



Gateway Gazette

Monthly Newsletter of the St Louis Chapter

Buick Club of America

Volume XXXIX No. 1 January 2020

Happy New Year...!!!

it's just not any New Year, it's the 2020 New Year

YES...!!! -- The year we host the 2020 Heartland Regional Meet

Okay, so..., before we get ahead of ourselves, maybe we should take a few minutes to re-view 2019.

MEMBERS: We had many members share their joys and concerns with us throughout the year with many cards and prayers offered. Some minor, others more serious and a few that were life-changing. We still pray for Maggie Wester who moved to the Jerseyville Manor nursing home, in Jerseyville, IL, and we continue to mourn the loss of two long-time members; Jeff Watkins our self-appointed club historian and history buff of all things Buick, and Wendy Nathan, wife of our Treasurer, Pete Nathan.

EVENTS: I wish to thank everyone who attended and supported our events. Based on attendance, our most popular events continue to be the Holiday Party at C. J. Muggs, the Love Park Picnic, the BBQ at our house, and the Christmas Party at The Old Spaghetti Factory. Must have something to do with food...???

This year we tried a new venue for our annual "Paul Meyer Memorial Oil Spill" Greg's Auto Service and Repair. I think that worked out well for everyone, we've checked with Greg, and we're planning on having it there again this year.

At the Laura Buick GMC Car Show this year we recognized Jack and Laura Anderson as Honorary Lifetime Members for their continued support of the STL Gateway Chapter.

My two favorite events of the year were the ones with the least support and attendance from our members: The “MID-MO Tour” which was a joint event between us and the MidAmerica Chapter, we met in Columbia, MO for the Annual VA/Vet Center Car Show, which was a benefit car show for the VA Hospital, and our “Cruise to the Wall” event in Perryville, MO. The Soldiers Memorial in Perryville is a true treasure for our state and I highly recommend that you take the time to check it out if you’re in the area.

And unfortunately, we had two events canceled due to rain; The Wheels in Motion Car Show at West Port Plaza was canceled which prevented us from selling snow cones with proceeds benefiting The National Children’s Cancer Society and the Winery Cruise to Grafton, IL, well... it actually wasn’t canceled due to rain, but canceled due to the spring rains that flooded the River Road and the towns of Alton and Grafton.

GIVING: We did an excellent job again this year with following our tradition of giving and supporting others:

We assisted the Archway Olds Club with their "Memories on Main Street" show in Troy, MO.

In Memory of Wendy Nathan, we donated \$250.00 to The National Children’s Cancer Society and we provided home-made baked goods to the First Responders who assisted her and Pete in their home.

In November we had our annual food drive with donations going to O.A.S.I.S. Food Pantry in St. Charles.

And in December we “wrapped up” the year with our annual Toys for Tots drive

Now back to that 2020 thing...!!!

It’s hard to believe that it’s been two years since we voted and approved to “**HOST**” the 2020 Heartland Regional Meet. Thanks to the help of Bill Landers and Pete Nathan, I would like to say we have completed all of the big items required to make this meet a success, but in reality, the biggest item left is our huge list of little items that will make or break the success of the meet. Now, this is where you come in, we need your help. Some soon, others along the way, and everyone on deck during the show. Discussions on our remaining list of assignments will be addressed in our January Board Meeting. Also, I handed out registration forms at the Christmas Party, plus they are available at the end of the Gazette. Please turn them in as soon as you can.

I have been really pleased with the support we have received from the other Chapters in the Heartland Region. Special thanks to Jim Jaeger and the Fireball Chapter for assisting us with the rollout of our event at their 2019 Regional Meet, in Stillwater, MN. They included information packets about our event in their registration package and they provided us with space to set up our display tent.



Thanks to Melanie Mauser and the Chicagoland Chapter for handing out 2020 Heartland Regional Registration Forms at the Chicago Mecum Auction and the Muscle Car and Corvette Nationals (MCACN)

If you look close, you can see our 2020 Regional poster on the right side of the BCA banner.

And thanks to Ricky Pirch and the MidAmerica Chapter for handing out 2020 Heartland Regional Registration Forms at the Kansas City Mecum Auction

All for now...

Remember, we have one more Holiday Party, January 12th, at CJ Muggs in Webster Groves, Starts at 4:00 pm

Be there...!!!

And Enjoy!

