



Gateway Gazette

Monthly Newsletter of the St Louis Chapter

Buick Club of America

Volume XXXIX No. 5 May 2020

Director's Letter

May 2020

Greetings,

First of all, I pray that everyone is healthy and Covid-free.

**Here we go, another month of no meetings, no club events, and the continuation of
"Social Distancing."**

So with that, how do you write a Director's Letter and furthermore, with no minutes, no events, how do you produce a newsletter?

Well, thanks to the response Ted received from members with stories on what they have been doing during this Pandemic, plus additional articles that Ted and others have contributed, I actually feel, although maybe a little different, this may be one of our better Gazettes.

AND, to continue our focus on the Gazette; as you know for the last several years the Gateway Gazette has received an "Honorable Mention" from the annual Old Cars' Golden Quill Awards. While an Honorable Mention is still a favorable recognition, it's about as exciting as going to the prom with your sister. Old Cars Weekly offers four levels of awards for QUILL REGIONS/CHAPTERS: Full-Size Chapter, Compact Chapter, Sub-Compact Chapter, and Honorable Mention. For 2019 The Gateway Gazette jumped two places and received the Compact Award. **Congratulations to Ted Becker, Monica Ledwon,** and to everyone who contributes to the success of our monthly newsletter. **Thank You...!!!**

Upcoming Events:

Like John Candy said in National Lampoon's Vacation:

“Sorry Folks, Park Closed. The moose out front shoulda told ya.”

Monthly Meetings: I know Missouri is supposed to start opening up on May 4th. Coincidentally, that is the first Monday of the month. We called the Bridgeton Sports Café, they are in St. Louis County. St. Louis County and City plan to hold tight for a while. The Sport's Café think they may open as soon as the last week in May, and feel they will still be under some type of Social Distancing Guidelines. So even if they are open as a restaurant, we may not be able to have a meeting there. Our next meeting is June 1st, and I'm confident that will not happen at the Sports Café. We will keep our ears open and continue to follow the guidelines for social distancing. My hope is to find an option that is compliant with the guidelines and comfortable enough to allow most club members to return for a social gathering.

May 1, sorry folks, like every year, Club Dues are Due, \$25.00

First of all, **Thank You...**, to everyone who have already mailed in their dues.

If you have not paid your dues and would like to mail them in, please send a check payable to:

“STL Gateway Chapter – BCA” to:

Pete Nathan

1 Huntleigh Trails Lane

St. Louis, MO 63131

May 16th – Laura Buick GMC Car Show: Considering Social Distancing requirements for the state of Illinois, I'm not very confident this event will happen, but I'll let you know as soon as I hear something.

June 1st – Monthly Meeting -- Sports Café in Bridgeton

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

2020 Heartland Regional:

WOW, with all of the uncertainty around this Covid-thing, this is a difficult subject to address right now? However, until we know more, we need to stay focused and do everything we can to make this happen.

- **Goody Bags, Door Prizes, and Raffle Items:** I know this is difficult with our 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... J
- **Registration:** Please register now...
- **Bad news, but possibly good news for us;** the 2020 National event in Strongsville, Ohio and the 2020 GS Nationals in Bowling Green, KY, have been cancelled.
 - o I have already received a call from a BCA member in Kenosha, WI, who is now planning on attending our event since the Ohio event has been cancelled.
 - o And the STL Gateway Performance Chapter has already posted our event on the GS Nationals Facebook page, and they are trying to organize a Friday night drag race event at World Wide Technology Raceway (AKA) Gateway International.
- **And most of all, chin up and Thank You...**

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

Enjoy!

Chet

What's Happening Around Gateway Buickland

Though we are all on quarantine and confined to our abodes, there are still some of our members putting in Buick time and doing their best to keep life on an even keel. Following are some of the responses I have received as to what is going on:

- Cathy Sorbello—"I have a 51 Buick Special and my son Jim and I have taken the car for a few rides and visiting with friends at a distance. They enjoy seeing the car. It is a black 4 door "



- Dave Smith—Dave and Louise have been laying low through most of this quarantine period taking care of their 3 Yorkies and generally holding down the fort. Dave came to the realization one day that he had not driven his Lincoln Town Car yet this year. He went out to the garage, started it up and took it for a 60 mile road trip out west into Warren County and back. The car ran great and it felt good to get out of the house.
- Geoff Lockett—I am rewiring the front of the 49 - engine, dash lights/instruments and front end lighting. I decided to encase the leads in copper conduit to clean up the engine bay, match the copper overflow tank and just give it a certain look. I'll have a write up with pictures when I'm done, probably before the end of April.



- Monica Ledwon—” I am taking the Regal out for weekly runabouts to shop for provisions. Just driving the car on a nice sunny day and listening to the perfect idle is spiritually uplifting. “



- Gary Heim—I have been restoring a Honda Big Red (3 wheeler). The Big Red was manufactured from 1985-1987. The government outlawed them as they were determined dangerous. None were manufactured after 1987. I have completely restored 2, and working on the third one.



- Robert Vogt—Well like everyone else, it sure is strange around my area, I live in Millstadt IL. and almost everything is either closed for now or have restrictions on how many people can go inside of their places. I need to replace the hood on my 66 Buick LeSaber the original was smashed at one time in the front and repaired, but I got another one , but the only problem, is they sent me a Electra one that is 3 inches longer because of the difference of the in the length of the front fenders, so I am in the process of sectioning at the rear and repositioning the mounting the holes to make it fit right, if everything goes okay I should be ready to go on the Hot Rod Power Tour in June if they still have it, this will be my fourth time in six years. Well that's about all that is going on right now. Hope everyone are doing well and plan to make it to some meetings this year to meet everyone.

