



Gateway Gazette

Monthly Newsletter of the St Louis Chapter

Buick Club of America

Director's Letter

June 2020

Greetings,

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Well folks, if there ever was a month, I wish I could use the phrase above for my Director's Letter,

this would be it.

I'm sure we all agree, this Covid-thing is getting old, but like Mom said “life goes on.”

And, I know the Club goes on, and come September,

We need to be ready to do everything we can to make sure the 2020 Heartland Regional goes on as well...!!!

2020 Heartland Regional:

Covid-thing, or not, we committed to do this. And if the CDC, State and County guidelines allow us to do this, then we need to be ready to go.

Hotel Update: Bill Landers, Pete Nathan, and I met with the hotel last month and they are still looking forward to hosting our event. We reviewed everything they were doing to comply with Covid-19 related to hospitality and sanitation. They have eliminated their Breakfast Buffet but will provide a breakfast option for all guests staying at the hotel. To meet the requirements of Social Distancing, they have reduced the number of folks sitting at a table to six (6) and plan spread tables farther apart, probably extending us into a double ballroom. Understanding the uncertainty related to attendance, they provided us with a letter releasing us from our minimal guaranteed contractual amounts for the guaranteed number of rooms and number of banquet meals. The only real disappointment was the discontinuance of their complimentary chocolate chip cookies.

Registrations and Attendance: Right now we have 32 registrations for the Heartland Regional, and half of them are from the Gateway Chapter (Thank you). We also have several folks who have made Hotel registrations, but have not registered for the event. Last month, I received four inquiries from BCA members outside of our Region, who I sent registration materials to, and I also sent invitations to the directors of seven Chapters that border our Region. I realize it is normal to receive many last-minute registrations, but for **Gateway members, if you have not registered, PLEASE, do so now...!!! Thank You!**

Goody Bags, Door Prizes, and Raffle Items: Three short months to go, and NOTHING happened last month...☹️. I know this is difficult with the current economy and social distancing guidelines, but hopefully companies like O'Reilly's, and Auto Zone will be open to support us. Please wear your masks and gloves, hit the streets and see what you can scrounge up... Please...???

Upcoming Events:

May 1st, Club Dues are Due, \$25.00: To everyone who paid this month, **Thank You!**

If you have not paid your dues, please mail a check payable to **STL Gateway Chapter – BCA,**

to: Pete Nathan, 1 Huntleigh Trails Lane, St. Louis, MO 63131

June 1st – Monthly Meeting, Sports Café in Bridgeton, **CANCELLED**, but looking for a second option.

- Stay Tuned and hope to see you soon at a park near you...

July 12th – Club BBQ & Monthly Meeting at Love Park (Muffin Pavilion) I'm fairly confident this event will occur, but instead of our normal BBQ, everyone will be asked to bring a picnic lunch.

Like I said before, even with this pandemic, life goes on, and the Club goes on. And to that point, following this letter is another creative newsletter that many of you contributed to, so **Thank You** for your continued support, dedication, and on-going contributions.

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

Enjoy!

Chet

What's Happening Around Gateway Buickland

Continuing the input from last month's Gazette, some of our members have written in with some of their activities now that all of our car related events have been placed on hold. You will certainly find these interesting.

Geoff Lockett—I think I mentioned previously that I'm redoing the front wiring in the 49. If I didn't mention it, I'm redoing the front wiring in the 49.

On May 8th we drove to Pensacola, FL to visit my middle son Connor and his family for a few days. Pensacola Beach was opened the previous week and was beautiful: white sand and emerald water. No trash. We had a great time.

Connor is a Marine 1st Lt. in Navy flight school at Naval Air Station Pensacola (he knew a couple guys who were shot last year by the Saudi aviation student). At this stage in training the student must declare his/her preference for fixed-wing or rotary wing. Connor declared his intention for rotary wing and wants to fly the UH-1 Venom, which is today's version of the UH-1 Huey of Vietnam fame. It looks the same, but now has two engines, four rotor blades (vs 2) and is a new helicopter currently in production.

The Huey first flew in 1956, so the Venom validates what we instinctively know in the BCA about vintage designs: they got it right the first time (this principle applies to Led Zeppelin as well). Connor wants to fly the Venom since it is the most versatile air frame in the Marine Corps - used for transport, Medical evacuation, gunship, reconnaissance and other uses which will give him the most flight time. Connor anticipates graduating in March '21.

The Marines wear Navy wings on their uniform, and I have my father's Navy wing insignia from WW II, which I will pin on Connor at graduation, putting them back in active duty in the 21st Century.

My father George Lockett was a Navy pilot flying the PBY Catalina and PBM Mariner flying boats in the Atlantic and Caribbean theaters. He met my mother Elise on a blind date in Casablanca, Morocco when his Squadron, VP-92 participated in Operation Torch in November 1942. Following the war he entered and graduated from the University of Kansas School of Medicine and practiced medicine in a very small town in south central Kansas until he was killed in 1960.

I don't know about you, but I'm ready to return to the Sports Bar and Grill.