Chet

Meeting Minutes, December 1st, 2019

- The December meeting was held at **The Old Spaghetti Factory**, in Chesterfield, MO and was facilitated by Chet Palumbo, Director. 38 Members were present.
- Chet opened the meeting with **The Pledge of Allegiance** of the United States and thanked everyone for attending.
- Chet also thanked everyone for their generous contributions to our annual Marines Toys for Tots drive, and Thanked Ted Becker for making Name Tags.
- The November Meeting Minutes: Bill Landers requested a correction to the November minutes stating that the 50/50 drawing amount was \$62 with winnings being \$31. Motion made by Bob Brasses to approve the November Meeting Minutes as corrected, second by Geoff Lockett, and approved by all.

Member News:

- **Larry Longworth** is home recovering from his second knee operation. His second operation turned out to be more painful than the first. A get well card was signed by all in attendance.
- Welcome back **Vera Self** who is recovering from a double heart bypass along with Richard Self both in good spirits.
- Welcome back **Ted Becker** who is recovering from foot surgery. He made his entrance with confidence via knee scooter.
- The big question for the day is; who is the “**Retired Stripper**”...??? The answer was Pete Nathan who used the cup with accompanying costume in a gag routine during his daughter’s wedding shower.

Treasurer’s Report: (none)

BCA Club News:

- **National News:**
 - ♦ 2020 National Meet, Strongsville, OH, July 15 – 18, 2020
 - ◇ *Southside of Cleveland, close to 600 miles, 9 hours from here, Room Rate: \$109.00*
 - ♦ MECUM Auctions – Free Bidders Pass (\$100.00 value)
 - ◇ Apply online, select event, Answer How did you hear about us question: “Buick Club of America”
 - ◇ Next closest auction: Kansas City – Dec 5-7, 2019
- **Regional News:**
 - ♦ 2020 Heartland Regional Meet, Chesterfield, MO. September 10 – 12, 2020
All hands on deck...!!!
- **Gateway Buick Performance Chapter (BCA)**
 - ♦ November meeting, Chet invited all to attend the 2020 Heartland Regional and passed out registration forms.
 - ♦ Next meeting, December 8, Christmas Party/Meeting, Café Telegraph.
Lunch at 12:30 p.m. meeting at 1:30 p.m.

Old Business:

- **Name Tags:** (Pete Nathan)
 - ♦ See Pete if you have not received your nametag or if you would like to order one, \$7.00 each.

- **Website/Gazette “Every car has a story” (Chet)**
 - ◆ December Gazette featured an interesting article submitted by Bill Bicknell on his early Skylarks, and next month will feature an article on his new shop in Rolla. Chet encouraged others to submit articles to him for consideration.
 - ◆ Ted Becker noted that he was contacted by Pete Phillips requesting permission to reprint Bill’s story in the Bugle.

New Business:

- **2020 Heartland Regional Event:**
 - ◆ Host Hotel: *Doubletree Hilton in Chesterfield, MO. week on September 10th.*
 - ◆ Sponsorship: *St. Louis Buick Dealer Advertising Association.*
 - ◆ Featured Vehicles: *Convertibles and Modifieds.*
 - ◆ 2020 Activities
 - ◆ *Tours; Fast Lane Classic Cars Inc., old St. Charles with guided tour by Joseph Yochim, Box lunch and Daniel Boone’s Home, driving tour of MO wine country, end at Chandler’s Winery*
 - ◆ **Registration Update (Bill Landers)**
 - ◆ Bill reported that there are five registrations so far.
 - ◆ Two years ago today we voted and agreed to do the 2020 Heartland Regional, now it’s time to sign-up and register. Registration forms were passed out to all.
 - ◆ **2020 Regional Shirts Available for sale**, see Chet. Tee Shirts \$15.00 and Polo Shirts \$20.00
 - ◆ **Saturday Lunch on Show Field;**
 - ◆ Chet contacted Dennis Burkholder of the Shriners Smokin’ Nobles to see if they would be interested. Dennis will meet with their board for final approval and provide us with a list of food and prices.
 - ◆ Considering; hours 11:00 a.m. – 2:00 p.m.
 - ◆ Offering burgers, brats, hot dogs, chicken kabobs, chips, water. Premium meats from Valenti’s meat market.
 - ◆ All profits go to the Shriners.
 - ◆ **Online Link for 2020 Hotel Reservation is now available:**
 - ◆ https://doubletree.hilton.com/en/dt/groups/personalized/S/STLSCDT-GCB-20200910/index.jhtml?WT.mc_id=POG
- **2020 EVENT CALENDAR:**
 - ◆ Suggestions Please...Chet will continue planning the basic events such as oil change party and summer picnic but would like suggestions for other activities from club members.

50/50 Drawing: \$102 total, with \$51 going to Damien Flaherty.

