



Gateway Gazette

www.stlouisbuickclub.net



Monthly Newsletter of the St Louis Chapter Buick Club of America

Volume XL No. 11 November 2021

Director's Letter

November 2021

Greetings,

Shifting Gears...???

**Well; after three years of focusing on the Heartland Regional and,
two years of dealing with the Pandemic, and
even though neither are 100% behind us,
I feel it's time to move on.**

Our next two monthly meetings are very special; not only do they carry on the club's tradition of recognizing the Veterans in our club, but they also provide us with an opportunity to give back to the community by sharing with those less fortunate than us. First with a food drive in November, with food going to the O.A.S.I.S. Food Pantry in St. Charles, and second, with our annual Toys-for-Tots drive in December. Then, in January, just for fun, we start the year off with our Annual Holiday Party.

For the November meeting, the only way we can show our support and respect to our Veterans is with our presence. So I hope many of you will join us for this meeting. And as always, cake, cupcakes or something sweet will be provided.

Upcoming Events:

- **November 1st, Salute to Veterans / Food Drive / Monthly Meeting**
 - Sports Café in Bridgeton
- **December 5th, Christmas Party / Toys for Tots Drive / Monthly Meeting (RSVP)**
 - CJ Muggs in Webster Groves
- **January 10th, Holiday Party / Monthly Meeting (RSVP)**
 - CJ Muggs in Webster Groves

2022 Events:

It's time to start planning our event schedule for next year. Let's get creative, what would be a good club event for next year? I think it's time for another day trip. This will be on the agenda for our December meeting, so start thinking about it from now.

As always; please stay healthy and I'll see you in November when we honor our Veterans.

All for now

Enjoy!

Chet



Meeting Minutes, October 4th, 2021

- The October meeting was held at the **Sports Café in Bridgeton** and was facilitated by Chet Palumbo, Director. **22** Members were present.
- Chet opened the meeting at 7:00 pm with **The Pledge of Allegiance** of the United States.
- Chet thanked everyone for attending.
- **August 28th (September) Meeting Minutes:** Motion made by Larry Longworth to approve the “September” Meeting Minutes, second by Bill Landers and approved by all.

Member News:

- Welcome new members:
 - **Jeffrey and Naomi Moore**, Troy, MO; 1938 Buick Century and 1968 Buick Electra Coupe
 - **David Baker**, Imperial, MO; 1957 Roadmaster 75Riviera, 1965 Riviera, 1966 Riviera, 1989 Estate Wagon, and a bunch of other non-Buick collector cars.
 - **Wayne and Melba Nolan** of Fenton, MO. They are the owners of the fabulous ‘30 Marquette entered in our recent Regional winning 3rd place in the 1903-1942 class. They also own multiple Buicks from the 20’s along with a Moon and an antique Dodge.
 - **Jim Hall** and his glass of wine were missing at the meeting. Chet will check in with him.

Member Check-in:

Doug Bremer – status quo on the slow restoration of his ’86 Gran National.

Bob Windal – his ’70 455GS continues to lap up miles in engine perfect performance.

Larry & Nancy Longworth – have an ’86 Regal T type and gave the club over and above man power and woman power hours during our three-day Regional.

Pete Nathan - reports that his ’35 57 Series Resto Rod in impeccable order after a rebuild. He drives an ’03 Park Avenue Ultra as a runabout vehicle around town.

Al Tornabeni – owns a ’36 Special three window coupe and reports with relief it is on the road again free of breakdowns.

Bill Landers – his ’90 Reatta convertible is in fine vintage condition.

Mark and Sheree Kistner – are celebrating their 3rd wedding anniversary this week and own a ’67 Buick Special Wagon, ’70 Skylark GS that is awaiting some new parts, ’70 GS convertible and Sheree’s ’69 GTX.

Geoff Locket – has taken on a new restoration of a ’56 panel truck and recently had the frame, leaf springs and axle sandblasted by a company called Blastco. They did immaculate work.