Monica Ledwon -As the days of being so careful drag on, I continue to paint my ugly basement walls a nice Valspar blue color with white primer basecoat. I section the concrete wall panels into 6 at a time and now I'm half done.

Still taking the Regal on runs about town. The other weekend though, my Happy Hour gang and I were so missing each other that I offered my garage up to an impromptu afternoon for the four of us to social distance. I pulled the Avalon and Regal out of the garage despite stormy skies. We had a three hour gab session. Each brought their own drinks and snacks. One or two cloudbursts did drench the Regal but afterward, I just chamoised her off.

That is all for now!

Mark Kistner—Life across the pond (river) is still business as usual. With things lightening up on the MO. Side we ventured over for a little r&r at Molly's in Soulard for an afternoon of excellent food and spent time with some long time friends of ours. We even scored a parking spot directly in front of the entrance to the patio which is unheard of in the soulard area. But I'm guessing the most exciting part of our weekend is that I was able to get a hair cut and Sheree is out today getting her nails done while I'm working my holiday shift at work. when Sheree offered to attempt to cut my hair I knew it was time to take drastic measures and find anyone with a barbers license that would risk breaking state law to avoid Sheree getting out the salad bowl and hedge clippers. Everything worked out for the best and I was able to get into a barber in south county and get the job performed professionally. What has this world come to when getting a store bought hair cut becomes the high point of your week. Lol. Hope everyone is well and hope to see you all soon.

Mark n Sheree

Bob Windal—Bob is taking care of his aging mother which occupies almost all of his time. We can all salute Bob for taking on this very important but exhausting responsibility. His Buick is still awaiting his attention to repair the damage done in the last flood. Looking for seat padding to replace the aged original material. The engine is untouched after nearly 180,000 miles and may need to be freshened up in the future. Last compression check was 10 years ago, which was all good, but that was 10 years ago.

Chet Palumbo: Jeanne and I continue working on our '37 Buick coupe. It now has rear fenders and we're ready to install the trunk lid as soon as we can get some help. If you have ever lifted the trunk on a '37, you understand. The dash is slowly coming together, added the lower dash panel and A/C ducts, plus we got the windshield wiper transmissions, linkage and motor installed. Going slow, but getting there.

Adam Martin—I have continued to push forward with the 70 GS Stage1 convertible for the last month. I usually try to get in an hour or two every night after work, just to keep forward momentum going. The wire harness is all new, and getting installed. I have begun the process of cutting the clear coat down and buffing. Lots of little trinkets like door guts and quarter window guts are going in. All AC components inside the dash and on the firewall are on.

My new shop is basically ready to move in, with the exception of new tool boxes, cabinets, work bench, and compressor. I'll have to wait for the money tree to regenerate for some of that, though.



Pat Pinkston—Nancy and I have been spending more time at our lake home at the Lake of the Ozarks. But we decided to skip the pool party that made the news. We are missing our travels across the country on our quest to visit all of the National Parks. We're stalled right now at 33.

I do think it's time for a new battery for our Buick. I keep it on a battery tender all the time, but it's approaching 5 years old. I think some may remember that I needed some assistance with it on the trip over to the Pink Elephant in Livingston. It recharged and I've no further problems, but I think it's time. I'll have to get one on order so that I can get it installed.

Greg Key—Greg apologizes for not being able to attend many of our events. He does, however, enjoy reading the Gazette and his once a year event show at the Easter Show (No show 2020). He says, “However, I did recently upgrade my single reservoir master cylinder to a dual reservoir master cylinder as phase 1 of converting the front brakes on my 1965 Riviera from drum to disc. I know some would cringe at this as not being original, but I like driving mine with my family and grandkids, so safety wins out over originality. “

Editor Note: No apologies necessary Greg, we enjoy having all of our members with us whenever they can make it. As far as your brake conversion, I think we all agree that it is much better to have our cars out on the road driving in a safe manner, than sitting in a garage drawing dust for fear of a mechanical failure.

Gary Heim— I bought a 1990 Mazda Miata MX5 at the KC Mecum sale in December. I have been spending some time on it

Ted Becker—Since Mary is on furlough, we have had the luxury of spending a lot of down time. Mary has been making protective face masks and I've been shooting squirrels in the back yard and diligently trying to get my 57 Special ready for the Regional. During our downtime, we have been utilizing the Amazon Prime membership my kids got us for Christmas. We have been binge watching several of the original series on their Video. We've watched Bosch, Booth End, Twin Star and now Fortitude. All are very good but I think the writers must be first pass a proficiency test in the frequent and proper use of profanity.

Herb Morris— I sold my 72 Gran Sport locally , my 34 Sayers conversion Oldsmobile Hearse street rod, and two lifts. I still have my 91 Reatta coupe(37xxx miles) and the 87 Grand national . STAY SAFE !

Bill Bicknell— Not Buick, but here is a story.