Next Meeting:

- **January 12th – 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
 - ◆ www.cjmuggs.com

Toys for Tots Meeting

December 8

Old Spaghetti Factory—Chesterfield



An impressive array of toys collected for those whose Christmas may not be as merry as for those more fortunate.



38 Members and Guests were present for this annual event.



Richard and Vera Self with Geoff and Angela Lockett vying for the “Best Looking Couple” honors



Ted and Mary with Ted fresh from his foot surgery and riding in on his scooter



Monica keeping tabs on Denny and Susan



Jeanne and Sherree smiling for the camera



Damien comparing notes with Pat and Nancy as to whose Buick is the biggest land yacht



Dave enjoying Barb's shoulder massage while Geoff supervises



Mayor Bob with Barb, the first lady of Fenton



Bob trying to convince Cheryl to let him put a lift in his new garage



Athena appears to not be amused at Adam and Pet's tales.



Chet whipping up enthusiasm for the upcoming 2020 Regional



Barb and Ginny telling grandchildren stories

Member Spotlight

Dave Smith

By Ted Becker

Have you ever wondered the true definition of a “car guy”? Well, look no further than this month’s member spotlight, Dave Smith. When asked how many cars Dave has owned over his life, he said there have been so many he could not begin to count. Was it 100? “Oh heavens, more than that.”

Dave was born and raised in Kansas City where he went to Paseo High School. While in his senior year, he participated in a class project to take large rocks and spell out “Paseo” on the hillside in front of the school. It took the better parts of a couple months to complete since some of the rocks were more like boulders.

After high school, he began his long-time career as a TV and radio repairman. This business, either on a full or part time basis, lasted over 40 years.



Dave and Louise at the 40th Anniversary Picnic

Dave met and married his first wife Victoria Ann Kennedy a few years after high school. This union produced 3 sons. Tragically, Victoria succumbed to cancer in 1961, leaving Dave a very young widower with 3 young sons.

Prior to the birth of their boys, Dave enlisted in the Army Reserves. After a year of service, he was called to active duty just as the Korea War was breaking out. He was assigned to the Chemical Warfare Division at Dugway Proving Grounds in Utah, prior to what he assumed was to be an overseas assignment. As fate would have it, the company cook was injured in training and was going to be out of action for 6 months. Somehow, Corporal Dave was able to convince his company commander that his culinary skills would equal that of any of the finest chefs in the country. Either his line worked or out of pure desperation, he was assigned cook duties that would last until his discharge 3 years later.

A few years after Victoria’s passing, his youngest son, Gary, had a very cute young teacher by the name of Louise. Dave attended a school open house of which Louise was the master of ceremonies. During her presentation, the microphone went dead. Dave sprung into ac-

tion by going out to his truck, getting his electronics tool kit, coming back into the school and fixing the mic. Giving it back to Louise, she must have been smitten with this fine young and handsome talented guy.

They began seeing each other socially and the romance blossomed. At the end of the school year, she went back to her original home on Long Island, NY. Dave knew he could not be without this fine lady and proposed via mail . She accepted, they were married at the courthouse and honeymooned in Estes Park, Colorado. They have now recently celebrated their 55th wedding anniversary. Dave and Louise had 2 daughters and their blended family has 7 grandchildren and 5 great grandchildren.

Dave began a life thereafter of burning the candle at both ends, the middle and the next one over. He maintained his TV repair business, he worked for the Atomic Energy Commission (AEC), went to night school at Central Technical Institute (eventually receiving and Electrical Engineering degree) and coached his son's baseball team. Sleep was a pretty rare commodity for Dave in those years.

He was a Senior Design Engineer at the AEC working on the Thor missile program. His immediate supervisor announced that he was leaving AEC and going to work for McDonnell Aircraft Company in St Louis and wanted Dave to join him there. He took a day off work and went to St Louis for a job interview. While on his interview, he was able to spend time with James McDonnell (also known as Mr. Mac) in his office. During their conversation, a janitor happened to come by the office. Mr. Mac went out and spoke to the janitor inquiring about his wife who was in the hospital at the time. The man thanked Mr. Mac for stopping by the hospital to visit his wife, giving her a bouquet of flowers and a box of candy. Any man who would pay that amount of attention to the family of a janitor was the kind of man that Dave wanted to work for, so he accepted the offer.

His time at McDonnell was spent working with a team of 7 doing astronaut training on the Gemini program. During one of the training sessions, he heard a loud bang that shook the building. Tragically, a F101 Voodoo fighter jet was being piloted by two of the astronauts who were making a landing during overcast conditions and hit the top of Dave's building. The ensuing fireball hit about 50 feet from Dave's desk. Had he been at his desk instead of on a training session, who knows how that could have turned out.

