark Kistner to investigate further.

Past Events:

- **October 30th – Collector Car Trivia Night --** (Other: non-club event)
 - Sponsored by the Archway Oldsmobile Club
 - Update: Due to lack of interest, there was no participation at this event.

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- [Chet Palumbo reservations, Pete Nathan door prizes]

Upcoming Events (OTHER):

- **Barb Knudsen’s “Grab a Hug Party in the Park” Party**
 - **Sunday, November 7, 2021 11:00AM - 4:00PM**
 - Food provided, bring your own drinks and chairs
 - Webster Park Community Building
 - 2201 South River Rd. St. Charles, MO 63303
 - **PLEASE RSVP BY OCTOBER 29, 2021**
 - Gene Bossaller: grbossaller@sbcglobal.net
 - 314-346-2109 (leave message)

50/50 Drawing: \$56_ Total, with \$28_ going to Mark Kistner (Mark accepted his initial investment of \$5 and donated the rest back to the club for the Children’s charities this drawing supports.



**Motion to adjourn made by: Mark Kistner Seconded by Bill Landers
 Meeting adjourned at 7:43 pm.
 Approved by all.**





December Birthdays

Barb Knudsen

Jeanne Palumbo

Nan Johnson

Susan Pollmann

Cathy Sorbello

Wayne Nolan

Ginny Landers

December Anniversaries

Bill & Ina Bicknell

Bob & Barb Brasses

Gary & Janet Heim



Member Spotlight

Melba (and Wayne) Nolan

By Monica Ledwon

This month's Gazette features another new member to the Gateway Chapter, a car girl named Melba Nolan. Melba and her husband Wayne own a fabulous car collection in Fenton, MO. that is focused on the vintage models of the 20's and 30's.

Melba was born in St. Louis and has been a lifelong resident of Jefferson County, being raised in the Fenton and High Ridge areas. She graduated high school from the North West School District.

As a young teen, Melba's father got her interested in cars. He was a mechanic at the old Koenig Chevrolet dealership and then later set up his own auto repair shop. Melba was surrounded in the gear head culture. She tagged along with him to the drag races and experienced the roar of racing engines. There she met a young man named Wayne Nolan who also liked to hang out at the tracks too and lived only two miles from her home. The drag racing scene led to their destiny of a 57- year long marriage, two daughters, one son, and three granddaughters.

A lifelong resident of Jefferson County, living on Nolan Rd, Melba developed a fondness for antique cars of the 20's and 30's later in life. When she sees a contender that she likes, she is in on to the chase, consults Wayne right off and sometimes makes the deal herself. Melba is so charmed by these years, that the cars owned in the Nolan collection are only pre-1940. The few exceptions being midcentury makes such a '58 Chrysler 300, '65 Corvair and '85 Corvette. Melba especially likes the Opera body styled cars and began shopping in the 90's.

A building in Imperial keeps a stunning group of 40 vintage vehicles. The Buick inventory consists of '27,'28 '31 Sedans and the award winning 1930 Marquette. Featured at the club's Regional, the Canadian Buick took home 3rd prize in its class 1903-1942. The Marquette was only manufactured in 1930. It was the only Buick with a flat head engine and a customed



Wayne and Melba receiving their Heartland Regional class award.



Marquette used a modified Oldsmobile flat head I-6 engine with larger displacement and increased horsepower. Note the “Marquette” name cast into the cylinder block casting.

engraved cylinder block with the inscription “Marquette”. General Motors made several lines of less expensive models for their nameplates as the Depression era curtailed buyer funds. Examples are the Oldsmobile Viking and Cadillac LaSalle.

When asked which one could be her favorite, Melva replied, “There really are no favorites as I get such joy out of all of them”.

Melba says that she and Wayne offer tours of the building to clubs such as the HCC of Missouri and the Gateway Chapter is welcome as well. Just call!

A brief list of the Nolan non-Buick inventory includes:

4 Moons, 1 Garner, 1 Traffic Truck, 1

Overland, 1 Studebaker (1913) her oldest antique auto, 1 Maxwell, 1 Dodge and 1 Chevrolet

Wayne does a great job keeping these historic wheels of transportation maintained. And Melba enjoys a homespun lifestyle in Fenton with her magnificent motor pool.