I finally found a good use for a Duesenberg. Today I was disassembling a 1937 Cord transmission/transaxle. The adjusters for the ring gear were EXTREMELY TIGHT! So to stabilize the transmission, I used a ratchet strap and tied it to the front bumper of my Duesenberg. Then using a spanner wrench with a 4 foot cheater bar, the adjusters came loose. Always good to have a spare Duesenberg sitting around.



Bill

Pete Nathan—Like all the rest of us, Pete has been hunkered down awaiting the country reopening. He put up some plastic herons in his pond to try to discourage other heron's from revisiting his "Heron Buffet Table". Yard work abounds with his large lot and grounds. Pete organizes an annual car cruise in Toledo, Ohio for the Buick Rod and Custom Association, which was cancelled. His other main annual event is a charity car show in Columbus, Ohio for the Arthritis Foundation. It is scheduled in August, so hopefully will go on as planned. This is a major fund raiser for this wonderful charity that nets nearly \$250,000 annually. The '35 gets exercised regularly to keep it in working order in anticipation of upcoming events.

Page filler—I saw this on the internet and thought it would amuse or anger all 57 Buick fans. To each their own I guess! Somebody put in a lot of time and money and ended up with this.





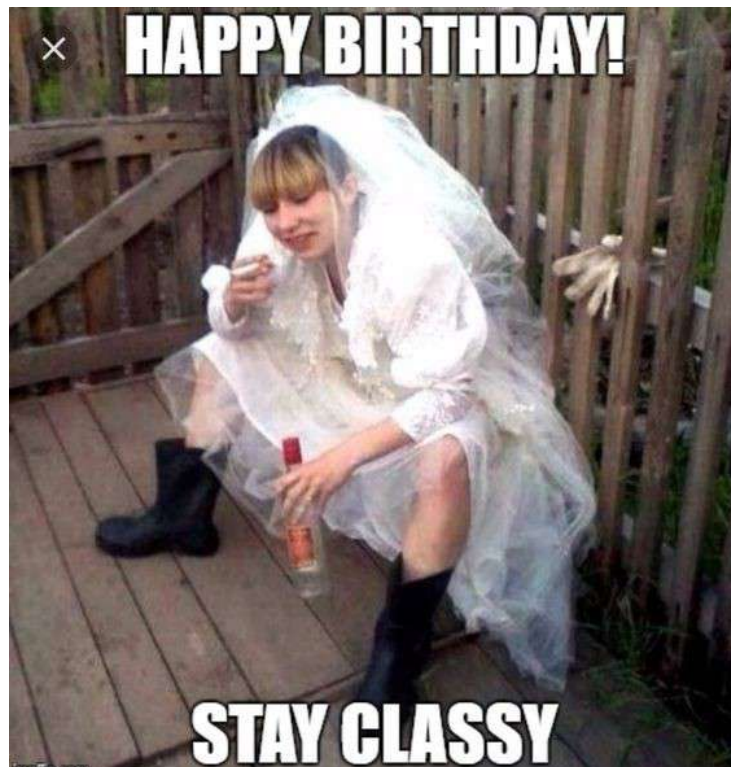
June Birthdays

Amy Flaherty
Angie Midkiff
Bill Bicknell
Doris Hall
Gene Bossaller
John Midkiff
Karen Nolte
Pat Pinkston

June Anniversaries

Jimmy & Rachel Gehm

Dave & Louise Smith



Member Spotlight

Robert Vogt

By Monica Ledwon

This month, the Spotlight shines on Robert Vogt, a new member and jovial gentleman who followed a lifelong career path as a GM mechanic. He owns a '66 Le Sabre which he calls a fine original stock cruiser.

Robert was born and raised in East St. Louis. He was educated at Holy Angels Primary School and graduated from Assumption High School. Through his years growing up, he always enjoyed tinkering with all things mechanical. So, college was not on his academic agenda. Rather, Bob went to Ranken Tech and honed his skills in auto mechanics.

From 1964 until 1975 he was a shop mechanic at the McMackin Buick Dealership in Collinsville, Il. He worked on all Buick models, but did extremely well with Opels, the German/Austrian foster child of Buick. He was known around the shop as “the Opel mechanic”. Bob thought the Opel was economical and a good little car to get around in.

In 1975 Bob moved up to Elder Cadillac in Belleville. He worked his way up to Service Desk Supervisor, then on to Shop Stewart and President of Machinist Local Union 31130. He held all three positions for ten years at the same time.

Bob harkened back to the historic procession of motors that GM manufactured for their vehicles. The times when Chevy or Oldsmobile engines were covertly installed in Buicks and Cadillacs causing a customer ruckus. Then, on to the diesel engines which he proclaimed were GM's boat anchor. They were an absolutely pain to work on with their engine failures. Onward to the cringeworthy aluminum block GM engine, which Bob called absolute junk and saw complete breakdowns within 20-30K miles on the road. Not until Cadillac came out with the Northstar which is a three-piece engine prone to a few oil leaks does he give GM a nod on design. Bob admits he never even owned a Cadillac despite working for Elder twenty-two years.



And, nowadays, from what he's observed about the industry, new cars are just rolling computers. A mechanic need not look under the hood with a flashlight. A connector is hooked up to the engine for a complete systems diagnosis. Even a simple dead battery requires an hour electronic diagnosis to analyze whether it really warrants a replacement.