Dave very much enjoyed his time at McDonnell and decided in 1994 that his 28 years in their employ was enough and it was time to join the "every day is Saturday" club.

So how did Dave develop his love of cars? His dad was a master mechanic on the Police Department in Kansas City and a 3 time Missouri state motorcycle racing champion. He drove motorcycles with reckless abandon which earned him the nickname of "Daredevil Smith". Dave was fascinated with his father's passion and knowledge of all things mechanical and tried to absorb as much from him as a young boy could.

At the tender age of 14, Dave figured it was time to buy his first car. He found a pretty decent 1934 Chevrolet that was for sale for \$35, but would only move a foot in either direction. Telling his dad the problem, he diagnosed the problem as a key coming out of the differential gear shaft and lodging between the ring and pinion gears. At his dad's direction, Dave got a new woodruff key and fixed the car in the owner's driveway completing the transaction.

From that time on, he was hooked on cars. He has owned cars of most manufacturers, but Buicks hold a special place in his heart. While in high school, he bought a 32 Buick Roadster for \$37.50 that had a large hole in the water jacket manifold along the side of the block. He made a new manifold in shop class and fitted it to his prized Buick. Shortly thereafter, he sold that Buick for \$300 and moved on to more and more cars. All told, he figures he has owned around a half dozen Buicks.

Dave also has had a passion for Model A Fords. He figures that he has owned about 30 of them through the years. His most recent Model A was a 1930 Deluxe coupe with dual side-mounts and a rumble seat. Over the course of his 20 years of ownership, he drove the car about 100,000 miles. His longest distance was to a national meet in Breckenridge, Colorado. He only sold that car about 3 years ago to one of his brother Shiners who uses it mostly for parades.

At one time, Dave owned 15 cars. One day, Louise told Dave, "Dave, you have got to sell some of those cars." Her idea of an ideal fleet size and Dave's, differed substantially, but he did pare it down to 7. He now has his 2013 Buick LaCrosse as his daily driver, a 1994 Lincoln Town Car with 17,000 original miles and a very cool 1998 Jaguar XJ8 roadster.

Dave's interest in life extends far beyond cars. He belongs to over a dozen clubs of various interests. The variety of clubs includes: Jazz music, radio, railroad, cars and fraternal. He has been a 60 year Mason and a recently joined Shriner. His car clubs include: Archway Oldsmobile, Volkswagen, Show Me, Fords Unlimited, V8 Ford, Mustang, 3 separate Model A clubs along with our Gateway Buick club.

He joined our club after attending the National Meet that our club sponsored in 1997. Dave would probably not state his favorite club, but I'm sure the Gateway Buick Club is at the top of his list. He has been an "At large" board member for quite some time and is present at most club events. He attends each and every club meeting at Sports Café and is the first person there. He sits at the front table and greets each member as they arrive. We all turn to Dave at the conclusion of the Pledge of Allegiance as he loudly proclaims "Play Ball!!".

We are so very fortunate to have Dave in our midst, a man who has a wonderful and charming personality and who has never met a stranger. A true car guy and a very good friend to all.

Bicknell Engine Company



The building located at 410 N. Elm Street, Rolla, MO

I have had Bicknell Engine Co. set up as a part time business in addition to my engineering work for 33 years. This came about because of friends asking me to do repairs or restoration work on their cars. It started out as just engines, then drive trains, and at one point complete frame off restorations (no more!). For the last 10 years, work was done in the basement of my house. It became so crowded that the rows between machines and parts bins became too small to manage. This year, I purchased a 3800 sq. ft. commercial building in the City of Rolla that was built as an engine rebuilding shop in 1957. It is a sturdy, concrete block building with an 18" I-beam that goes wall-to-wall and supports a traveling overhead hoist.

Work on the cars has been near 50% Buick (with lots of '53 & '54 Skylarks) and 50% Cord with a sprinkling of other, mostly orphan cars (Studebakers, Muntz Jets, Playboys, Packards, etc.). I have an extensive library of shop manuals and parts books with part listings going back more than 100 years. Coverage is good through the 50's, some 60's, and hardly anything from 70's and newer.