1927 Buick Opera Coupe with Landau bars behind the rear opera window



1930 Marquette as displayed at the 2021 Heartland Regional Show.

MCACN 2021

By Adam Martin

Muscle Car and Corvette Nationals - Rosemont, IL November 20-21, 2021

Aptly described as the "Pebble Beach of muscle car shows," the Muscle Car and Corvette Nationals (MCACN) is one of those not-to-miss events if you're a car person. We started attending in 2014 on a whim and have not missed one since. Our first MCACN show was an abbreviated one, as we showed up in Rosemont at about 2:30am on Sunday. So, we only had Sunday to take in the scenery. But it was enough to get us hooked to come back for the foreseeable future.

This year was a bit unique, as it carried over special displays and activities from 2020 when it was canceled. The focus on last year's event was GM's 50-year anniversary of the 1970 model muscle cars. So, this year it also included 1971 models. There are also many other special invitational displays that feature certain makes or models of a particular option load or provenance. One of the popular annual displays is the Barn Finds and Hidden Gems display, in which rare or unique cars are (usually) rolled into the convention center and displayed together. In many instances, those cars are then taken and restored, then shown the next year at MCACN.

In 2019, I was tasked with a monumental resurrection of a 1970 GS Stage1 convertible, slated for a premier unveiling at MCACN 2020. Each year, there are 15-20 unveilings done at the event. This means that the car being unveiled is being shown publicly for the first time since restoration. It was an exciting notion to think about for me, but was also anxiety inducing, knowing that all eyes would be on me and the car I just spent a year restoring. Working full time in the irrigation business and restoring a car to this level was quite the task, but we managed to nearly get the car finished in time for the 2020 show before it got canceled a month before the event. This allowed me to hide the car away for a full year to work out any of the loose ends I could before it was unveiled in 2021.

Fast forward to November 18 this year, we loaded the cars up for the show and headed toward Chicago. The owner of the 70 Stage1 convertible, Mike Sobotka, was hauling that car and a 1971 GS Stage1 coupe that I had also done a little bit of work to prior to the show. I was hauling a 57 Roadmaster that I recently painted and dropping it off to the owner on the East side of town. The trip was uneventful except for some pretty heavy wind that made for tough driving conditions with a two-car enclosed trailer.

Thursday evening, we arrived and were able to get both of the GS's loaded into the convention center and located in their general areas. The GS being unveiled was part of the "GM Top

Dogs" display on the red carpet right at the front entrance of the show field. It was immediately covered, and we wound down to prep for the next day.

Friday was mostly a setup day for our respective displays. The red-carpet cars didn't require much of anything at all except for some slight shifting of cars to straighten the display. Of course, we made sure the convertible was detailed as perfect as possible before we draped the cover back over it for the Saturday unveiling. We had 4 Buick GS's in the GM Top Dog display, and there was another section nearby of another 16 GS's from 70 and 71. I believe this was the largest gathering of Buicks at MCACN ever. It was quite the sight!

I had been volunteered for judging duty at the show for the Concours Buicks, which I wasn't really excited about, but I reluctantly agreed. Since there were 14 cars to judge, we started to go through them on Friday after lunch. We didn't stop until 7pm for dinner and went back after dinner to work until after midnight. Each car was taking over an hour to judge. It was the most rigorous judging I'd ever seen on Buicks. It made the BCA and GSCA judging system look like child's play. By the time Friday night was over, we still had 6 cars left to judge. 4 of which we could not judge until they were unveiled Saturday morning.

Dinner on Friday night was organized by Ajesh Parikh, the Buick representative for MCACN. There were over 50 people at Gibson's Steakhouse for this dinner. We filled a large room and had our own menu!

After a very loooooong Friday, we dragged ourselves back to the convention center at 7:30am for the official judges' meeting. We then proceeded to continue working through cars. The convertible was scheduled to be unveiled at 11am, so I had to peel away to attend that function. A fairly large crowd of people tends to follow the emcee and camera crew that does these unveilings, as they are usually very rare or special cars. Right on time, the mob circled around the car. Kevin Oeste (the host), myself, and the owner Mike were in the spotlight and things quickly went into action. As Kevin introduced us, I had two friends roll the cover back on the



Anticipation



(L to R) Kevin Oeste, Mike Sobotka (proud owner), Adam Martin (proud restorer)



car. I proceeded to state what the car was, and all of the fun juicy details and Kevin did a great job leading the conversation to keep it lively. Mike was a man of few words, so I did most of the wordifying. And just like that, it was off to the next car for the crew and the attached mob. They were prompt and to the point, knowing there were a total of 20 cars to unveil before noon. It took me about an hour to come down from my adrenaline high after that. I caught back up with

the judges and worked to complete all of the cars that were left on the list.