Bob retired in 1997 as his dealership decided to close rather than bow to new guidelines from GM to rebuild near an interstate highway. He spent the next nine years taking care of his first wife who had become disabled.



Bob has been widowed twice and has two sons who live nearby, BJ and Chris. The next year, after his first wife's passing, in 2007, Bob brought the Le Sabre home. From hearsay around Belleville, he found a nearby homeowner had a Buick in his driveway that might be for sale. It was a '66 Le Sabre with a smashed grill. The owner had driven it lightly for ten years only adding 5K to the total original 40K miles on the odometer. On his second try at price negotiation, Bob came back with cash and bought the car.

Due to GM's suspect design of body parts, Bob's Buick had many rusted areas to repair. He replaced and rebuilt the windshield frame which was rusted in both corners. Rust had invaded the leaking rear window requiring him tear it all out and redo the channels. The smashed bumper was taken off and sent to be rechromed but delivered back still sprung a bit, creating a challenge to bolt it back on. Then, the infamous GM drain hole aimed at the wheel well had caused rust on the right rear quarter panel. He and his son fired up a welder to cut out wheel well panels and redirected the water drainage. Finally, the whole car was repainted to its original white color and Magna Flow exhausts were added for just the right throaty sound. Bob says he has the idle adjusted so perfectly passerby cannot hear the engine. He uses the oldtime gauge that a filled teacup and saucer must sit steadily on a fender while the car is idling.

The car has been driven on three powers tour zipping along with its 340 4barrel carb pumping 375 HP. Coming home from a tour one time, the Buick cruising at 70mph with his son asleep in the back, Bob dozed off too. The car rode into the median fence scraping and denting the body up front to rear. After regaining control and stopping, Bob got out surveyed the damage saw it was still drivable and got back on the road. The tank like construction of a mid-sixties Buick left him and his son without a scratch! Body work repair and replacement was done all at the home garage. Still in the works is a new hood from an Electra that needs to have three inches trimmed off before install. Luckily, Bob's neighbor, who builds custom hotrods, happens to have a full body shop in his garage and will easily modify the hood's length.



As for hobbies, Bob and his sons are avid almost rabid STL Blues Hockey Fans. Every available wall space of his Millstadt home is decorated with Blues memorabilia. Always being a car nut from his hot rodding teen years on, his motor pool now includes a '78 El Camino, '96 Chevy Pickup, '99 Regal and the classic '66 Le Sabre.

About a year ago, Bob joined the Gateway Chapter Buick Club when he met up with members at shows in Belleville and Columbia, Illinois. He also joined the BCA. As he lives in Millstadt, he doesn't get out too often to attend the club's meetings at Sports Café. But he is happy to be part of our Buick family.