Recently acquired 1937 Cord from 53 years storage in a barn

(yes, that is a 1940 Buick engine in the foreground)

“Assembly line” of Cord transmissions
being rebuilt



Recently rebuilt 1936 Auburn engine (L)
and
Portable engine test stand (R)

1965 Buick Special in for transmission
repair
and misc. odds and ends





BUICK RACING TEAM - Louis Chevrolet and Bob Burman are shown in two Buick "Bug" Racers

Lennie "Pop" Kennedy and the Buicks

Editor's Note- This article was written by Jim Bell for the Kenne-Bell Newsletter in September, 1980. We are presenting it as written -we thought it important to hear from Jim in his own words-



Lennie "Pop" Kennedy
and the 1968 GS 400

The Oldtimers say Lennie "Pop" Kennedy was the first man to run down the Pomona Drag Strip. His first Buick was a 100% pure stock 1955 Century that turned a best of 86.97 at 15.60. In those days everyone ran their cars stock before they started cheating, so I was able to witness first hand which car was really the fastest off the showroom. The Dynaflo, coupled with the old man's tremendous reflexes made it a real mystery car.

How could a Dynaflo, of all things consistently beat those '55 Chevy sticks? In 1961 I bought a '55, blueprinted (the) motor, and installed the hot gear set up for that year car- 4.44 gears from a Buick ambulance. It turned a best of 14.73 at 93 mph which was enough to handle the trick 1957 Powerglide cars from Marv Ripes A-1 Transmission and Bill's Service. There was no question that the 1955-56 Buick trans had the first high stall converter.

Next, "Pop" bought himself a '56 Century. It ran a best of 87 at 15.60- not much better than the '55. Again, in those days, the only modification was to remove the air cleaner and install duals. Headers, cheater cams, blueprinting, etc., were considered unfair by "Pops". He enjoyed beating the Chevies, Olds, Pontiacs, etc. with a stock Buick and would have no part in cheating.

The first time out with the '57, at the old San Gabriel Drag Strip, the Dynaflo laid down a 14.90 at 90 mph. The Century was a 364 cu in. 4 bbl with 3.90 gears.

Next came one of the most exciting cars in California Stock drag racing- the (1959) 401 Invicta. The stock converter had a 3500 (rpm) stall. The beast weighed 4600 lbs. yet turned 90 mph at 15.0 first time out. The 4.44 gears and shaving .030 off the heads brought it down to 14.70 and 93 mph. The Dodges of Bill "Maverick" Golden and The Flying Dutchman and Tom Ritchey's Pontiac were a few notables who fell to the big finned Buick.



The only color picture of the 1959 Invicta



Pop Kennedy, his trophies, and the '61 Invicta in our old Showroom



Pop Kennedy at the 1962 Winternationals in Indy

The only other modification to the Invicta was Bucron tires. They replaced the Vogues as the hot tire setup in the late 50s. We didn't know what a cheater click was in those days. The '59 accumulated over 100 trophies. I purchased the car was a street cruiser when the Invicta came in. I had more fun with the '59 than any car I ever owned.

The '61 got the same treatment for drag racing- 4.44 gears, .030" off the heads and a new set of Caslers. Pete Reynolds, a local Buick dealer, was so impressed with the way the car ran that he sponsored the gas for 2 trips to Indy. "Popsy" rewarded Pete with class wins for both trip in 1961 and 1962. The Pontiacs could hardly believe the Old Man from California. The '62 turned a best of 97.70 at 14.21 with headers and 2 Speed Switch Pitch Converter and Trans.

In 1964 Buick came out with a little 300" 4 bbl motor in a 3200 lb. Skylark 2 door coupe. First time out - 14.21 at 97.8 mph. 4.44 gears (ambulances were getting rare by this time), headers, .025" off the aluminum heads and Casler cheater slicks. The new TH300 2 speed was absolutely amazing. This was our first Turbo Switch Pitch Converter. It had (a) 3000 stall with the 300 incher.



Pete Reynolds gives Pop Kennedy the keys to the '65 Gran Sport

In 1965, Buick introduced a 400 incher (the 401" de-rated by one cubic inch to meet GM's limit of 400 inches in a small car.) The 1964 had to go. Pop bought the first one to hit California. 12.70s at 107 mph with our Switch Pitch Converter, 2 Speed Trans, Mark 3 cam kit and 11:1 pistons. The 3 Speed TH 400 picked up exactly .1 and 1 mph to 108 at 12.60 One of these cars lightened to 3300 pounds with ram air ran a best of 111 at 12.30 back in 1966. The '65 was run mostly in brackets until 1967, when Buick came out with a completely new 400 inch engine design. A GS 400 was soon getting the treatment in our garage for NHRA Super Stock. 13 years ago we ran a best of 111 at 12.10. It put out another 75 hp over the 401, but we were paying a heavy price for the horsepower. We were blowing up the 400s as fast as we could build them.