- Adam Martin—I have been fortunate enough to keep working through all of the COVID craziness. Even so, I've been pushing forward on another restoration project due in November of this year for the Muscle Car and Corvette Nationals (MCACN). A complete frame-off restoration of a 1970 GS Stage1 convertible painted in Tealmist Gray – one of only a handful of GS's built in this Riviera-only color. This past weekend, the car was painted. Now is the time to start working on all the fun little projects of detailing AC system components and other small bits



Gene Bossaller— Ronnies Cine celebrated their South Linbergh Cruise for the 50th years for some reason. That was last Saturday. Next cruise scheduled for May 16th. I remember when Ronnies was a drive in and that was more than 50 years ago. Check out the YouTube recording of the event. Several Buicks in the clip. A 65 Riviera and a 65 GS.

<https://www.youtube.com/watch?v=aR0T2ukAuWE>

Damien Flaherty—I found a 69 Electra sitting in the weeds pretty close to my house that appears to have occupied this space for some time. It appears to be nothing more than a parts car. Bumpers, body parts, motor & transmission are there but must not have been run for several years. I can investigate further is anyone is interested.



Bill Landers—Bill is on the downside of his rehab and recuperation from his March 16 knee replacement surgery. He exercises daily and takes a 3/4 mile walk, which he could not have been able to do prior to his surgery. He is not yet up to full speed, but making good progress and looking forward to his full recovery.

Ted Becker—I have been diligently working on my 57 Special to install a new ignition system. The old Crane system bit the dust and is being replaced with a Pertronix unit and a stock coil. Not an easy project for an old guy that is not as slim and svelte as he was in his 30's. Getting there gradually, however.



- John Lasinski—I have had little to do on the Buick GS other than getting a new battery. She has been pretty good other than that. I have been tinkering on the 1999 Porsche 911 since I have all kinds of time and nowhere to go. First I decided to remove both the front seats and cleaned out all the junk I found under there. I made \$1.58! I also took that time to clean up speaker wires and amplifier wires and ran them under the carpeting to clean up the look. While the seats were out I coated the leather with a fresh coat of Metropol Blue dye to make them look like new again! I reinstalled the seats and buttoned things up. With still more time on my hands I decided to pull the wheels and paint the factory Brembo Brakes red and applied new decals as well. That's all for now. Just need good weather to get out and drive them.



- Chet Palumbo—I've been spending a lot of time in the shop working on the '37 and the '68. The most notable accomplishment was installing glass in the '37. Jeanne and I were able to do the back glass and side quarter windows by ourselves, with Jeanne pushing the glass in place from the inside, while I pulled the cord to set the seal on the outside of the frame. When it came to the two-piece windshield, we figured we needed a couple of extra hands, so we solicited the help of our friend Rick. Everything was going better than expected and we almost had it installed except a small corner of glass on Rick's side was hanging up. I told Rick to give it a whack with his hand, well needless to say; Rick's whack cracked the glass. So; no matter where you went to school, learned old math or new, we have proof that three halves = one whole.

- Bob Brasses—As many of you know we purchased 35 acres out in Leasburg. One of my many projects is getting a Mid 60's International Harvester tractor running well. It's currently not running consistently seems like the ignition cuts out and restarts with a puff of black smoke. After a bit more testing I will likely be putting a Pertronix ignition. Fingers



- Steve Hunter -I've had some work done to my '70 GS the last few months. There were a couple of things I wanted done, that would take my car to the next level, and would be what I needed to drive it wherever. I knew that the work I wanted done was beyond my expertise, so I had the guys at St. Louis Car Museum install a Gear Vendors .78 overdrive unit on the rear of my Muncie 4 speed, and they added AC by Vintage Air. We also thought it best to add a serpentine belt system to the front of the big block, with 2 electric fans behind the radiator. I drove it home on Wednesday. My GS Convertible has another gear, and AC for the first time in it's 50 years on the road !! I never liked driving it on the interstate before, because at 70 mph, it was running about 2900 rpm. Now it's down to about 2250. I won't mind driving in the heat of summer either!

I highly recommend Rich Hegger, Jason Reed, and all the crew at STLCM&S.



- Mark Kistner— I thought I would drop you a line to let everyone know us Illinoisans are safe and well during this pandemic. Sheree is working from home and she keeps busy doing what she does at work on the computer and conducting meetings and such. This requires me and the cats to be on our best behavior so not to embarrass her in front of her coworkers. Therefore I have been spending some much needed quality time in the shop getting ready to jump back on my 1970 convertible project. My job hasn't been effected as we are still needed to provide service to our customers however the after hour and weekend overtime was eliminated. I like the time off, however we can't go anywhere so we are getting things done around the house I guess the biggest change at home has been parting with our 1970 silver GS and enclosed trailer. The car went to a Collector in Indiana and trailer was sold locally . We have decided to thin the herd and concentrate on our 3 remaining cars finishing and driving them etc. Maintaining the 4 cars, our property and working 60-80hrs a week has seemed to catch up with me so I'm looking forward to finishing up a few of our outstanding projects and enjoying life a bit more. Last year we purchased a John Deere 32hp compact tractor (I did, I failed to tell Sheree but that's a whole nother story I care not to bring up) to use for various chores and helping my nephews keep up with their properties. I enjoy the seat time as I use to operate equipment on the construction crew at work but now that I'm the night trouble man it's not often I can operate a rig so I like the seat time I get on the Deere I received an interesting call a few weeks ago , someone saw the article on upgrading a bead blaster we placed in the gazette a few months ago. They made the modifications and said it works awesome. I have no idea how they found it or me but it was a nice acknowledgment. Haha. Hope everyone is well and hope to see everyone soon





May Birthdays

Cathleen Horst
Damien Flaherty
Jimmy Gehm
Mark Kistner
Rachel Gehm

May Anniversaries

Steve & Sherri Dotson

Vic & Patricia Panus

Chet & Jeanne Palumbo

John & Kitty Lasinski

Damien & Amy Flaherty



Member Spotlight

John Midkiff

By Monica Ledwon

This month we feature Buick enthusiast, John Midkiff. He is a soft-spoken man with a scientific mind who cherishes his 1966 GS convertible,

John was born in St. Louis, but his family raised him in several states from California to Iowa to finally settling back in Ferguson, Missouri. He graduated from McCluer North High School.

