



Gateway Gazette

Monthly Newsletter of the St Louis Chapter

Buick Club of America

Volume XXXIX No. 7 July 2020

Director's Letter

July 2020

Greetings,

Same as the before, only different...???

Last Meeting: March 3rd at the Sports Café in Bridgeton

Last Event: March 7th – “Paul Meyer Memorial Oil Spill” at Greg’s Auto Service and Repair

Good News: As I write this letter, our Annual Love Park event is still a go. Well, Kinda, Sorta...,

- **In the past**, the Love Park event was a BBQ where the Club provided the meat and everyone brought a shared dish, salad, dessert, whatever...
- **This year**, due to the Covid-thing, No BBQ, and No shared dishes. Everyone is being asked to bring their lunch and drinks, whatever you like; Jimmy John's, pizza, a bucket of fried chicken, or if you're like Pete, maybe all you'll need is a can of Anchovies...???
- **Covid-19:** This is an Outdoor Event, so no masks are required but Social Distancing is still recommended. No handshaking and no hugging. I know everyone has different levels of concern related to Covid, so I'll leave it up to each of you to do whatever you feel is necessary, to support your level of comfort.

2020 Heartland Regional:

- **Registrations and Attendance:** We currently have 37 registrations for the Heartland Regional, and 17 of those are members of the Gateway Chapter (Thank you). We also have 23 folks who have made hotel registrations but have not registered for the event, so counting them, we have a total of 60.

--- **Gateway members, if you have not registered, PLEASE, do so now...!!!**

Thank You!

- **Goody Bags, Door Prizes, and Raffle Items:**
 - ◇ Two short months to go, **Please** hit the streets and see what you can scrounge up...**Please...???**
 - ◇ I contacted O'Reilly's Corporate and they are providing us with 150 \$5.00 Gift Certificates, and I contacted RockAuto and they will provide us with 150 Magnets and a \$25.00 RockAuto Gift Certificate.
- **Off-Site Trailer Parking:**
 - ◇ We are still looking for an off-site location to park trailers. The location must be close to the Double-Tree, secure, well lit, with easy access. If you have any connections where we could park 30-40 trailers, please contact Ted Becker.
- **\$20.00 Swap Meet:**
 - ◇ I know several of us have received donations of Buick parts through the years, and I have several boxes of stuff accumulated in our basement that we need to get rid of... So keeping with the \$20.00 theme of this event, I plan to have a \$20.00 Swap Meet where we bundle items or do whatever we can to get \$20.00 for a fast sell, and get rid of it, with all proceeds going to charity. Aaron Ford will be manning this area so anyone who has parts they would like to donate or time to help him, please let me know. Thanks!!!

Club Dues are Past Due: To everyone who has paid, **Thank You!**

- If you have not paid, please mail a check payable to **STL Gateway Chapter – BCA**, to Pete Nathan, 1 Huntleigh Trails Lane, St. Louis, MO 63131

Upcoming Events:

- **July 12th – Club Picnic & Monthly Meeting at Love Park** (Muffin Pavilion)
 - ◇ Starts at 11:00 a.m.
 - ◇ Address: 2248 Mason Lane, Ballwin, MO 63021
 - ◇ Members, bring your lunch, drinks & chairs

- **August 3rd – Monthly Meeting -- Sports Café in Bridgeton,** Not sure, pending notice from the Sports Café, I will update everyone as soon as I know.

Gazette: Following is another creative Issue of the Gazette with excellent contributions from our members posted in the “What’s Happening Around Gateway Buickland” section. This section was added to fill the gap caused by the pandemic, but it’s becoming my favorite part of our newsletter. I hope it continues and becomes a new tradition for the club. Read it, Enjoy it...!!!

Remember July 12th –Love Park (Muffin Pavilion) – Looking forward to seeing everyone there...!!!

All for now..., Wash your hands, wear your masks and Stay Healthy.

Enjoy!

Chet

Gazette Wisdom of the Month

Do something, even if it is wrong. If its wrong it can be fixed. If you do nothing, however, you can’t fix nothing.



What's Happening Around Gateway Buickland

Hopefully this will be the last month of not being together and having club related activities to report. In the meantime, however, we continue with input from some of our members as to some of their activities. You will certainly find these interesting.