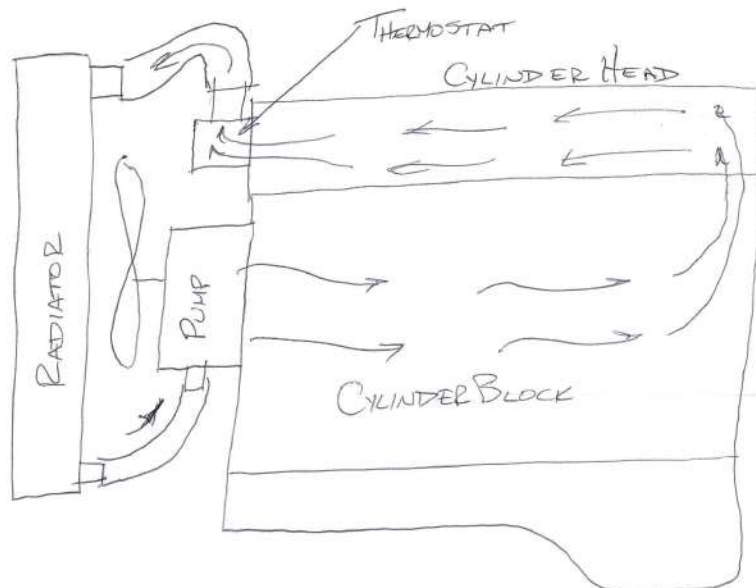
Coolant Bypass Line

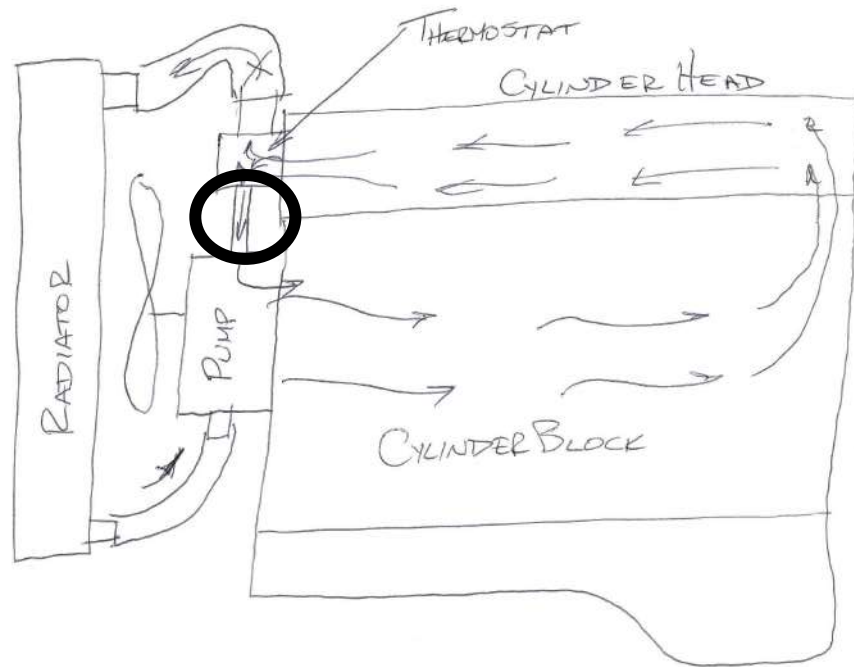
By Ted Becker

One of the challenges facing an engine designer and, subsequently, an engine mechanic, is the coolant bypass line. So, what is the coolant bypass line you might ask. Well, I'm glad you asked. Lets start with its function.

The highly detailed schematic diagram below (that's a joke if you missed it) shows the flow of coolant through an engine. Starting from the left of the diagram, we see the radiator which we all know serves the purpose of cooling the engine coolant that has picked up the heat from engine combustion. The water pump on the front of the engine draws (or sucks) the coolant from the bottom of the radiator and pumps it into the cylinder block. The coolant flows through the block and up into the cylinder head at the rear of the engine. It goes forward through the cylinder head into the thermostat housing. When the engine is up to normal operating temperature, the thermostat opens and the coolant flows through the upper radiator hose into the top of the radiator. The radiator cools the fluid and the cycle repeats. Got that?

Prior to the engine achieving normal operating conditions, the thermostat is closed. Combustion is still occurring inside the engine and heats up both the cylinders and the cylinder head. Consequently, the engine still needs coolant flowing through the engine to prevent hot spots or boiling around the cylinders. To provide that coolant flow, there is a bypass system to bypass the radiator and provide the necessary cooling inside the engine.





We see circled the bypass line. As the engine is not up to normal operating temperature, and the thermostat is closed, coolant flows through the bypass line and back to the suction side of the water pump. Flow through the block and head are subsequently maintained to prevent localized heating and boiling.

OK, now that we understand the function of the bypass line, let's look at how engine designers have chosen to provide such a line. In my line of work as an engine designer, I was continually reminded that most designs are a compromise. There rarely is a perfect way of doing something. There are usually advantages and disadvantages to everything. This is rarely more prevalent than in the bypass line design.

Usually, the bypass line is a piece of rubber hose that connects from a nipple on the engine side of the thermostat housing and goes into the water pump body on the suction side. As subsequent pictures show, there are many ways to do this and all have some pretty serious flaws. Let's start by showing the venerable Chevrolet small block.



The bypass line is shown here circled in blue showing a molded angled rubber hose providing the bypass function. This line tends to have a higher failure rate than either radiator or heater hoses. The engine is cold at start up and full water pump pressure is applied thus this hose is earning it keep. The problem with a failure is that this molded hose is very specific to this engine and can not be substituted with a piece of straight hose. The thermostat can be removed and the nipple on the thermostat housing and the water pump can be capped off to “limp home”, but it then takes forever to get the overall coolant temperature up to normal operating temperature. To be safe, it is always good to have a spare bypass hose at the ready. Assuming the replacement hose is available, this is a very easy repair.

The picture below is the 302 Ford engine. It is an almost identical design as the Chevy with all of its advantages and disadvantages.



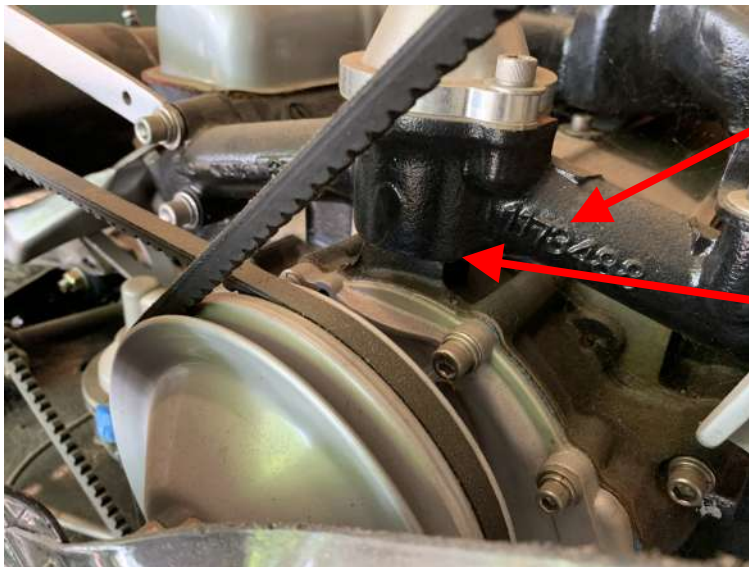
In my opinion and, unfortunately experience, the worst design is the 390 Ford series. As the picture depicts, the hose is a straight piece of heater hose, but requires removal of the intake manifold to replace. There are short nipples on the front of the intake manifold below the thermostat housing and another nipple on the back side of the water pump. The gap between those nipples is only about 1/2 inch, so a new hose can not be snaked in place. Compounding the problem, the cast iron intake manifold is an incredibly heavy 80 pounds as it serves as nearly half the side of the cylinder head.