As a child, John was surrounded by cars, especially Buicks. His dad was a bona fide Buick mechanic along with having the skill to build race cars. John made frequent trips to the race track with his dad to watch the test drives and engine tweaking of these thoroughbred vehicles.

During his teen years, John's interest in Buicks continued. He was sixteen when he attained freedom of the road with his first car-- a white 1967 Special 4dr sedan. It was a sturdy road warrior and racked up many miles in teenage transport.

After high school, John joined the active duty Navy for a six-year stint and then transferred to the Naval Reserves. That became a part time military career for 27 years from which he recently retired as a Chief Petty Officer.

When back in civilian life, he finished a four-year BS degree at UMSL in Biology and set off on a scientific career in chemical analysis and environmental engineering.

Through the years, John worked for several companies in these industries. But when working for Envirodyne Engineers, one of his colleagues suggested a co-worker that might be of interest to him. She had the same biologic mindset as his, along with a love of history and cars. That lady of course was Angie. They have been married for 29 years enjoying John's daughter from a previous marriage and her two children as grandparents.



Buicks were still to follow John. He had a 1978 Regal as a daily driver for several years. But a flame grew within him for the style and sportiness of the mid 60's GS models, especially convertibles. He and Angie had perused ads but made no moves on any car. Fate turned towards them in 2005. When on vacation in Pennsylvania, John decided they should take a detour and look at a likely candidate they had seen online. It was a 1966 gray GS 401 convertible. They test drove it, looked it over, bought it and had it shipped home.

John has appreciated this car as fun driver with occasional displays at shows and autocross races throughout the Midwest. Only cosmetic upgrades such as new convertible top and new interior upholstery were done. Other than that, general maintenance is all this good Buick required.

Taking his GS to a Forest Park Easter show, John encountered the Gateway Chapter Buick Club and joined up. He has since held the office of Secretary and Co-Director. And John is often a contributor of thoughtful suggestions on event planning at club meetings.

As time went on, John felt he'd like to experience a car with a little less body roll than his vintage GS and became interested in Corvettes. So, he also owns a 2007 Z51. He and Angie have taken this sportscar on several Power Tours across the country.

Along with joyriding in his Buick and Vette, John is a history buff that plans every vacation around our country's vast historic sites. He also enjoys participating in any charitable Veteran Affairs activities. And, John always keeps up his connection to the Gateway Chapter Buick Club.



John and his sweet '66 GS at the 40th Anniversary Picnic

1968 Buick Skylark

By Chet Palumbo

I know there are many reasons why we buy cars. Some of us search years for that perfect dream car, and there are the cars, that as soon as we see them, it's love at first sight, and then there are cars you look at two or three times, you walk away from them, and then you finally say **"Why not..."**

Well, this a story about one of those **"Why not"** cars, or maybe as Jeanne would say, **"What the hell was he thinking?"**

In 1990, my brother and I both worked for the same company, and to maintain the privilege of continued employment we were offered an opportunity to move to Charlotte, NC. For Jeanne and I, with two kids in college, there wasn't much discussion required to make a decision. And my brother, my partner in crime when it comes to car deals, decided to move as well. So off we go to Charlotte, NC, the home of NASCAR. Well as it turned out, after my first race of ducking chicken bones while sitting in the stands and watching cars run around in a circle all day, I decided this was not for me. But what we did find in Charlotte, this is also a major hub for swap meets. The spring and fall Charlotte Auto-Fair is huge and also, four times a year, they have the Metrolina, which is also larger than any swap meet we have around here. Needless to say, we never attended a Charlotte Auto Fair and came home empty-handed. There are cars for sale parked all around the perimeter of the race track, there are car auctions and car shows. The infield is loaded with car parts, automobilia and project cars. In 2000, I purchased my 1937 Buick Special at the spring Auto Fair. I had been searching for a 1936 – 1940 Ford Coupe, but when I saw the 1937 Buick, I knew this was it. Love at first sight.

For the thirteen years we lived in the South, I don't think I ever missed a spring or fall Auto Fair. Even after Jeanne and I moved back to Missouri, I would still try to travel back to Charlotte to visit my brother in April so I could attend the spring show. Sometimes Jeanne and I would drive down together or I would go by myself and fly. Needless to say, 2008 was one of the years I went by myself, unsupervised. Nothing special happening that year, same old crap, very high wishful prices on Thursday and Friday, with prices starting to come down on Saturday, and there was nothing around the track that we were interested in. However, we did see this very solid, moderately priced 1968 Skylark in the swap meet area. Actually, we went back and looked at it several times that week. It was a very straight old car, minimal rust, decent interior, nothing butchered or abused other than a few primer spots and a little bit of amateur bodywork around the rear wheel wells. And the price was right, what more could you ask for...???. To make matters worse, if my brother isn't a bad enough influence on me, we ran into Reggie, my old neighbor from Atlanta who works for MECUM. Now with the two of them pushing me to pull the trigger... Well, okay. **"Why not"**.



1968 Skylark as purchased in 2008. Note, the Cragar wheels were not on the car when purchased

Brother Joe and I left the Auto-Fair and headed to his house. We put the car up on jack stands, checked the tires, yes four of them, all four different brands, no idea how old they are, but they're the same size and they hold air. Checked the fluids, changed the oil, replaced a few bulbs, put on new wiper blades (now it's raining) and made sure everything including the AM radio worked.