Monica Ledwon — Monica is determined to learn more about the mechanical and electrical workings of cars. Though perhaps not worthy of ASE mechanic certification, she diagnosed and fixed a problem on her 1999 Toyota Avalon. While plugging in the phone charger in the cigarette lighter socket, her cigarette lighter, radio and clock became disabled. Undeterred by this challenge, she got out her manual and learned that the primary cause of dashboard accessories was a 15 amp fuse at location 35. Unbelievably, this car has 4 separate fuse boxes. Some were easy to locate and access, but some were not. After an off and on daylong effort, she finally located the offending 15amp fuse. As luck would have it, there were 6 such fuses in that box and she was successful on her final attempt. We give Monica an “A” for her determination and initiative.

Ted and Mary Becker—We have both pulled up lame in separate events this past month. Mary had successful Carpal Tunnel surgery on her right wrist and elbow to resolve her long suffering numbness and lack of grip in her right hand. Ted had a root canal that was both difficult to perform and required excessive grinding and trauma to the jaw. An infection lingers and a week of penicillin and pain medication still have not resolved the issue. On the plus side, however, the bathroom scale now reads 5 pounds lighter due to inability to eat anything of substance.

Pat Bulfin — I have been trying to work on my Skylark. I had taken off my front suspension and replaced my ball joints and bushings and also painted almost all of those parts. I have spent most of the time watching my three grand sons because of the closing of schools earlier this spring and also working in the evenings my time which has limited time working on my car. I do have a question maybe someone can answer for me, on my upper control arm I had ordered bushing for it but they do not fit and when I had taken it apart it did not have any rubber bushings in them. My upper control arm shaft has a threaded cup with all grease fitting that goes in on both sides. Any help before I start putting it back together.

Mark Kistner— This July will mark the 13th anniversary of Sheree and me meeting at a friend's 4th of July BBQ. My accounts of the day vary from those of Sheree's, as I recall her and another female attendee fighting over the newly single Male attendee (me). Sheree recalls the days activities a bit differently. The past 13 years of dating and marriage you would think you would learn everything about your partner, however Sheree never ceases to amaze and surprise me regularly.

Sheree has taught me the finer things in life such as dining from Target fine china, drinking from glassware and not plastic cups sporting the name of your local gas station, favorite watering hole, summer festival or car show, and eating at places that don't have a drive thru. I too have introduced Sheree to some of the finer things in life such as picking up pecans on the farm (she was such a natural that my brother custom made her some "pecan picking gloves" with painted on finger nails to celebrate the occasion). However, this past week she truly amazed me when I took her to my nephews farm to help me trap ground hogs. This year the pair of ground hogs on his property multiplied and we were being overrun by the newly expanded family. I introduced her to live trapping them and releasing them to a local refuge for them to live in peace far from anyone where they could cause the damage they were doing in our machine shed. She took to it like a Pro. I looked at her and said " I bet you're the only one of your girlfriends at work trapping ground hogs this weekend" . The look she gave me was priceless and I won't repeat what she said to me out the window as she sat in the truck . I'm sure you get the picture. lol Hope everyone is well and hope to see you all real soon. Mark and Sheree

Gene Bossaller—"Paint the Fence"

At the beginning of this year we had the COVID-19 come upon us all. Last year I was able to work from home but the management had the idea that they wanted to keep better track of us all so they stopped the work from home. We had to enter in the front entry so management can watch our coming and going. Then a couple months later the virus came upon us. Now with us working so close together they started four hour shifts each day to keep us separated so I was chosen the first shift the morning and then had to leave at noon. I was to promote sales in the field but most everyone was not open for business, so that idea did not work well. I started working on my back yard and now my backyard looks the best it has in years. Everything is trimmed and green. Ran out of stuff to do in the yard.

In late March I mentioned to my family that I wanted to paint the entry fence out at the weekend place. My parents had purchased forty acres in Hawk Point and put buildings on it during the succeeding forty years. A nice weekend place with a three acre pond. Parents got old and not much action out there now except my brother and I going out to cut the yards and keep management updated.