To my knowledge, most engines utilize a design that is very similar to the previous Chevy and 302 Ford configuration. The 390 Ford family is a unique bird unto itself, never to be imitated or copied. I used to drag race a 1969 Torino with a 428 engine, which is in the FE family with the 390 shown above. It made an awful lot of power and that car was fast, on the drag strip. That stupid hose design, however, sure made for some awful unhappy customers facing a several hundred dollar repair bill to replace a 25 cent piece of hose.

So that brings us down to Buicks, specifically the Nailhead. I am fighting (and I do mean fighting) a leakage issue on my 57 Buick that is about to get the best of me. I think I have a proper solution in mind. It is a very complicated repair process which takes the fat old man almost a full day to complete. Hopefully, by the time you read this article, I will have implemented my fix and being going reliably down the road with my beauty.

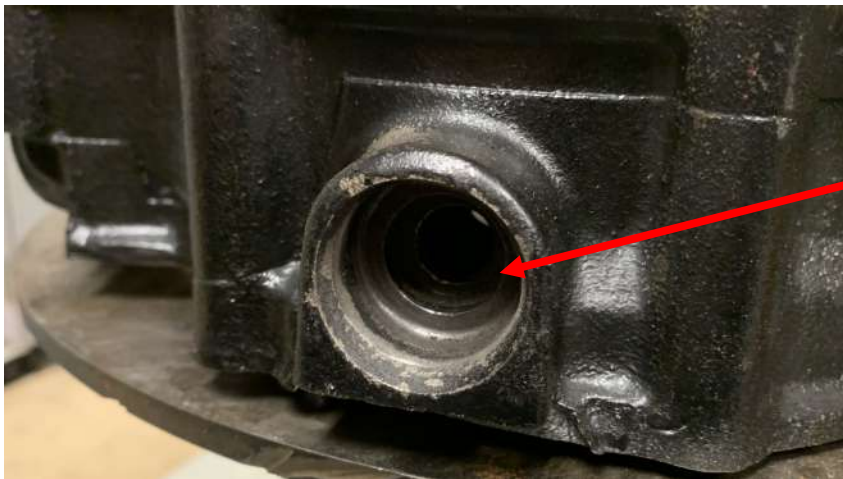
As I look at this Nailhead design, I see it as both the very best design and also as the very worst design. It is compact, it uses no hose and, once it is installed and fitted properly, it is nearly fail safe. The problem is getting it fitted and installed correctly.



Coolant Cross-over Manifold

Coolant ByPass Connection

The above photograph shows the coolant cross-over manifold and the bypass connection. Unlike most engines, the coolant from the cylinder heads goes into this cross-over manifold and into the thermostat housing. At the base of the manifold is a cast nipple that fits inside a bore in the front cover.



Bypass bore in the front cover



Cast nipple on the bottom of the cross-over manifold with sealing O-ring that seals both the inside of the front cover bore and the bottom of the bore.

As the photographs depict, there is no external hose that could potentially rupture. It is pretty compact and esthetically pleasing. The problem is getting the o-ring to properly seal. If all the parts are new (front housing and cross-over manifold), it should seal on assembly. These engines, however, are over 60 years old and the surfaces are not in "like new" condition. Centerville Auto in California sells new front covers, but the cross over manifolds are not reproduced. There was a myriad of cross-over manifolds used on Nailheads and the demand for new manifolds is not great enough to warrant the expense of creating new castings.

The best way to assure a good seal of the o-ring is to put RTV on the nipple, the inside of the bore and the outside of the o-ring. Although this usually works well, I am currently fighting a problem on my 1957 Special getting it to seal. This is no easy job to remove the manifold and install a new o-ring. I have tried on 3 occasions to fix my problem and I am in the middle of attempt #4.

As with each preceding attempt, I think I have it solved. This time I used a rotary wire brush on a drill to clean out the inside of the bore. I also found some corrosion on the bottom of the bore that may be the source of my leak. I got a very thin piece of galvanized sheet metal and made a ring to create a new seating surface. I got some Marine grade JB Weld and "glued" the sheet metal ring to the bottom of the bore. I now have a smooth outside sealing surface for the o-ring and a new sealing surface at the bottom. If this doesn't fix it, my only hope is to install a new front cover. I don't even want to think about that job!!