Pop Kennedy with the '65, '67 and '68 Reynolds Racers



Between burned crankshafts, we were desperately trying to test new cam profiles, manifolds, headers, and other components for an engine no one had played with before. We finally discovered the problem was insufficient oil pressure. By this time, the '68s were out. Pop discovered that the '68 had more rear fender well (width) for wider tires so he bought one.

After successfully racing the 400 inches for a year and a half we began testing 455s for the upcoming 1970 models. Standard, Stage 1, and Stage 2 heads were all evaluated on the flow bench and drag strip. I can still see the smile on Pop's face when he came back from the first run with the prototype set of Stage 2 heads. .3 and 3 mph with no other changes and it pulled strong all the way to 7000. The 455? Good for .32 and 3.3 mph over a 400.



The iconic Reynolds Buick '70 GS 455 Stage 2

The new Stage 1 was a beautiful sight. Quite a derivation from the '65, '67 and '68 gold cars. It was picked up at Reynolds Buick on Monday and driven around until Saturday nite where it proceeded to dazzle the boys with a 101- 13.9 blast just as it came off the street (plugged up, air cleaner, stock tires, etc) The primary objective was to be successful in NHRA Stock Class, where no other Buick had ever been successful. The factory was always too honest about their horsepower ratings so the cars could never be class contenders.

However, 1970 was different. We had a legal GS car running 12.0s on a 12.55 record. Furthermore, Bill Trevor and the other '70 Buicks were no where close to these times. The Winter(nationals) were in the bag- until (the) NHRA factored the cars to 400 hp! Discouraged, and with no way to win in Super Stock, we bolted on the Stage 2s, an Edelbrock, a 1000 cfm Thermo Quad, 11" tires and our factory Stage 2 hood scoop. The

MKC 113 cam came out and in went the Mark 4. 123 mph at 10.7s in 1970 was getting with it in anyone's book.

Old Popsy was 62 by then but could still handle the wheelstanding 3600 lb. 455. A couple of heart attacks and 2 or 3 strokes didn't slow him down at all. I vividly recall the Hot Rod Meet at Riverside in '69. Only one foot was working after a stroke. I thought we'd have to hook up a hand brake but he got by with "low-stalling" the converter the whole day.

Then there was the time we were running a new motor combination in the Riviera oval car. Pop's entire left side went totally numb. Not wanting to miss the race, he drank a pint of Jack Daniels to get some feeling so he could drive. We were at the races when Pop limped up through the stands. The next day he drove to the hospital in the '65. The doctor thought the story was some kind of joke. Pop spent 2 weeks in the hospital. One day after being released he was back to Orange County trying out a new manifold. At 72 he's finally retired from Kenne-Bell and talking about making a comeback. Running gas mileage tests for us is becoming a bore he says. if he returns, It'll be in the 104. 127 mph Stage 2 bracket car. I guess those fast runs are needed to keep the heart pumping.

I've watched the old man drive for 20 years and he was unquestionably one of the best. Always first out of the hole with those uncanny reaction times. I've often wondered how good he would have been at 20- or even 40.

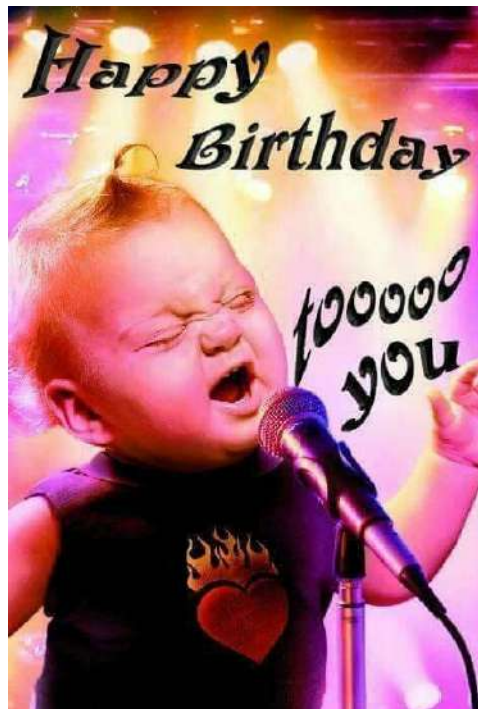
I think I made all of the winning and going fast sound easy. There was, of course, another side. The experimenting with the various engine components and combinations, transmissions, converters, suspensions, tires, etc. was laborious, expensive, and at times very frustrating but I wouldn't have traded those years with "Pops" for the world. Is there anything more enjoyable than racing and beating the Fords, Chevies, Oldsmobiles, Pontiacs, Dodges, Plymouths, and Chryslers for 25 years with cars that "don't run?" And we all know Buicks don't run- particularly the old "nailheads."