To paint the entry fence, my brother would use a heavy duty trimmer to cut away the greenery as it is still early spring so I can get to the bottom portion of the wooden horizontal board fence. Once he trimmed the weeds away and in the meantime got poison ivy due to the years of ivy growth. Then in the afternoon I would go out there after work and try to paint the fence.

The bushes took over twenty feet of fence on each end with scrubs and small trees so trimming the growth away from the fence was first before painting that took more time than planned. Now there is more fence to paint? Going back out to get the bottom post and bottom horizontal boards painted before that greenery starts growing back.

The first attempt at painting it was a sunny cool day early spring so I wore a short sleeve T-shirt. Bad idea, being my age I needed help in getting up off the ground painting the bottom so I used the fence. Well after a couple of days I noticed poison ivy on both arms and one eyelid plus where I pulled my pants up on both hips. So I had to visit the doctor during this virus lock down and they gave me a shot and steroid pills to take. It eventually went away in a week, so back to paint the fence but don't touch the boards. I got the total fence painted from the bottom before the greenery came back then eventually you noticed all the poison ivy all around so you had to pick your spots where you set your scrappers and paint equipment. Weeks later I almost finish but there is still a small section that need to be painted at the top boards but the greenery took over and along with the poison ivy so now I have to wait till late fall or early next spring.

With the clearing of the bush at each end made this a bigger project than I thought it would be. So now that it is hot I will not go back till late fall or next spring after I clear the ivy away again.

Work is back to longer hours so more time to put my attention to sales at work so painting the fence has come to an end and back to cut the grass at the country when time allows.

If you wish you can see some of the fence by Googling 221 Pear Orchard Road, Hawk Point, MO Remember there is still an extra thirty feet on each end going into the bushes that has not been trimmed on those photos. Maybe there is a brand new photo of a newly painted white wooden fence.

Does anyone want to fish the pond? There's a screen porch for weather protection. It's it the tree row you cannot see it from above.

Bill Bicknell— I just finished rebuilding a 1942 Hudson engine and have it mounted on my test stand. Just have to rebuild the carburetor and make a few connections and I will be ready to start it up. Startup should be late this week or early next week. Bill



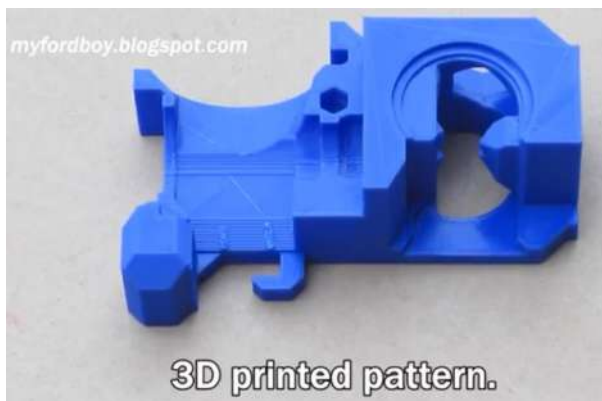
Adam Martin—Continuing with the basket case convertible project, I found myself without any idea on how to reassemble the convertible top frame. It came to me completely disassembled, so there was no basis for what went where. I had a coffee pot full of bolts, nuts, and bushings, and a bunch of top rails and pieces loosely thrown on the shelf. I mentioned my problem to some folks on v8buick.com and Mark Kistner caught wind of it. He graciously let me borrow a mostly complete frame to compare and use as a model for mine. I now have a freshly painted and installed convertible top frame! New on the list is getting all of the instrument cluster put together and installed in the dashboard.



Geoff Lockett—It's been a somewhat uneventful June. However, I overdid it in the gym on the leg press and got a good case of bursitis in my left hip, so I was on crutches for a few days and no work on the 49 for a while. The doctor gave me a steroid shot and inflammatory pills and everything was back to normal in just 5 days. Medical science makes me think about what it could have been like if I had been born 100 years earlier.