Saturday evening, the Buick folks were invited over to a local Hurst collector's shop for some food and drinks. The collector, Joe Spagnoli, has one of the most impressive Hurst and Oldsmobile muscle collections in existence. He was very kind to open his place for us and talk shop with the Olds group. It was also an open bar, so things got pretty exciting near the end of the night. You can ask me later about that if you like.

Sunday, I finally was able to go check out the other 530 cars in the show. There is more to the show than just a bunch of pretty cars. They hold seminars, youth judging, celebrity appearances, new product vending, tools, swap meet, vintage bicycles, and many other things to keep you busy.

Around 3:00pm, everyone gathers at the big stage in back to watch the awards ceremony. We were grateful to find out that the 70 GS Stage 1 convertible I restored received a Concours Gold award. It also was a Celebrity Pick! The 71 GS we cleaned up for the show received a Silver. It was an older restoration that had some incorrect stuff and minor cosmetic things wrong, but it showed very well. There were three other Buicks (all GSX's) that were unveiled, and they all received Gold awards. In fact, every Buick in our group got at least a Silver award. So, Buicks were well represented at the show with nothing but high-quality cars. Sunday night was capped off with our now-tradition of pizza at Giordano's down the road from the show. Next year is going to be a collection of some of the best 1972 GS's on the planet. 2023 we are planning to bring together some of Buick's full size performance cars of the years like Rivieras and Wildcats. So, if you know any top quality full size Buick performance cars, let me know and I will try to work them into the show for 2023. Also, I am looking for high quality 1972 GS's.

I highly recommend going to this show, even if you aren't a big muscle car head. Our friends at the Chicagoland BCA chapter were there in force promoting the BCA and the 2022 national meet in Lisle, IL. Next year, we have the benefit of having a national meet within 5-6 hours of our home. Let's take advantage of that is show up in force to the BCA national meet! Then in November, go back up to Rosemont and check out this MCACN show. It is AWESOME!

Shop Equipment Odyssey

By Ted Becker

I remember well my start in the fine art of collecting tools and shop equipment. At the tender age of 16, I took my hard-earned money from my job as a restaurant busboy and bought a Thorsen 12" drive socket set along with a breaker bar and ratchet wrench. That, along with a few of my dad's worn-out screwdrivers, I thought my automotive repair shop was set up for business. Ah, naivete at its finest! As a side note, I still have all my original tools, though they have since been archived in the Becker Museum of Antique History.

As time went on, I bought more and more hand tools and various workshop equipment. I now have what I consider to be a pretty fully decked out automotive and fabricating workshop. I can't say what is my favorite or most useful piece, but I do cherish my welders and get much satisfaction from burning MIG wire and making various projects. The one piece of equipment that I must confess I really can't be without is my air compressor.

I started out with one of those small portable 20-gallon horizontal units. These small units are OK for using an air wrench or pumping up tires. In my shop, however, I have (and regularly use) a sand blaster, which uses a lot of compressed air. Thanks to the tech article by Mark Kistner from a while back, I converted my siphon blaster to a pressure blaster, and it has been an incredible improvement. Sensing a need for more and higher-pressure air, I bought a 3.2hp twin cylinder 60-gallon vertical compressor from Sears about 20 years ago. It has served me well all those years, though the oil carryover was getting pretty high meaning the piston rings were probably worn out. But I have been soldiering on with what I had.

I went out to my shop about a month ago and I could sense a heavy smell of air compressor oil in the air. Uh-oh, said I. Confirming my fears, one of the airline fittings coming out of the compressor had come apart. Sensing low air pressure, the compressor ran continuously until the pump finally seized. Oh GREAT!!

What to do now? I could shell out anywhere to near \$1000 up to nearly \$2000 on a new 80-gallon compressor. Nope, not gonna do that! I searched Google for air compressor sales and service in the St Louis area. The only one I could find was in Dupo, Illinois. Not to say that there aren't other places around, but that was the only one I could identify. I called them up and they had a "nearly direct replacement" for my failed compressor pump. It was a cast iron unit, versus my current aluminum pump, so I knew it would be a better pump. With a check in hand for just south of \$300 for the pump and a new pulley, I headed over to Dupo.