Gazette Centerfolds





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



2019 Full Year Event Details::

January 12th – Monthly Meeting / Holiday Party

- o **CJ Muggs in Webster Groves**
- o Starts at 4:00 p.m.
- o Address: 101 W. Lockwood Ave, Webster Groves 63119 • (314) 963-1976

Gazette Car Corral

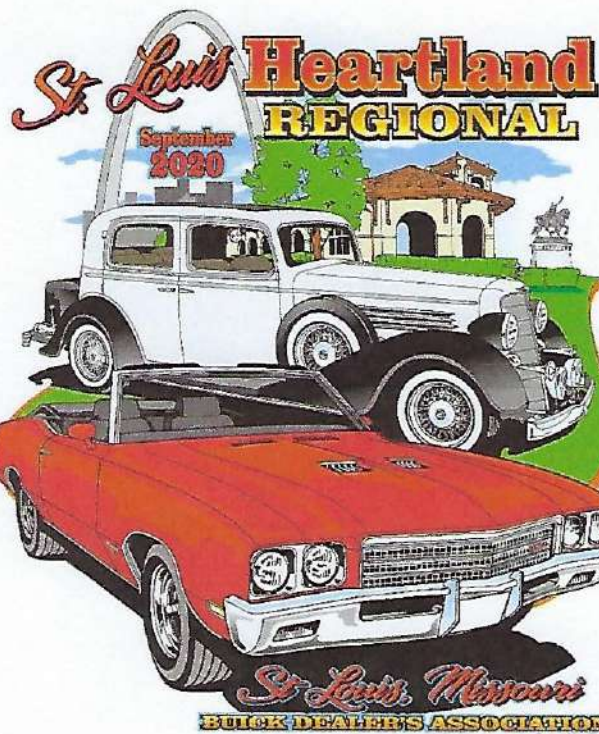
For Sale

1901 Ford Runabout (replica) with trailer asking \$3,500. Or best offer.

Has a new top, new 6 HP Kohler motor, top speed 25 mph. Two display signs with specks on car. 4 wheel mechanical brakes, horn, lights, 12 volts alternator system, electric starter.

Call Steve Dodson, 314-846-5588 or 314-607-1688





**Buick Club of America
2020 Heartland Regional Meet
September 10 – 12, 2020**

Hosted by the St. Louis Gateway Chapter

**Doubletree by Hilton Hotel, Chesterfield,
MO**

Free Breakfast Buffet with omelet station
Starbucks coffee in the lobby

\$20.00 Heartland Special

\$20.00 Registration Fees, \$20.00 Banquet Fees,
\$20.00 Polo Shirts

Featured Vehicles

Convertibles and Modifieds

Tours

Tour Fast Lane Classic Cars and Historic St. Charles, MO. with driving tours to the Daniel Boone Home and through Missouri's Wine Country ending at Chandler Hill Winery.

Class Trophies

- Best In Class
- 1st Runner-up
- 2nd Runner-up

Specialty Trophies

- Best of Show
- Convertible - Best of Show
- Modified - Best of Show
- Dealer's Pick
- Hotel Pick
- Ladies Choice
- Long Distance

Classes

- A 1903 - 1942
- B 1946 - 1952
- C 1953 - 1958
- D 1959 - 1966
- E 1967 - 1972
- F 1973 - 1995
- G 1996 - 2008
- H REATTA
- I RIVIERA
- J TURBO
- K 1965 - 1975 GS
- M-1 MODIFIED - Mild
- M-2 MODIFIED - Resto-Rod
- M-3 MODIFIED - Radical

Buick Club of America
2020 Heartland Regional Meet Registration
September 10 – 12, 2020 in Chesterfield, Missouri
Hosted by the St. Louis Gateway Chapter

Host Hotel
Doubletree by Hilton Hotel –
Chesterfield

16625 Swingley Road
 Chesterfield, Missouri 63017-1798

To make a reservation call:
 636-532-5000

Mention group name: "St. Louis Gateway Chapter Buick Club of America"

Check-in: 3:00 PM, Check-out: 12:00 Noon
 Rooms: \$119 + ~16% tax
 • Rates apply to reservations by 08/21/2020
 • Rates apply 2 days before & after event
 • Rates include a complimentary hot Breakfast buffet for two (2)

Members Name: _____
 Street Address: _____
 City: _____ State: _____ Zip: _____
 BCA #: _____ Phone: () _____ - _____
 Your E-mail address _____
What names should we print on your nametags?
 Yours: _____ Spouse/guest: _____
 Your Chapter Affiliation (if any): _____