As I wrote before, I like to play with aluminum casting, but the lost foam sand casting technique limits what I can do and the outcome is coarse. Last week I ordered a Creality Ender 3D printer, which should arrive next week. Parts can be designed with precision on a variety of computer apps, many free, printed in PLA thermoset plastic and set in proper casting investment. Once the investment cures, the plastic is melted out of the investment mold and it's ready for molten aluminum. Because the investment can take fine details and hold up to the heat, the result is much, much better. It's going to take a lot of practice but I'm excited to use this printer!

Here are two pictures from a screen grab of a printed part and the aluminum copy from a craftsman's blog. The proper investment material is critical for picking up the detail and maintaining dimensional integrity.



Damien Flaherty—My problem with my 94 Wagon was not fuel pump related but rather a spark issue - I replaced the Coil and Ignition Control Module yesterday and it's running again - much easier job than the fuel pump! We are getting ready for a camping trip to Colorado departing on July 3rd and returning the 11th or 12th - so I may not make the picnic. Picture of the Roady wagon with the camper attached. This will be our second trip with this Family Vacation set up - we did a trip to the South Dakota Badlands last August which went well.

On a more somber note - based on a few life situations over the past couple of years - I have come to the decision (with a fair amount of assistance from my wife) to sell my '57 Roadmaster 75 4 door HT. As you know Adam Martin helped me bring it back to life a couple of years ago (actually the end of 2017). It has a rebuilt carburetor, new Pertronix Electronic ignition, solid floors and trunk, good glass and some parts to make it better. Needs new mufflers, carpet and headliner and she still has a ways to go but it's a good start for a driver with patina or go full restoration. a picture is attached.





<u>July Birthdays</u>	<u>July Anniversaries</u>
Aaron Ford Adam Martin Barry Hollander Bob Windal Ina Bicknell Monica Ledwon Pete Nathan Jeannie Yochim Herb Morris	Geoff & Angela Lockett Matthew & Jenna Smythe



Member Spotlight

Ed Lanfer

By Monica Ledwon

This month's Gazette features Ed Lanfer, an easygoing guy who is not seen often at meetings but is routinely amicable and helpful. When my '85 Regal needed an idler arm a few years ago, he was spot on in getting me the correct part from a Moog warehouse that was being cleaned out where he worked. Ed is an old-time member who's come back.

Ed was born and raised in the city of St. Louis and attended St. Joan of Arc grades K - 8 and graduated high school from the intellectually renown Augustinian Academy. Growing up his interest in cars began quite early, sitting on his Grandma's front porch. He knew many of the makes by 6 years of age, so he would count Fords and Chevys driving by in a five or ten minute time period to determine the winning brand.



The family car was '54 Chevy Bel Air 2 door. And, after he gained a little brother, the coupe would not do. So, Ed began scoping out possibilities for his dad and was smitten with the 1956 Chrysler simply because of its great rear end styling. After harping on his dad to buy this automobile, which was too much for the family budget, Ed got the car—a 1956 toy hobby model to assemble himself!

They finally did go shopping for a four-door vehicle and hit every dealership up and down Kingshighway in one single night. Ed's dad settled on a '57 Chevy Bel Air sedan stripped down with no options other than a radio and a heater. But the car did have the venerable V-8 engine. Ed passed his driver's license test on the first try in this Chevy.

By serendipity, Ed did not serve during the Vietnam War years. Even though he was ranked 1A, his birthday date number came up 326. So, he went on to Washington University here in St. Louis and received a BS degree in Mechanical Engineering. Since he'd worked part time for Moog during school, he easily transferred to fulltime in 1970 and began a thirty plus year career. There he did a variety of tasks in parts service from sketching new parts for OEM books to cataloging parts to traveling around the

country working as a contract vendor. Ed installed prototype parts on cars in a lab at for Moog that tested new parts on employees' cars for research. He still has the old OEM parts books from GM Ford and Chrysler from the 60's to the 80's.

For many years Ed had a '61 Dodge wagon as a daily driver to which he added the luxury of an aftermarket under the dash AC unit. His first really cool car was a '66 Catalina purchased from Mr. Moog's son-in-law in 1970.

In 1993 Ed went to a Buick Club meeting without a Buick at the old Rock Rd. Chuck a Burger and met Jeff Watkins who was director at that time. By getting to know the members of our club, Ed bought his first Buick. It was member Ralph Knost's '62 2dr Skylark. Although not road worthy with the tranny and brakes out, he still owns it today. Ed went on to hold the position of Assistant Director for the club from 1998 to 1999 when we used to meet at Lemmon's.