I have now rebuilt 5 Nailheads and I've had this problem on all but one of them. The one that didn't cause me a problem was the engine I rebuilt for Dave Pohlmann that was built with a new front cover. Maybe this is telling me something.

The 1965 GS I bought a few years ago needed a rebuild when I bought it (along with virtually everything on the car). The joint leaked after I rebuilt the engine, so I had to tear it apart and fix it. What I found was some heavy deposits on the inside of the front cover bore. The deposits were like lime deposits that get on household plumbing over time. I used the side of a screwdriver to scrape away the deposits and get a clean bore. It sealed like it was supposed to when I put it back together .

So, there you have it. Everything you never wanted to know about coolant by-pass lines, but now you do.

Hope you enjoyed this little lesson.



By Chet Palumbo

“No Tools Loaned” Yes, that’s what the sign in my shop says, but the truth be known, the sign should read: **“Some of my best friends have some of my best tools”**

The foundation of my tool collection was inherited from my Dad. My father was a diesel mechanic by trade and one thing I learned from him was the appreciation of having the right tool for the job. My dad had two sets of tools; tools of his trade which he kept at work, plus the tools we had at home. His work tools were huge; $\frac{3}{4}$ ” drive sockets and wrenches that were so large, that if one was found under the front seat of your car, I’m sure it would be considered a lethal weapon. Most of Dad’s tools were either Craftsman from Sears and Roebuck or Power Kraft sold by Montgomery Ward, or as Dad called them “Monkey Wards”. Power Kraft, like Craftsman, if you could break it, they would replace it.

Unfortunately, Dad passed away at the young age of 42, Mom sold his work tools to his friends at work. I was the oldest, 15 at the time, and was lucky to inherit the toolbox we used to fix things around the house; cars, tractor, and whatever else needed to be repaired.

Tools in Dad’s home toolbox included the basics, standard open-end box wrenches, $\frac{1}{4}$ ” and $\frac{1}{2}$ ” drive sockets plus an assortment of screwdrivers that he collected through the years, nothing special. But there were a few old adjustable wrenches that are a little odd by today’s standards. For all I know, some of these tools may have belonged to my Grandfather.

Adjustable Wrenches, like today’s Crescent Wrench:



Adjustable wrench with a curved handle.

No markings or name forged into the handle to identify who made it or what it was called. But as you can see it works/adjusts just like a crescent wrench.

This is a **Cochran “Speednut” Wrench**

It simply adjusts by pivoting the handle left or right to clamp on to a ½” to 1 3/16” nut.



The **“One Hander”**

This is a great little tool that has got

me out of many jams.

It can clamp onto anything round, and the more you pull on it, the tighter it will grip a pipe, steel shafts, and even rounded off nuts.



No, this is not a Pipe wrench.

But it sure looks like one, the adjustable jaws are designed to tighten down on a square or hex nuts. The “Bemis Call CO.” name is cast on the side of the fixed jaw and “NYC” is punched into the side of the movable jaw. My dad and grandfather both worked for the New York Central Railroad, so maybe this was a souvenir that

Through the years, I have continued to add to the collection of tools inherited from my dad. Sometimes just adding variations of the same tool to make work easier, or as requirements changed I added Metric tools, or when I was racing British cars, we needed “Whitworth” screwdrivers which is the old British standard for screws, and now we have Torx screws to deal with. Needless to say, there are always new opportunities to purchase additional tools.

I have to admit, many times when I pick up a wrench or tool, I feel a bit nostalgic. Considering the few years I had an opportunity to work alongside my Dad, I do remember many of the lessons he taught me. I don't remember how old I was when I tuned my first car, but I remember I was too short to reach over the fender to get to the distributor and spark plugs. So Dad picked me up and set me down inside the fender well of his 1950 Chevrolet, business coupe, no back seat, 216 Cu. In., six cylinder, work car. He showed me how to change the points and condenser, set the .016 point gap, and the .035 gap in the spark plugs. How do I remember the gaps, simple, I think .016/.035 was the standard gap on everything back then? Or as any an old-timer would tell you, “When setting your points, you don't need no stinkin' feeler gauge, just use a piece of an old matchbook cover.”

Genius or Bizarre?

By Ted Becker

Back in the Olden Days, back when I was still gainfully employed, I used my Mechanical Engineering degree as an Engine Design and Development engineer for Caterpillar. Not unlike other large corporations, Caterpillar employs people of varying degrees of expertise and intelligence. It is not unusual in such corporations to find people of extreme intelligence, people with IQ above 140. Those people are absolutely brilliant, but oftentimes don't seem to have a lot of common sense. They just look at the world in a different manner than normal people.

One such person I knew who, for purposes of protecting the guilty, I will call “Tom”. Tom worked in an area that develops training materials, tooling and manuals for servicing the various types of equipment produced by Caterpillar. If you have ever read a shop manual, it is really amazing that these can be produced, though sometimes very difficult to understand.