Chassis has been painted black. Geoff also keeps up with a ’49 Buick Super.

Ted Becker – was pleased with his ’57 Special HT’s performance going to the Regional Show. Though conspicuous consumption of oil, transmission fluid and coolant were observed while driving it on the road.

Gary Blakemore – has been working on his ’47 Buick Super convertible now for three years and is making steady progress.

Scott Keller – has a collection of various years of the Buick badge from ’67 California GS, ’70 Regal, ’89 Reattas (2), an ’01 Regal GS and a ‘90 Estate Wagon that keep him busy.

Wayne and Melba Nolan – joined the club just recently and own a rare '30 Buick Marquette among a bevy of Buicks and non-Buick vintage vehicles.

Treasurer's Report: (Pete Nathan). No report at this time all the numbers are not in.

BCA Club News:

- **National News Events:**
 - **2022, June 22-25, BCA National Meet, Lisle, Illinois. Hosted by the Chicagoland Chapter**
- **Gateway Buick Performance Chapter (BCA).**
 - **Next Meeting is: Sunday, October 10th at the Grafton Winery**
- **2021 Heartland Regional Meet, Chesterfield, MO. September 08 – 11, 2021**
 - **Profit/Loss:** Waiting on our final bill from Doubletree by Hilton Hotel, Chesterfield to determine Profit/Loss of the event.
 - **2020 Regional Shirts** – we still have a few left at fire-sale prices:
 - See Chet; Tee Shirts \$5.00 and Polo Shirts \$10.00
 - **Event Updates:**
 - **2021 Event Registrations: 93 Final Count**
 - Swap Meet trailer and Golf Cart returned to Larry Longworth, and the Regional Trailer was turned over to the Chicagoland Chapter for the 2022 National Event. New brakes were installed on the trailer before its transfer.
 - **Shriners Hospital for Children Donation:**
 - \$ 1,891.00 payment will be made after we complete our financial review.
 - **Trophy Pickups:**
 - **Steve Hunter**, Best of Class, 1970 GS Convertible, (**Mailed**)
 - **Wayne and Melba Nolan**, Third Place, 1931 Marquette, (**presented at the meeting.**)
 - **Ryan Hafertepe** Second Place, '87 Gran National, Larry Longworth will present it at the next Gateway Buick Performance meeting.
 - **\$20.00 Swap Meet:**
 - **Good News:** We sold 437.00 worth of stuff.
 - **Bad News:** We have more stuff in our basement now, than we had before the meet.
 - A. **This was not supposed to happen...!!!**
 - B. **This is not right...!!!**

Old Business:

New Business:

- **Direct Payment option for Membership Dues, for folks who no longer have checks...**
Chet investigated options:
 - Per Dennis Burkholder, MAD MOOSE MEDIA, our website, and GoDaddy have the capability to support online payments, all we need to do is set up a shopping cart

- Per Regions Bank, once we have our shopping cart set up, we can deposit directly into an existing checking account. No credit card or any other accounts are needed.
- **This project will be tabled until after the books are closed on the Heartland Regional.**
- **Need to update our Website to remove the “Heartland Regional” red bar.**

Past Events:

- **2021 Heartland Regional Meet, Chesterfield, MO. September 08 – 11, 2021**
 - Comments, Discussion.
 - Chet will collect comments and send out a club email. Some of the remarks heard by passersby were, “This is a fun show”, “This show has been put on flawlessly”. Chet emphasized the members putting their hearts and souls into organization and execution made the Regional a phenomenal success.
- **September 12th --- Wheels in Motion Car Show – West Port Plaza.....???**
 - **At the September 28th meeting, it was agreed that like last year, we would donate \$250.00 to The National Children’s Cancer Society. A check will be sent out this week.**
 - **Comments, Discussion – This show did have a light turn out.**

Upcoming CLUB Events:

- **November 1st – Monthly Meeting / Salute to Veterans / Food Drive -- Sports Café in Bridgeton**
 - **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 5th – Christmas Party / Toys for Tots Drive / Monthly Meeting**
 - **The Old Spaghetti Factory is no longer taking reservations for anyone or anything. Need to find someplace new...???**

Upcoming Events (OTHER):

- **October 30th – Collector Car Trivia Night -- (Other: non-club event)**
 - Sponsored by the Archway Oldsmobile Club
 - 7:00 pm – 11:00pm
 - Location: American Legion 312, 2500 Raymond Drive, St. Charles, MO 63301
 - \$160.00 per table, \$20.00 per person
 - If you are interested in attending, contact Ted Becker
- **Barb Knudsun’s “Grab a Hug Party in the Park” Party**
 - Food provided, bring your own drinks and chairs
 - Sunday, November 7, 2021 11:00AM - 4:00PM

- Webster Park Community Building
- 2201 South River Rd. St. Charles, MO 63303
- **PLEASE RSVP BY OCTOBER 29, 2021**
 - Gene Bossaller: grbossaller@sbcglobal.net
 - 314-346-2109 (leave message)
 -

50/50 Drawing: \$60 Total, with \$30 going to Ginny Landers



**Motion to adjourn made by: Larry Longworth, Seconded by Geoff Lockett.
Meeting adjourned at 8:15 pm.
Approved by all.**



November Birthdays

Angela Lockett
 Barb Brasses
 Gary Blakemore
 Chet Palumbo
 Doug Bremer
 Jim Paster
 Nancy Keil
 Joyce Nettle
 Mary Becker
 Janet Tornabeni



November Anniversaries

Jeff & Nan Johnson
 Rich & Cathleen Horst
 Jim & Cecilia Conley

Member Spotlight

David Baker

By Monica Ledwon

The Gateway Gazette features a very new member this month of November, David Baker. He owns five Buicks and a passel of other classic vehicles running the gamut of motor car badges.

David was born and raised in Fort Wayne, Indiana and stuck close to his roots during his early years. He says that his interest in cars was passed down to him from family DNA saying, “it’s a genetic thing”. His father and grandfather owned a diesel repair shop.



As a teenager, David’s dad procured his first car, a ’65 Impala SS with a humble 6 cylinder under the hood and a cracked block. His dad, being a super mechanic, assisted him in transplanting an 8-cylinder Chevy powerplant into the car. That project, David says, was his indoctrination into car mechanics.

David graduated from his hometown Carroll High School and then went on to Indiana University for his Bachelors in Business Administration and followed up with an MBA from University of St. Francis. He has spent his entire professional life in water company utilities starting as a billing supervisor and working his way up to President of American Waters Works which is the parent corporation of local utility groups such as our own local Missouri American Water. This aqueous career precipitated him moving fourteen times throughout seven states.

Car collecting was not a priority in his frenetic life with American Water Works. But retiring in 2013, let the car collecting begin! Starting in first grade, he fondly remembers going to Auburn, Indiana to visit his uncle who collected British stock--Bentley and Rolls Royce. There, he experienced the annual Auburn, Cord Duesenberg Festival which was truly eye opening and further enhanced his future interest in collecting classic antique cars.

A first early find, in 2008, was a ’77 Seville Cadillac bought from the proverbial little old lady next door with 30K miles on the odometer. Then after retirement, David did not hesitate to jump on a plane the next day to go on the hunt for a set of vintage wheels. The chase is the most

fun. Rivas are especially favored, and he owns superb examples of the years of '65, '66, and '71 along with bringing home an '89 Estate Wagon. The cream of his Buick crop, though,



winning 3rd in his class at the club's recent Regional, is a copper toned 1957 Roadmaster 75.

David and his partner, Craig, who shares his old car enthusiasm do light maintenance along with interior and exterior upkeep on all the motor pool tallying up to 22. This includes BMW, Cadillac, Mercedes Benz, Oldsmobile, Pontiac, Chrysler and the Brits: Rolls, and Bentley. David relies on the Buick expertise of Adam Martin, the previous owner of the copper '57, for heavy duty engine repair work on his rolling stock.