Ed's interest in Buicks grew and he owned '67 and '68 Electra 225s for a time. When taking the '68 to the BCA National in Plano TX in 04, he won the Driven Award for driving an all original condition vehicle to the show. But he also drifted to Chrysler products. In 1997, when a coworker at Moog told him about a sealed bid auction for a 1975 Plymouth Fury station wagon at an estate sale in a Clayton highrise, Ed submitted his amount and won. Today he keeps the Fury in its good original running condition as when he bought it. But then his interest turned to the long-gone unique American Motors line of Gremlins and Pacers. He began several journeys collecting them.

He started with buying a '78 dark green Gremlin. When driving it to get a haircut, he was followed by a persistent purple Gremlin. The driver chased him down to ask him to join the AMC club. After that, the chase was on for Ed.

In 2005, working weekends part time at Fiesta Car Storage on North Kingshighway, he spied a rare '77 Pacer wagon in deep maroon. The car had been abandoned, so he was able to buy it at a low price. A friend found him another '77 Pacer wagon bright red with woodgrain side panel inserts setting in a scrap yard in Jefferson City. And, finally in Sparta, Missouri, he found a green '76 Pacer coupe setting out in a field for 10 years. Though these vehicles do not run, Ed cherishes their vintage 70's design and history.

Ed was briefly married and has a daughter 35 and a son 38 who gave him five grandchildren. Ed has moved around in St. Louis City and County throughout his life and now has settled into retirement in Sullivan, Missouri. He and his daughter with three children live in the same apartment complex. So, grandparenting duties keep him busy daily. His other hobbies are organizing and collecting automobile literature and being a member of the national chapters of the Plymouth, Chrysler, and Desoto Clubs. Though Ed lost a contact with the Gateway Chapter for some years, in 2018 he re-joined and is once again listed in our roster. We're looking forward to meeting up with him again.

2004 NATIONAL MEET - PLANO, TEXAS

Drivers

CLASS

183

ENTRY NO.

1968

YEAR

Electra

MODEL

Brown

COLOR

Ed Lanfer

OWNER'S NAME

27440

BCA #

St. Louis

CITY

MO

STATE

FOUNDED 1966

VALVE-IN-HEAD

Buick

MOTOR CARS

CLUB OF AMERICA

DRIVER AWARD



Coolant Bypass Line

Addendum #1

By Ted Becker

In last month's Gazette, I gave a detailed description of the coolant bypass line. I also described the difficulty on the Buick Nailhead engine of sealing up the O-ring joint. At long last, after fighting this issue on several engines, I think I have found the magic cure to the problem.

I was unclear as to the function of the O-ring. Does it seal on the outside of the ring in the bore of the front cover, or does it seal on the bottom of the bore, or does it seal in both places? When properly assembled, the O-ring does seal on the outside of the ring, but it also sits on the bottom of the bore or very close to it. It seems from this that the sealing on the outside of the ring is very critical.

What I have discovered on several engines I have rebuilt is that the inside of the bore in the front cover builds up varying amounts of deposits. In order to get the O-ring to properly seal, the inside of the bore must be clean and free of deposits.

On the 4th attempt to seal this joint on my 57 Special, I used the following method to clean the bore and finally resolve my problem. Start with a 1 inch cup brush attached to a drill. I think I bought mine at Northern Tool, but I think Lowes and Home Depot also carry them. Put the brush in the coolant bypass bore and brush up a storm! Keep brushing for a minute or so until the bore is clean of all deposits.





Don't get too aggressive, but lightly hitting the bore with a fine grit of emery cloth will clean up what little deposits remain. Now that the bore is cleaned up, wipe it down with your favorite solvent to remove any dust from the brushing and/or sanding process. Put a **LIGHT** coat of black RTV inside the bore, similarly coat the snout on the coolant manifold and the O-ring and put it together.