♪ "Over the river and through East St Louis, to All Type Compressor Service I go." I actually drove by their address 3 times before I finally determined that I had reached the desired destination. Since it is in Illinois, I was not allowed to enter the building without wearing a mask. OK, I'll do that. Handed over my check and lifted the heavy box with my new compressor pump and put the new unit in the back of my truck. Back across the Mississippi I went on my way back home.

Immediately, the term "nearly identical replacement" came into a clearer meaning. My old compressor used a ribbed belt, this one uses a V belt. The mounting base on the new pump was slightly different than my old pump. The plumbing from the compressor head to the tank was no where near identical. My, oh my, looks like this is going to be a project!

First task was drilling a new set of base mounting holes in the pad at the top of the compressor. The old compressor was held on with 4 – 5/16 bolts that bolted into nuts welded on the bottom of the plate. That wasn't in the cards for me, so I drilled 4 new 5/16 clearance holes and bolted the unit on with through bolts and nuts. Getting the nuts started on the bottom of the mounting plate was more than a little challenge since there was so little room to work within. Then the new motor pulley was installed and aligned with the compressor pulley. That went pretty smooth. Then it was off to the local NAPA store to get a 45" V belt. That also went off without a hitch.

Now comes the hard part, getting the piping from the compressor head to the tank. I had hoped to use a flexible line for this part, but that was not really practical. The old line used compression fittings and there was a real funky fitting at the tank end where a small line branched off and went to the pressure sensing switch. So, it looked like compression fittings it would have to be. A trip to Hechler's Hardware in



New copper line from air compressor head to the tank.



Compressor oil drain line with ball valve and sight glass for oil level.

Troy got me all the fittings and tubing I needed to make the new line work. The old line had a small jog to allow for relative motion between the compressor and the tank. That posed a real problem since it was ½ “copper tubing and I had no tubing bender that size. Not wanting to spend \$100 for tubing bender that I would only use once, I searched for someone who had one I could use. That search came up empty. Carefully, I bent the tubing over one of my welding tanks to make the necessary bends. After a few adjustments, I had a tube that did the job.

While I was at it, I added several quarter turn ball valves to replace the existing globe valves. Instead of removing a pipe plug to drain the oil during replacement, I put a ball valve and hose to drain into a can during this maintenance process. Then a ball valve and hose at the bottom of the tank to do the regular purge of entrapped air in the tank. The globe valve at the outlet of the tank was leaking, so I replaced that with a ball valve as well. In the end, the project ended up costing about \$450 with all the valves and belts and fittings and gallon of air compressor oil needed to complete the job. I now have a much better air compressor that should serve me well for as long as I will be needing it.

I did learn several lessons through the process. The guys in Dupo really seem to know their business well and gave me some instructions to be following henceforth. The problem with the fitting coming loose is quite common. They said my experience was very something that they encounter on a regular basis with their customer base. “Happens all the time” they said. At the end of a working day in the shop, the valve at the outlet of the tank should be turned off so the piping in the rest of the shop is not under pressure while the shop is idle. The motor should also be shut off at the end of the day should anything in the tank or piping to the tank springs a leak. Finally, the oil should be replaced about every 3 months.

Moral of the story – live and learn. But learn is much cheaper and a whole lot less work.



Funky “Tee” fitting from ½” supply line from compressor head to ¼” line to pressure switch.



Shutoff ball valve from tank to shop air piping.



Drain line for daily purging of moisture in the tank.

Barb Knudsen's??th Birthday Party

We all know that Barb is a true “car gal”. What better way to celebrate a milestone (age not to be revealed) birthday than with all your car friends.

As this flyer shows, Barb and Gene Bossaller invited her car friends to a celebration at Webster Park in St Charles. The party could not have turned out better. There were over 100 people in attendance with lots of old cars, including a 1922 Mercer runabout!! The weather was beautiful, the food was great and lots of wonderful fellowship. There were a dozen in attendance from the Gateway Buick Club, which Barb certainly appreciated. All in all, it was a wonderful celebration for this wonderful young lady!

Celebrate with Barb Knudsen!