7:30 PM Saturday night, Time to call Jeanne...

Chet: "I'm on my way home"

Jeanne: "But your flight is not out until tomorrow"

Chet: "I'm driving"

Jeanne: Silence...

So now, Jeanne has this new rule: When I'm unsupervised, I'm not allowed to buy anything that my suitcase will fit in to.

Restoration: First of all, this car was purchased to drive "as is" with no plans of restoration. It was supposed to be my beater car, but with me, one thing always leads to another and before you know it, I'm out of control. Now remember, this car was purchased in April of 2008, so here we are April 2020, 12 years later. So instead of taking you on the long journey that got us here, I'll simply summarize everything I've done to this "no plans to restore" project.

Engine and Driveline: I rebuilt the Buick 350, keeping the internals stock. The original two-barrel manifold was replaced with a factory four and Quadrajet. I upgraded the ignition system with a later model factory HEI Distributor with a performance coil and components. Fred's in St. Charles fabricated a fully welded custom stainless steel dual exhaust system. I replaced the two-speed ST-300 transmission with a rebuilt TH-350 and the stock 2:56 gears remain in the rear.



1968 Skylark 2020 after the Palumbo magic

To keep the engine cool, I upgraded to an Engineering Cooling Components aluminum radiator, added a Flow-Kooler Hi-flow water pump and installed a new factory fan clutch. I also added a '70's OEM radiator overflow tank; it is my understanding that this was an "option" in 1968 and did not become standard equipment until 1969...???

And to keep me cool, I completely rebuilt and upgraded the A/C system to 134A specifications. Working with Old Air Products, we replaced everything from the condenser to the evaporator and upgraded to an aluminum PRO-610 compressor. To prevent the 134A Freon from leaking through the old R12 lines, Old Air Products retrofitted all of my factory hoses with new barrier hose.

Chassis and suspension: Fully rebuilt with all new control arm bushings, upper/lower ball joints. Replaced the front drum brakes with Classic Performance Products (CPP) disc brake kit with Master Power Brakes 1" dual power master cylinder and 9" booster. Replaced the front sway bar with an OPGI 1 1/4" bar and added a 1" rear sway bar. To balance it all out, KYB Performance Gas Shocks were installed on all four corners along with a CPP Quick Ratio Steering Box. Wheel and Tires: 15 X 7" Cragar SS wheels with 235/60/15 Cobra GT tires,

Interior: Legendary Interior; provided the reproduction front and rear seat covers, headliner, sail panels, carpet, package tray, and hood insulation, and an OPGI trunk mat. Mutert's Upholstery installed the headliner and carpet for me and I did the seats. Interior also includes JVC Stereo with a mix of Kenwood (rear) and Pioneer (front) speakers, Lecarra leather steering wheel, Juliano's retractable seat belts, and Rostra Cruise Control. Aftermarket gauges were added to complement the idiot lights; a rally pack with volt, oil, and temp is mounted below the dash, and a mini-tach was installed in the dash.

Body Work and Bright Stuff: I did the paint and bodywork in my shop, I removed all of the dings and polished the stainless steel trim and had the bumpers re-chromed at Tri-city plating in Tennessee. The only noticeable body modification on the car is the C4 Corvette third brake light.

Other than the Cragar SS wheels and the third brake light, the car appears to be mostly original. In today's world, I guess this really wouldn't be called a true "Restoration" and even considering all the upgrades, I'm not sure it would even be enough to qualify as a "Resto-Mod". The bottom line is, it's a homebuilt project, I did it myself, the way I wanted to do it, for the purpose of creating a reliable long haul cruiser.

"Why not...???"

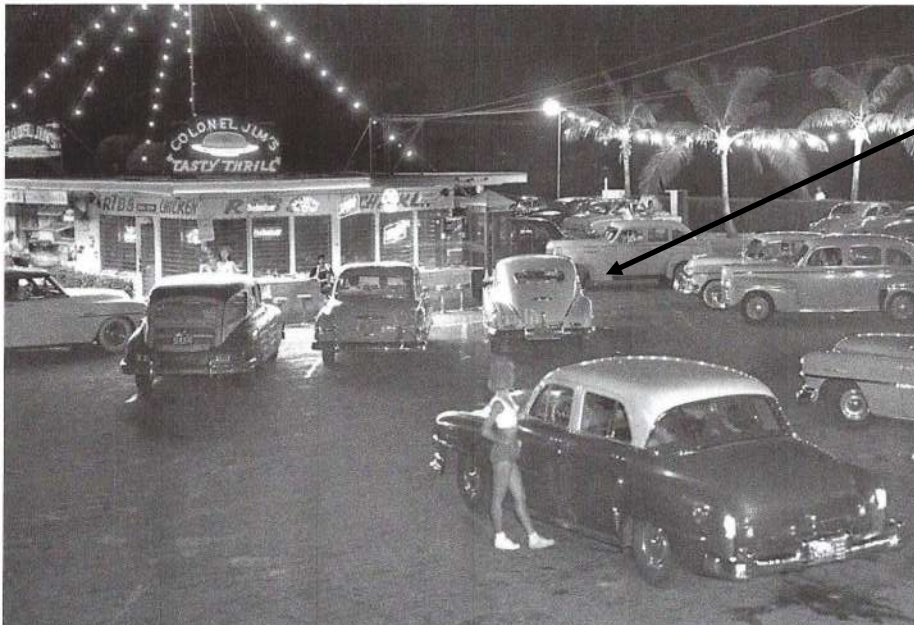
Buicks in the early 50's

Los Angeles Civic Center 1953



'49 Roadmaster
The first Hardtop
car produced. First
time "Riviera"
was used by Buick.