One word of caution about the assembly on the engine. The bolt clearance holes in the coolant manifold are a bit larger than the bolt shank. It is therefore probable that the O-ring may not be sitting as deep in the bore as is preferable. To assure it is down as far as it can, I leave the bolts attaching to the heads somewhat loose and tap each side of the manifold with a short 2x4 and a rubber mallet. Now the snout and the O-ring are at, or near, the bottom of the bore helping sealing further.

Works for me, I hope it works for you as well.

How to Hoist an Engine

By Ted Becker

One topic that seems to get little attention is the means by which to lift an engine either out of a car or moving around a workspace. I do have some thoughts and experience in this area that I would like to share with you.

In my working career, I was an engine design engineer for Caterpillar. The engines that we built went out to a myriad of different applications. Examples are: Caterpillar earthmoving equipment, highway trucks, air compressors, Marine (commercial and pleasure craft), farm equipment, etc. In each application, the engine comes off the assembly line and is shipped to various locations for installation. The engine must be picked up off the assembly line, placed on some sort of shipping stand, shipped to a customer location, removed by the customer off the shipping stand, picked up and installed in the end using product. Now mind you, these are big and heavy engines weighing anywhere from several thousand pounds to many tons. To accommodate these steps, means must be provided to ensure secure and safe mechanisms for engine lifting. We had strenuous design criteria for the lifting eyes with a thorough testing process to assure satisfactory performance.

I'll start by telling a tale of how things can go wrong if either the lifting eyes are improperly designed/manufactured or improperly used at some point in the life of an engine. This particular story involves a large commercial marine engine weighing about 10 tons.

An ocean-going ship had a catastrophic engine failure in the Atlantic Ocean and had to be towed to Boston for repair/replacement. Ships like this have the engine deep down in the hull far below the top deck. Literally, the engine is installed by the ship builder and the ship is built around the engine. Should the engine require removal (which is not common) it normally requires significant cutting through the decking to access the engine. In this particular case, a cutting torch was used to cut a large hole in the main deck. The engine had been destroyed to the point that it was able to be removed in pieces (I said it was a catastrophic failure). So far, so good!

The new engine was lifted off the dock using the factory provided lifting eyes located at the front and rear of the engine. As it was being lowered into the deck opening, it was discovered that the cut-out hole was not big enough. Rather than cutting the hole bigger, it was decided to just use the rear eye so the engine was nose down and would fit in the hole. This meant that the full weight of the engine was now suspended by just one lifting eye, not two.

Bad move! On the way down, the lifting eye broke and the engine fell towards the hole. Fortunately, the engine got stuck in the hole and did not fall all the way down into the ship. Had it done so, it probably would have poked a hole in the hull of the ship, and it would have sunk to the bottom of Boston Harbor. Genius – right?

OK, now that you know the worst that can happen, lets talk about a car engine. Unlike the big commercial engines, a car engine is of a much more manageable weight. Engines like VW bug or small 4-cylinder single liter can be so light that they can be lifted out by a big strong guy. The heaviest car engines with transmission can approach 1000 pounds. In almost all cases consequently, a means of grabbing the engine is required. Not that I would recommend it, but I once pulled an engine out of a car using 2 fan belts wrapped around the exhaust manifolds.

The most common means of lifting is what you will see on many car shows on TV. It is a steel plate that bolts onto the carburetor mounting pad on the intake manifold. There is a vertical plate welded perpendicular to the plate with holes cut into it so a hook can be attached. Although this is commonly and successfully used extensively, I just do not like it. Remember that the carburetor mounting holes are typically 5/16" coarse thread holes. I don't know, 1000 pounds suspended from 4 – 5/16 bolts sure seem like it is stretching it. In theory, 1000 pounds pulling on 4—5/16" bolts creates a stress level of 3300psi, which is considerably less than the strength of Grade 5 bolt which is about 90,000 psi. However, that does not account for shock loading or unequal load on the bolts. This technique is obviously successful in many, many uses, but—well I guess I have too much Engineer in me.



I recently rebuilt a 401 Buick Nailhead engine with dual 4-barrel carburetors. Even though these plates are made for 2x4 manifolds, I thought I'd go a different route. After looking at the engine and considering several options, I got out some material and my MIG welder and went to town.