Though Caterpillar’s primary business was earthmoving equipment and engines, the Towmotor Lift Truck company was purchased to expand its product offerings. Not a good move, but that is a story for another day. One day, Tom was approached with an offer to accept a promotion to move to the Cleveland, Ohio area and accept a position within the Towmotor Division. “OK”, says Tom, “I can do that, and it looks like a job that I would enjoy.” Since he went to college at Ohio State, it was like a move “back home”. After all the formalities of the new position were completed, it came time to make arrangements to move himself and his family from the Peoria area to Cleveland.

The way a corporation moves an employee to a new location involves both selling and buying housing as well as moving all the possessions. Normally a company will allow a certain volume of possessions that they will pay to be moved. They exclude items that they consider “junk” or excessive in complexity.

Unfortunately, Tom was in the process of restoring an early 30’s Dodge. The car was in rolling condition, but no where near fully operational. As such, it was considered junk and would not qualify to be moved at company expense. After Tom unsuccessfully pleaded his case, he was faced with either abandoning his project or arrange the move himself.

An otherwise “normal” person would either contact a car transport company or rent a truck and car trailer. No, not Tom! Heck, that would probably cost several hundred dollars and he was frugal (cheap?) enough that that was not an option. What to do, what to do? After much thought and engineering ingenuity, Tom devised a plan.

His daily driver car was not big enough to handle a car trailer, so that was out. Renting a truck for the move was beyond the budget he envisioned. "If I can't pull it," says Tom, "I'll push it" How do you push a car 600 miles on the interstate highway system? After much research, he discovered that both VW Beetles and Chevrolet Corvairs were rear engine, rear wheel drive air cooled cars. The VW does not have enough power, but the Corvair does. He searched local junkyards and found a Corvair with front end damage, but the rear of the car and the engine were still operational. For a few bucks, he bought the car and had it delivered to his house.

He then proceeded to get out his cutting torch and cut the car apart at the rear bulkhead. He then fabricated an A frame to the remaining rear section of the Corvair in much the same manner as the front of a trailer. A bumper hitch was added to the Dodge and the two were connected. He mounted a beer keg on the front of the A frame to use for his fuel tank. Some flexible cable was strung from the throttle on the Corvair to the gas pedal on the Dodge. The Corvair would provide the power and the Dodge would provide both steering and braking. All hooked up, he hopped in the Dodge and gave it a test drive around his neighborhood and determined he was ready to go.

I know it is hard to believe, but his contraption actually worked and he was able to push/drive his contraption all the way to Cleveland without any difficulties. He put the Dodge in his new garage and called a local junkyard to come pick up his "half" Corvair who then paid him enough in scrap to recoup the majority of his expenses.

True story! Yes, really!

And Ralph Nader says that Corvairs are unsafe at any speed. Silly boy!

Gazette Centerfolds





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 o Club will provide meat, Members should bring a side dish or dessert, drinks & chairs

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 Penridge Drive, Bridgeton, 63044 (314) 298-1631
 - ◇ <https://www.sportscafe.biz/>

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

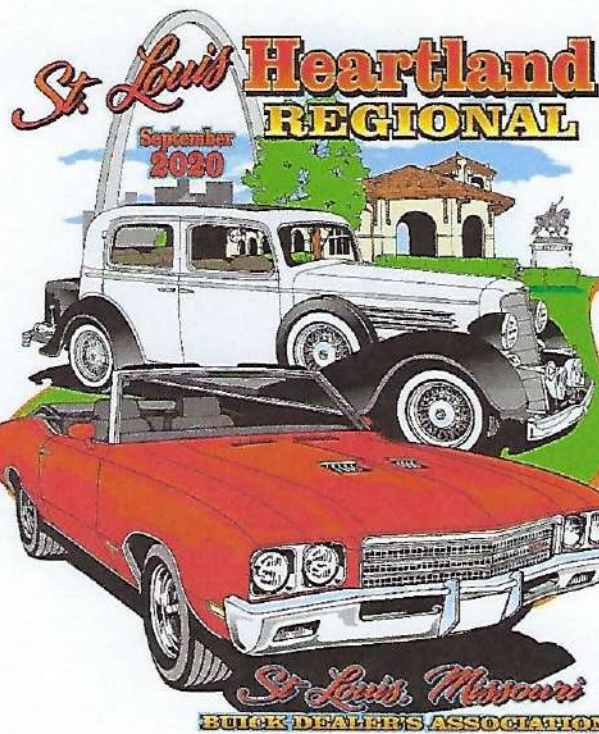
- **Annual Salute to Veterans, with free cake for all.**
- **Bring canned or box foods for our Annual Food Drive**
- Dinner at 6:00 p.m. meeting at 7:00 p.m.
- Address: 3579 Penridge Drive, Bridgeton, 63044 (314) 298-1631
 - ◇ <https://www.sportscafe.biz/>

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 *****

*



**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:

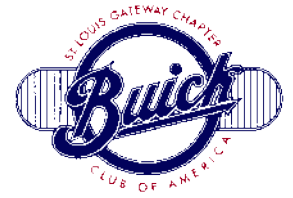
William Landers - BCA 2020
66 Summit Point Ct.
Saint Charles, MO 63301



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]*

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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)