Miami, Florida drive in 1952



'48 Sedanette??

Explaining Brake Bias

By Ted Becker

If you have ever read an automotive test report in a magazine, you have probably run across the term “Brake Bias”. OK, so what exactly is that and what does it mean? This may get a little technical, but hang on, you can get it.

In simple terms, brake bias refers to the amount of braking difference between the front and the rear wheels. If you have ever done a brake job or seen used shoes or pads from a brake job, you will see that the front brakes are worn more than the rear. Also, the brake drum or rotor on the front is larger than the rear. One would logically assume then that the front brakes do more braking than the rear. If that is your assumption, give yourself an “A” and celebrate with a beer in a tall frosted mug.

OK, since you have passed the first test, let’s move on to why that is. Well, there are several explanations. First, most of the weight of a car is on the front. Typically, it is about a 55/45 split front to rear. Since the weight on the front is greater, it stands to reason that it takes more braking force for the front. Further to that, a car will transfer more weight to the front during braking. You have all observed this as you come to a hard stop as the front of the car tends to “dive”. As that happens, the weight distribution front to rear is even further exaggerated.

Now for a quick lesson in Physics to better understand what comes next. Friction is the force that exists between two bodies that either prevents slipping or provides traction to initiate motion. The next time you slip and fall on your backside on an icy sidewalk, you will fully understand the concept of friction (or the lack thereof). Further to that, there are two kinds of friction – static and sliding. The next time you get an Amazon package delivered to you, put it on the living room floor and push it. As you will see, it takes more force to get it moving than the force necessary to keep it moving. Static friction is greater than sliding friction. This is a key principle in braking control.

Modern cars and trucks have a wonderful safety feature known as “anti-lock” braking. In its simplest form, anti-lock braking utilizes the concept of static vs sliding friction to enhance braking performance and stability in a panic stop. Here is how they work. There are wheel sensors that measure the rotational speed of each wheel. As long as each wheel is turning at the same speed, the anti-lock feature does not function. If, however, the car is in a panic stop and one or more wheels are locked up, that is when the anti-lock system comes into play. Due to the concept of static vs sliding friction, a wheel that is sliding will have less braking than one that is rotating. Should that event occur, the anti-lock system releases brake pressure to the sliding wheel to get it back into motion so the friction is now back to static. This all happens in milliseconds. The first time I had occasion to use the anti-lock feature was on

the 1985 Thunderbird Turbo Coupe I once owned. The process is pretty violent and pretty much scared the stuffing out of me. The pedal went down halfway to the floor, the brakes applying and releasing rapidly made a pretty big noise and the car shook. If you have never experienced anti-locking, you should do that once a year in a big parking lot during a snow or ice situation. You need to become familiar with how this works.

As a side note, traction control works in much the same manner. As with braking, the wheel speed is measured on each wheel. Should one wheel begin to slip, the brakes are applied to the wheel to get back into static friction.

Anti-lock braking has a couple of really nice benefits. The first benefit is the obvious improvement in the time to come to a stop. If the tires are sliding on the pavement, it will take longer to stop than if the tires are in constant motion. The other wonderful benefit is that the car stops straight. If you follow my advice and practice on a cold nasty winter night, you will definitely notice how straight the car stops.

So much for new technology, let's get back to our old Buicks. We really have no way to simulate anti-lock braking on an old drum brake car. There is no way with only the brake pedal to work with that we can control the motion of individual wheels. It is pretty much all or nothing. I suppose that if we were to be in a panic stop situation where all 4 tires are locked up, we could slightly relieve the braking pressure to let the tires begin motion and get back to static friction. Well, good luck with that. Your reflexes must be better than mine.

One control that we do have in our toolbox is affecting the brake bias. Actually, that is the point I wanted to make with this article. Manually adjusting drum brakes is about as crude an adjustment as could ever be invented. The way that I do it is just by feel. I do each front wheel and adjust it so that I can still turn the wheel against some resistance. The rear should be set in a similar manner with the same amount of resistance. It is important that the rear brakes **NOT** be set with more resistance. Why is that you might ask?

OK, let's think about that panic stop situation. We are driving along and need to make a panic stop. As long as all 4 wheels are either still rotating or are sliding, they are all in either static or sliding friction. As long as each wheel is in the same condition, we are OK. If, however, the front wheels are still turning and the rear wheels lock up, we are in for a wild ride. The braking force on the front is greater than the rear in this situation. That is a condition that engineers refer to as a "couple". To demonstrate this, take a long straight object like a ruler or a broom handle or a baseball bat. Slide it across the floor into a wall. What will happen is the back end of the straight object will want to turn sideways. See, the part that hits the wall is now static, but the back end is still sliding. Or, try it the other way. Try pushing on the back of the long object and see if you can keep it straight. Same principle! In a similar manner, a hard braking when the rear wheels break loose before the front

will cause the car to want to spin sideways. Conversely, the front tires sliding and the rear still turning is a stable situation. Relatively speaking, the car will stay fairly straight during this condition. This situation is NOT a “couple” therefore the car will not want to spin.