First, I went to Northern Tool and bought some weld-on D hooks. Then I got some 2" wide 3/16" strap iron and cut it to 8 1/2" length. I measured the spacing of the exhaust manifold mounting holes on the cylinder head and drilled bolt clearance holes. Next was welding the D rings to the mounting plate. Fitting it up to the engine uncovered a small problem with head bolts protruding into the plate. Some grinding provided the necessary clearance. It was bolted to the cylinder head to make sure it would work – which it did. I then duplicate this process 3 more times and I had my secure means of lifting a significant amount of engine and transmission weight. A chain with hooks went across the front of the engine and another chain went across the back. Grabbed it with my cherry picker and lifted it securely.

Does it work? You bet it does. Was it more cost effective than going to Summit Racing to buy the plate that most people use? Heavens no! Fabricating these 4 pieces probably cost about \$60 and took up about 4 hours of my time. But – I now have confidence that it will work and do not fear having an expensive engine falling to the ground and doing extensive damage.



Fabricated lifting eyes.



Oil Changing

By Ted Becker

Not everyone can rebuild a transmission or paint a fender or upholster a seat, but most of us have the capability to change our own oil. Whether it be our old Buick (s) or our daily driver, it is pretty straightforward and requires very little equipment or tools. A quick Google search will reveal many comparisons between how men change oil vs how women change theirs. Men spend lots of time and money and aggravation, etc. to save the \$20 at the quick change place. Women go to the quick change, sit in the waiting room for 20 minutes talking to their daughter on the cell phone. They get out their credit card to pay and are on their merry way.

Well, no quick change place for this guy!! The only time in my life I have used a quick change was when I was on the road for an extended period of time and had no way of doing the work myself.

My 2018 Ford F150 came up for oil change this past week. I dutifully bought 10 quarts (that's right) of Castrol Edge 5w-20, a NAPA Gold oil filter and set to work. The truck is high enough that I don't need to jack it up, so I put the drain pan under the oil filter and began to loosen it. The oil dribbled out on the back of the cross member and put a nice blob on the driveway. Moved the pan to resolve this issue then fully removed the filter, which now caused the increased oil flow to come out the front of the cross member. OK, now I have blobs of oil on each end of where my pan is sitting.

Now I put the oil pan under the drain plug and proceeded to remove it. Those 10 quarts of oil in the pan make for a pretty big pressure head, so the oil came roaring out of the drain opening and missed where I had the drain pan. I now have probably a couple of cups of oil all over my driveway. Not to worry, finish the oil change and then clean up my mess.

About 6 sheets of shop towels and a half gallon of garage floor cleaner and I'm on my way. Broomed in the cleaner and got out my pressure washer. Got it all hooked up to the faucet and proceeded to trip over the hose and make a 3 point landing on the driveway—left bun, right bun and right elbow. OK, now it is time for the first aid kit and a bandage.

Back to putting down more garage floor cleaner, brooming and pressure washing. After about an hour of this it is not perfect, but good enough.

You know, that \$20 quick change place is looking a whole lot better for my next event.

Gazette Centerfold



Gateway Giggles



"Maybe we should park somewhere else."



"You the guy with the hedge trimmer for sale?"



"This hammer keeps hitting two inches to the left."



"I know I'm not supposed to interfere, but how's the dog going to climb through that?"



Upcoming 2020 Event Details::

July 12th – Club BBQ & Monthly Meeting at Love Park (Muffin Pavilion)

o Starts at 11:00 a.m. o Address: 2248 Mason Lane, Ballwin, MO 63021

Unfortunately, due to this Covid-thing, we have a few changes:

- No BBQ or shared dishes this year
- Everyone must provide their own picnic lunch and drinks.
- Please bring chairs if you prefer not to sit at the picnic tables.
- And since this is an out-door event, masks are optional – but do whatever it takes to make you feel comfortable.