SUNDAY NOVEMBER 7, 2021
11:00AM - 4:00PM
WEBSTER PARK COMMUNITY BUILDING
2201 SOUTH RIVER RD • ST. CHARLES, MO 63303
(Across from the St. Charles Family Arena. With inside seating, outside seating, fire pit, children's playground.)
DRIVE YOUR COLLECTOR CAR!
(Weather permitting.)
Food provided, bring your own drinks and chairs
PLEASE RSVP BY OCTOBER 29, 2021
Gene Bossaller
grbossaller@sbcglobal.net
314-346-2109 (leave message)

Grab a hug!
PARTY IN THE PARK

Gene sent the following note of appreciation:

Barb and myself would like to thank all those who attended Barb's Celebration on Sunday November 7th. Thank all of you who drove their collector cars. We both hope you had an enjoyable, relaxing Sunday with Barb's friends. The cars were cool and the meal was hot on a beautiful sunny afternoon. Again we both thank you for your support and camaraderie.

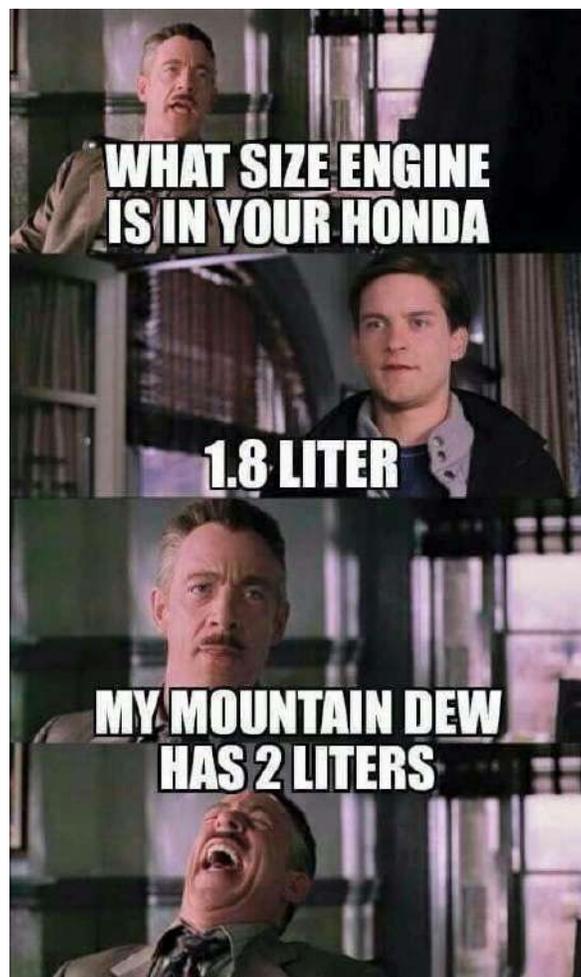
Happy Holiday's to you all, our friends.

Barb and Gene

Gazette Centerfolds



Gazette Giggles





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**STL Gateway Chapter – BCA**  
**2021 Event Details – Updated April 12, 2021**

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- Starts at 11:30 a.m.
  - **CJ Muggs in Webster Groves**
    - Address: 101 W. Lockwood Ave,
    - Webster Groves 63119
    - (314) 963-1976
    - <http://www.cjmuggs.com/webster.htm>
- \*\*\* Don't forget to bring a toy for Toys for Tots \*\*\***

**2022-----**

**January 9<sup>th</sup> – Monthly Meeting / Holiday Party**

- **CJ Muggs in Webster Groves**
- Starts at 4:00 p.m.
- Address: 101 W. Lockwood Ave,
- Webster Groves 63119
- (314) 963-1976
- <http://www.cjmuggs.com/webster.htm>
- [Chet Palumbo reservations, Pete Nathan door prizes]





**GATEWAY CHAPTER MEMBERSHIP APPLICATION AND PROFILE SHEET**

**Annual Dues: \$25.00 to the Gateway Chapter,  
Renewed: May of each year**



**(BCA Membership also required 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 \_\_\_\_\_  
Email (required): \_\_\_\_\_  
Profession: \_\_\_\_\_ Employer: \_\_\_\_\_ years \_\_\_\_\_  
Spouse's Profession: \_\_\_\_\_ Employer: \_\_\_\_\_ years \_\_\_\_\_  
Military History: Branch of Service: \_\_\_\_\_ Years of Service: \_\_\_\_\_  
Rank/Duties/Veteran of a Foreign War: \_\_\_\_\_  
\_\_\_\_\_

***Buick Club of America Information:*** <https://stlouisbuickclub.net/membership>

**You are required to be a BCA member. BCA # \_\_\_\_\_ (required)**  
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: \_\_\_\_\_  
\_\_\_\_\_  
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