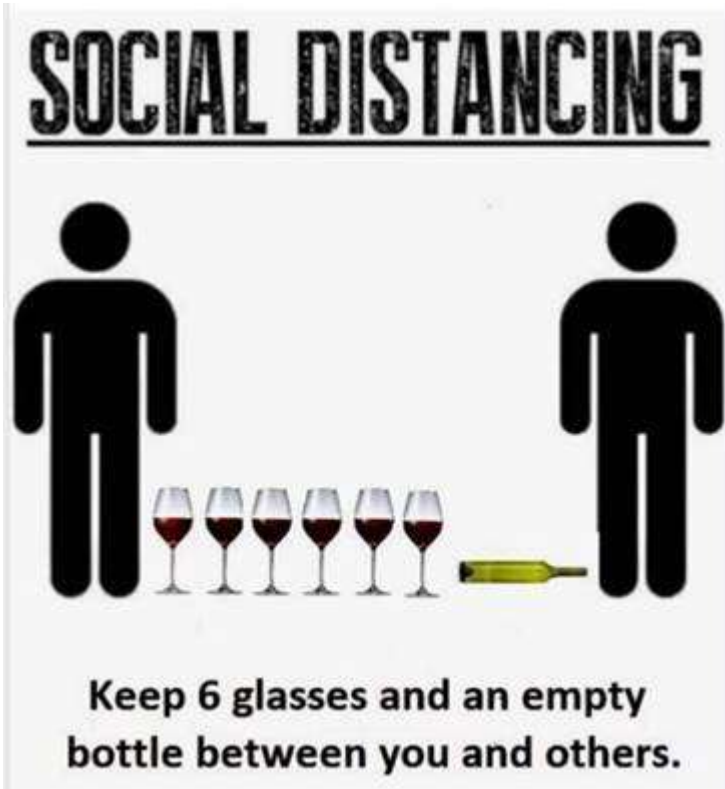
OK? Got all that? Time for another one of those beers in a tall frosted mug!

Gazette Giggles from the Great Coronavirus Quarantine of 2020

You think it's bad now? In 20 years our country will be run by people home schooled by day drinkers....

I never thought the comment "I wouldn't touch him/her with a 6 foot pole" would become a national policy but here we are

**HOMESCHOOL PROJECT:
Match The Lids**



Trash or Treasure...???

How many times have you heard the expression
“One man’s trash is another man’s treasure”?

By Chet Palumbo

Through the years, I have been buying parts for my 1937 Buick Special through BCA member Dave Tacheny in Champlin, MN. I tell him what I need, most often he has it, I send him a check and within a week or so, the parts arrive at my door. Always happy, never a problem.

Recently, while installing new glass in my vent windows, I wasn’t paying attention to what I was doing and I snapped off the top pivot of my “just chromed” vent frame. I know, beyond stupid...!!! So, I called Dave and told him what I needed, he laughed and said “good luck.” But, the more we talked, he thought maybe he might have a right side vent that could be salvaged for the pivot.

Luckily, Dave wasn’t too proud of the vent window and didn’t want much for it, actually, shipping accounted for the majority of the purchase.

When the part arrived, Jeanne was standing next to me as I opened the box. No sooner I had the vent window halfway out of the box, I said “Excellent” and needless to say, Jeanne looked at me like maybe I had been knocking down too many cold ones.

The difference is, Jeanne was looking at the whole vent window, I was just looking at the top pivot. With a little bit of chrome polish, the top pivot looked like new.

Like Dave said “good luck” and thanks to him looking through his trash we were able to find the treasure I was looking for.



Trivia by Bill Bicknell

Used Car Pricing Inflation

The following advertisement from Hemming shows some pretty impressive cars at prices less than some new car repairs cost. Can you guess which year this was published? (Answer at the end of "Upcoming Events")

• — ITEMS FOR SALE — •
1923 CHEVROLET coupe, good condition, restored, drive anywhere. Best offer \$500 Ott Eckstein, 1006 East Adams, Washington, Ill.

CAN FURNISH auto wiring diagrams for most cars 1913 to 1925 available for such as Stutz, Duesenberg, Mercer, Velie and many more. Includes complete diagram, firing order, timing, lighting capacity, and other important electrical information. Send year make and model number of your car. \$2 each. Ken Blanchard, 5123 West 26th Ave., Denver 12, Colo.

1923 MODEL "T" Ford touring, restored 30x3½ tires. Cadmium plated demountable rims, title, \$750. Dr. M. L. Lehr, 1517 No. Main, Houston, Texas.

1941 HUPP. Skylark 4 door sedan, 17,000 miles since completely rebuilt. Five excellent tires. Drive anywhere, \$600. Harold Wintz, 316 5th St. N.W., Waverly, Iowa.

FORD PARTS; Magneto horns, restored \$8.50. Model "A" horns, restored, \$10.50. Brass pump "Ford" on step, restored, \$9.50. Rear view mirrors for closed cars \$2.50. 1915 Brass rimmed tail lamp \$19.50. E&J 1908 brass tail lamp, no fount, \$19.50. New ventilators for closed cars \$2.50. 7"x22"x9" tool box for running board \$7.50. Brass carbide generator \$40. Aluminum wing radiator cap for Ford \$4.50. Grayhound radiator ornament \$4.50. 30x3½ rim \$2.50. Early brass speedometer with bracket \$30. Brass Eagle lodge emblems (new) \$3.50. Send postage. Carl R. Bennett, 325 Telford Ave., Dayton 19, Ohio.

RARE 1931 two door Ford deluxe Phaeton, good original condition. Best offer over \$1200. Drive it home. A. P. McMillan, 1350 Richmond Rd., Williamsburg, Va.

1. BRAND new replacement hubcaps for 1926 and 1927 Model "T" Ford wire wheels, chrome or nickel, set of 5 \$10 postpaid. 2. Bosch ignition drive gears for Model "T" Ford. These go with the Bosch front plate. Brand new, exact duplications, finest steel and hardened. Matched set \$30 plus \$5 if you need the Bosch retaining nut. Lee Chase, 107 So. Wilton Dr., Los Angeles 4, Calif.

• — ITEMS FOR SALE — •
1933 BUICK, all original. Chrome, paint, upholstery, top mint. Mechanical perfect. Need room. \$350. Will run anywhere. E. R. Huber, 1558 Independence, Cape Girardeau, Mo.