August 3rd – Monthly Meeting -- Sports Café in Bridgeton

- Dinner at 6:00 p.m. meeting at 7:00 p.m.
- Address: 3579 Pennridge Drive, Bridgeton, 63044 (314) 298-1631

◇ <https://www.sportscafe.biz/>

August 29th – September BBQ, Monthly Meeting & 2020 Work Party at Chet and Jeanne's Home

- Starts at 11:00 am, Eating at Noon
- Pot Luck Style – Club will provide the meat, Members should bring a side or dessert

September 10 - 12, 2020: 2020 Heartland Regional Meet, Chesterfield, MO

- Hosted by the STL Gateway Chapter, registration info in the Gazette

September 13th --- Wheels in Motion Car Show – West Port Plaza

- 9:00 am – 4:00 p.m.
- Proceeds from the event benefit The National Children's Cancer Society

- Car registration: \$20 per car, first 150 cars receive a commemorative dash plaque
- Our club sets-up and runs the snow cone tent
 - ◊ Geoff Lockett and Ted Becker will setup

October 5th – Monthly Meeting -- Sports Café in Bridgeton

- Dinner at 6:00 p.m. meeting at 7:00 p.m.
- Address: 3579 Pennridge Drive, Bridgeton, 63044 (314) 298-1631
 - ◊ <https://www.sportscafe.biz/>

November 2nd – Monthly Meeting / Salute to Veterans / Food Drive

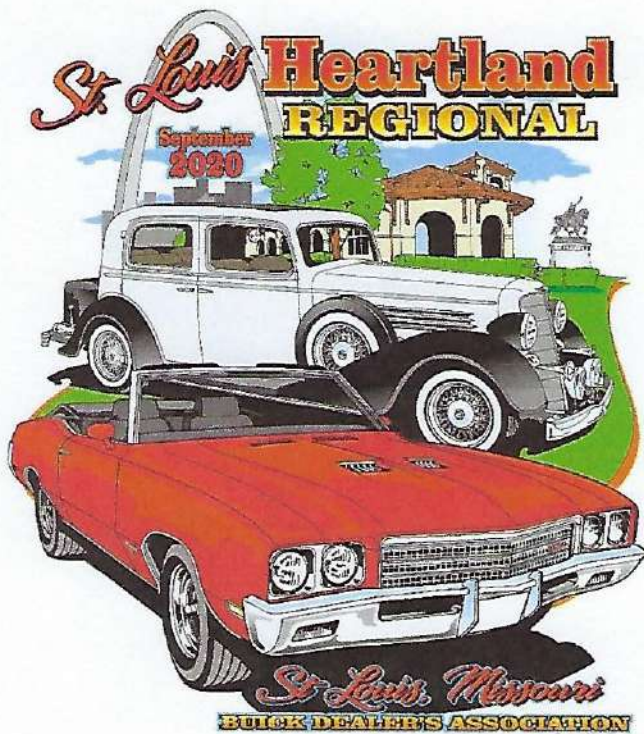
- **Annual Salute to Veterans, with free cake for all.**
- **Bring canned or box foods for our Annual Food Drive**
- Dinner at 6:00 p.m. meeting at 7:00 p.m.
- Address: 3579 Pennridge Drive, Bridgeton, 63044 (314) 298-1631
 - ◊ <https://www.sportscafe.biz/>

December 6th – Christmas Party / Toys for Tots Drive / Monthly Meeting

o Starts at 11:30 a.m. o **The Old Spaghetti Factory** o 17384 Chesterfield Airport Rd – Chesterfield, MO 63005 (636) 536-9522 o <https://www.osf.com/>

***** Don't forget to bring a toy for Toys for Tots *****

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**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	REATA
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

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): _____

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)

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. Rivasas,
 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 _____

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.....	(E-Membership is an online Bugle only; no hard copy — email required)	

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

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

Name: _____

Spouse (if applicable): _____

Address: _____

City: _____ State: _____ Zip: _____

Country: _____

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

E-mail Address: _____

Sponsoring Member (not required): _____

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

How did you hear about the BCA? _____

OFFICE USE ONLY

Check/Money Order

Visa Mastercard Discover

Date Processed: _____

Expire Date: _____

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

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

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

**Please list additional Buicks on back of application.*

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

☐ Mastercard ☐ Visa ☐ Discover (Check One)

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Amount

\$ _____

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

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

Authorized Signature _____

Phone Number _____

Return Application to:
Buick Club of America
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)