Peer Judging through year 2008,
15 Classes:
 A.(1903-'42) B.(46-'52) C.(54-'58)
 D.(59-'66) E.(67-'72) F.(73-'95)
 G.(96-2008) H. Reattas, I. Rivas, J. Turbo Regals, K. '65-'75 GSs
 M-1. Modified-Mild, M-2. Modified Resto-Rod, M-3 Modified-Radical,
Vehicle 1: Class _____
 Yr. _____ Model _____
 Body Style _____
Vehicle 2: Class _____
 Yr. _____ Model _____
 Body Style _____

Registration Choices

- Banquet/Activity cutoff - Postmarked by 08/21/2020.
- Choose at least one registration category. You may choose more than one.
- No "display only" class, all cars on show field subject to peer judging.

Entry and Guest w/o car \$20 _____

Entry and Guest with car \$20 _____

Additional Cars Qty. ____ @ \$20 ea. _____

Swap Meet / Car Corral Qty. ____ @ \$20 ea. _____
 (10' x 20' space minimum)

Will you need parking space for a trailer? (Yes/No) _____

Show and Tour Schedule

Thursday, Sept. 10 10:00 AM..... Registration Opens
 1:00 PM..... Fast Lane Classic Cars and Tour Historic St. Charles
 7:00 PM..... Welcoming Party - Hors d'oeuvres, & beverages at no charge - # attending ____

Friday, Sept. 11 10:00 AM..... Driving Tour to Daniel Boone Home (Guided Tour of home – \$6:00 optional)
 12:00 (Noon)...Box Lunch at Daniel Boone Home \$10.00 each, # attending ____ **Total: \$ _____**
 1:00 PM..... Leave Daniel Boone Home, and Driving Tour through Missouri Wine Country
 2:00 PM..... Chandler Hill Winery, wine tasting and fellowship.

Saturday, Sept. 12 10:00 AM – 1:00 PM... Peer Judging
 1:00 - 2:30 PM..... Regional Meeting – Return Judging Forms (Hospitality Room)
 6:00 - 7:00 PM..... Cocktail Hour - Cash Bar prior to Awards Banquet
 7:00 -?:00 PM..... Banquet: Beef Qty. __, Chicken Qty. __, Salmon Qty. __
Total @ \$20.00 each: \$ _____

QUESTIONS? - Contact

Chet Palumbo – Show Director:
 636-443-5686 cpalumbo@centurytel.net
Bill Landers – Registration and Judging:
 636-916-3310 walanders@hotmail.com
Pete Nathan – Hotel:
 314-413-2966 phnauto@aol.com
Ted Becker – Show Field, Swap Meet,
 Car Corral, and Trailer Parking:
 309-256-9860
 gearhead46@centurytel.net
Jeanne Palumbo – Hospitality Room:
 636-443-5673 jpalumbo@centurytel.net

Event Apparel

*Available at:
 Registration and Hospitality*

*White or Black Tee shirts,
 With and w/o pocket.
 All Sizes: \$15.00*

*White or Black Polo shirts
 All Sizes: \$20.00*

TOTAL AMOUNT

Include; Registration, Box Lunch and Banquet: \$ _____

Mail this form with your check or money order payable to: St. Louis Gateway Chapter BCA 2020, to the following address:

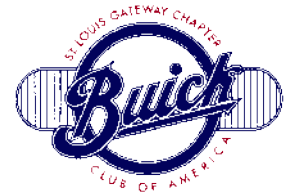
William Landers - BCA 2020
66 Summit Point Ct.
Saint Charles, MO 63301



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 _____

Buick Club of America Information: <http://www.buickclub.org/join/>

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



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.

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.....	\$130.....	\$200
Canada & Mexico Periodical.....	\$ 68.....	\$131.....	\$194
Canada & Mexico Priority.....	\$ 93.....	\$181.....	\$269
International Surface.....	\$ 68.....	\$131.....	\$194
International Air.....	\$ 98.....	\$191.....	\$284
E-Membership.....	\$ 35	<i>(E-Membership is an online Bugle only; no hard copy — email required)</i>	

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]*

_____ / _____

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 _____

Amount

\$ _____

Return Application to:
Buick Club of America
 c/o Cornerstone Registration, Ltd.
 PO Box 1715
 Maple Grove, MN 55311-6715
 Tel: 763-420-7829
 Fax: 763-420-7849
bca@cornerstonereg.com
 Office Hours:
 M-F 9:00-5:00 (Central)