1926 MODEL "T" roadster pickup, partially restored, complete. Motor overhauled. Bosch distributor. Convert to roadster by installing turtle deck in place of original factory metal pickup bed. Title. \$350. Dr. M. L. Lehr, 1517 No. Houston, Texas.

WHEELS the "KREUSCHEV" or many painstaking restorations. Come for the correct Style, Expense but cheaper than you can have built. Neil Ensworth, 215 23rd No., St. Petersburg, Fla.

'33-'34 FORD parking lamps, extra \$6.50 set. New Ford "A" rear spring leaf, \$20. Spider with gears \$6. \$1 extra. Mal Staley, 10 El Ranch Walnut Creek, Calif.

PACKARD 1933 Series 1001 Model 603 six-wheel sedan parts car. Upholstery and top shot, not rusted out, asking \$150. C. G. Parmenter, Rt. 1 Box 309 Turnpike Rd., Westminster, Mass.

NEW 30x3 Gehrig tires. Also other sizes of tires and tubes. Clinton J. Bowman, 705 Hedge Ave., Burlington, Iowa.

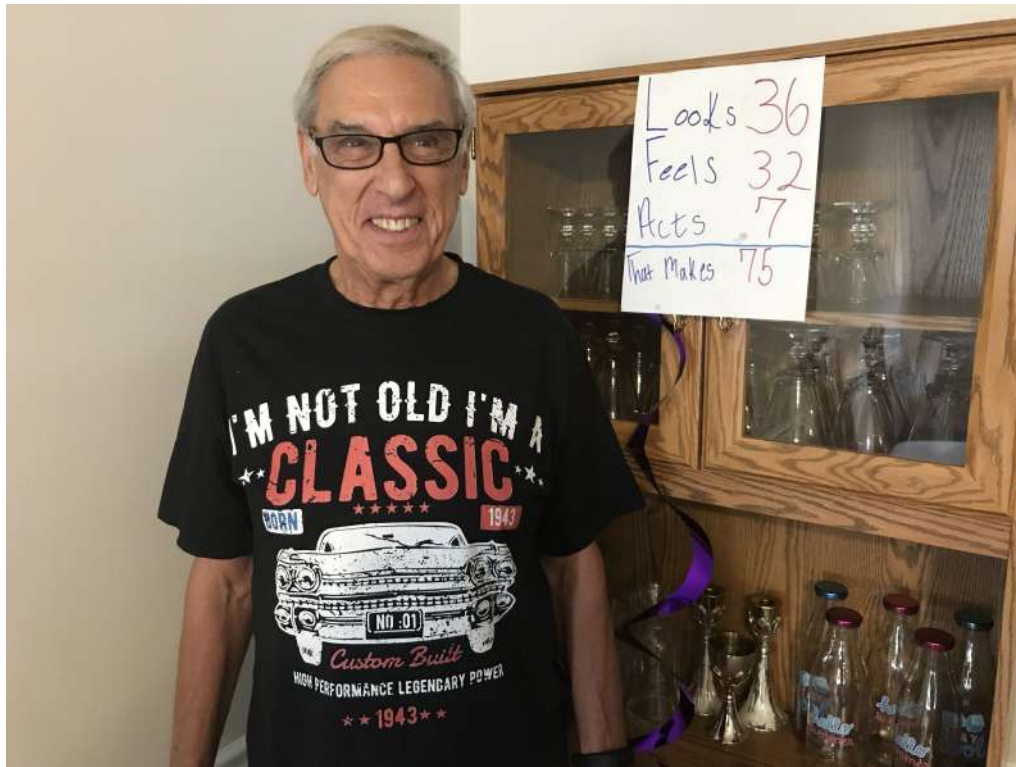
1937 FORD Beverly sedan, restored, needs paint, \$1000 cash, no trades. Dr. Robert Barnard, Box 188, Aspen, Colo.

ORIGINAL side view mirrors to fit round windshield frame of touring cars and roadsters. Recent manufacture of white "Hindview" mirror patented in 1915 and sold during 1915 to 1927. Has 5" all brass mirror with steel arm painted black. \$5.98 postage paid. William M. Dull, 11422 Garfield, Detroit 39, Mich.

NEW set tubular shock absorbers for Model "T" Ford, first thirty bucks, or will swap for roadster or touring top bows from 15 to 22. Elmer Bassage, Webster, N.Y.

1922 FORD touring, 90% restored, \$850. 1936 Ford roadster, no motor, \$275. Small brass control spider for White Steamer \$12. Howard Sullivan, Rt. 1, Box 69, Rushville, Ind.

Oh, For Pete's Sake!!



Pete Nathan has been busy sprucing up the inside of his house with a little cleaning and painting. Unfortunately, while trying to carefully carry an open can of paint down the stairs, he tripped and fell. The good news is he didn't spill any paint, the bad news is he landed on his bad knee. So now he's laid up spending most of his time with rehab and doctor visits. AND, to add insult to injury, one day on his way home, as he drove into his driveway and came around the back of his garage, he saw a Blue Heron fly out of his backyard...??? Then, later, after checking his freshly stocked fish pond, he noticed all 30 of this year's fish were gone. Sorry, the story does not end here... So later in the week, Pete is looking at the two Coy he has in a 40-gallon tank in the house, and he's thinking, maybe they are getting too large for the tank, so he transfers them to the empty pond in his backyard.

Yep, you guessed it, now they're gone too...???



One of a Kind: The 1915 Buick Twin Six Prototype

Editor Note: The following fascinating article appeared in Mac's Motor City Garage (www.macsmotorcitygarage.com). This is a good site to visit for all kinds of very interesting car related information.



You'll never see another one. This unusual 1915 Buick V12 prototype was created by Buick engineer Walter Marr, and it's still in his family today.

As much as Billy Durant or David Dunbar Buick himself, Walter L. Marr (1865-1941) built the Buick Motor Company. The Flint, Michigan automaker's first chief engineer, Marr was responsible for many of Buick's innovations, including the valve-in-head engine. As a response, in part, to Packard's introduction of the 1914 Twin Six, Marr developed an experi-



Based on Buick's production valve-in-head design, the V12 was laid out, under Marr's direction, by a young Buick draftsman named Leo Goossen, who went on to design a number of remarkable racing engines for Miller, Offenhauser, and others. The big Buick displaced 384.25 cubic inches, boasting a decidedly undersquare bore of 3.010 inches and a 4.50-in. stroke. The basic architecture is typical for the period, with cast-iron cylinder blocks bolted to an aluminum crankcase. The Delco ignition system employs the same distributor as the Packard Twin Six, and the firing order is 1-12-4-9-2-11-6-3-7-10-5-8.

Many overhead-valve engines of the era sported exposed valve gear, in part for easy access since the hardware required frequent hand-oiling by the operator. The Buick Twin Six is a bit more advanced in that regard with automatic oilers, one for each cylinder. Note the out-board intake manifolds on each bank, which connect to a Stewart two-barrel updraft carburetor in the center of the vee.

The two prototype Twin Six Buick engines were installed in Model D55 production cars. The compact design, using offset cylinder blocks and paired crank journals like a modern V-type engine, was more than an inch shorter than the company's production six. One of the prototypes was handed over to Buick executive Walter P. Chrysler for evaluation, and its whereabouts today are unknown. However, the other prototype has remained in the loving care of the Marr family all these years. Below, Paul Marr (left, in gray sweater) shares the Buick Twin Six's unique story with the car's admirers at the Old Car Festival at Greenfield Village, Michigan in September of 2018.



Gazette Centerfolds





Upcoming 2020 Event Details::

May 16th – Laura Buick GMC Car Show,

- 11:00 am to 3:00 p.m.
- Meet at 10:30 at 777 New Ballas Road (270/40) to cruise to Collinsville together
- Address: 903 North Bluff Road, Collinsville, IL 62234
 - ◇ Lunch will be provided.

June 1st – 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/>

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

July 15 – 18, 2020: - 2020 National Meet, Strongsville, OH

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 8th – Memories on Main Car Show / Judging

- Our club assists the Archway Olds Club with judging for this show.
- Arrive by 9:30 a.m., Judging starts at 10:00 a.m.

- Lunch and Dinner will be provided. o Judges are welcome to enter their cars.
- Address: Downtown, Troy, MO 63379

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

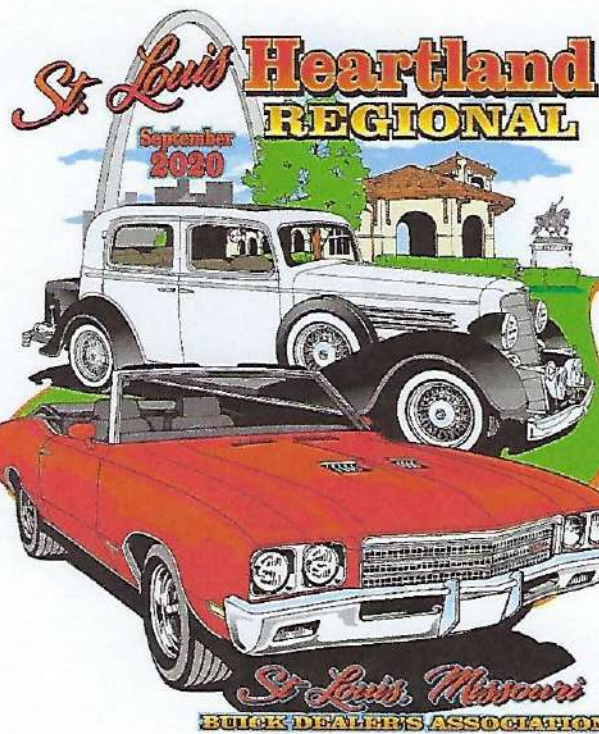
o Starts at 11:30 a.m. o **The Old Spaghetti Factory** o 17384 Chesterfield Airport Rd – Chesterfield, MO 63005 (636) 536-9522 o <https://www.osf.com/>

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

Trivia Quiz Answer:

The page that Bill sent is from a 1959 Hemmings. As Bill says, “*Just from this page you can see a 1933 Buick for \$350, a 1933 Packard for \$150, and a “restored” Cord for \$1,000. (Today a Cord water pump cost \$1,000)*”. Bill would know about Cord pricing since is one of the most knowledgeable Cord experts in the county. During my last visit to see him at his shop in Rolla, he was freshening up a Cord that was sent to him by a recent purchaser. He also was working on 4 Cord transmissions and says that he has rebuilt probably 40 of these transmissions over the years. In the back of his shop is a Cord he recently purchased that is on his “to do” list when customer business is slow. Looking at his schedule of upcoming jobs, that “slow” time may be quite a way down the road.

Although it seems impossible to see a 1933 Buick selling for \$350, remember that this was a 22 year old car at the time and probably just considered an old “junker” that someone wanted to get rid of. Also bear in mind that the average annual income in 1959 was \$5500. Compare that to the nearly \$50,000 annual wage in 2019.



**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:

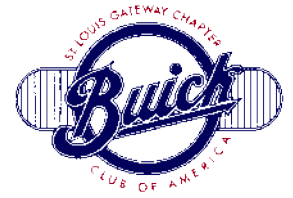
William Landers - BCA 2020
66 Summit Point Ct.
Saint Charles, MO 63301



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 _____

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)