He's settled down now near the Imperial, Missouri area in a house that overlooks the Mississippi River. In 2018 he and Craig found some property south of Kimmswick and contracted out a commercial building to be constructed. It would serve as a car



garage/clubhouse/office and a heated and airconditioned hang out area for their car nut friends.

David has already hosted the Cadillac Club to a gathering at his lux garage. He thought since he owned five Buicks, he should join the BCA. Then later realized there must be a local Buick club too and found the Gateway Chapter. After he put in his membership application, he

received five welcoming emails from our club officers, picking up the vibe that the "red carpet" was being rolled out for him. The camaraderie he felt was remarkable.

Hosting our club to his place is an event he looks forward to having. And, as a newfound Buick enthusiast, David is a welcome addition to our roster of Buick Motor Division followers. The Gateway Buick Club will always "roll out the red carpet" for new members like David!

Golden Quill Awards

Update by Chet Palumbo

As you know, each year we celebrate our recognition from Old Cars Weekly on the Golden Quill Awards given to our Gateway Gazette.

Mostly the recognition consists of the Gazette's name, identified in a long list of other newsletters, by other clubs who have received awards. Ted recently received certificates in the mail this month for awards given for the last two years.

I'm sure by the time you have read this article, Ted either has them framed and hung on the wall in his home office or proudly displayed on his refrigerator.

Once again, congratulations to Ted and to everyone who contributes to the success of the Gateway Gazette.



2019 Award

2020 Award



Cars are great when they work, but –

By Ted Becker

In the aftermath of our highly successful Heartland Regional in September, I think we have all been taking a collective sigh of relief and a breather. Since there have not been any club related events this past month, I thought I'd talk about some Buick engine failures I have encountered in the past.

Flywheel teeth:

As I have told in the past, I bought a 1965 GS a while back intending it to be a “driver” that I could enjoy all the club outings while I was completing all of my other projects. As it turned out, I unwittingly ended up with another “project”. I bought the car from a classic car dealership in Dallas and brought it home on a trailer. Pictures looked good so I agreed to the price which was just a bit over market.

After driving the car a few times this didn't work right, and so did that, and so did that, etc, etc. One thing led to another, and I ended up pulling the engine to rebuild it, new carburetor, had the transmission rebuilt, new exhaust system, new carpet, rechromed bumpers, etc. Ok, now my initial investment is now almost doubled. As it turned out, the car was purchased at an auction by the dealer I bought it from. The previous owner had obviously slapped the car together (actually 3 bellhousing bolts were finger tight) to look decent and unload it on the next gullible buyer (that being me!).

In the middle of all this work, I had a guy contact me who heard by the grapevine that I had this car and that he wanted just what I had. He came over to look at it and kick the tires. When I went to start it, the engine turned over just a bit then stopped. Repeated attempts to restart it only resulted in the starter motor spinning freely in open space. So ended that attempt to pass my unwanted project on to the next guy.

I took off the flywheel inspection plate and turned the engine over with a big screwdriver in the flywheel teeth. About halfway around, I found this:



So how did this happen? Well, gear teeth don't just break off on their own. Though I'm not 100% sure of the root cause, I am assuming it was assembled at some point with the wrong starter motor. Nailhead engines had several different start motors, so I am assuming it was once assembled with the wrong motor which caused one (or more) teeth to get knocked off. After repeated starting over time, another tooth got knocked off and so forth. I must admit this is something I have never encountered and surely don't want to experience again. Replacing the flywheel requires either engine or transmission removal. Not a fun job! Oh well, live and learn.

Head Gasket:

Now on to the next issue I have encountered. Head gasket! From my experience with engines over the years, head gaskets can really be problematic. There is the tradeoff between steel head gaskets versus composition gaskets. Steel gaskets have nice heat transfer between the block and the head, but the embossed bead around the cylinder can either not be compressed sufficiently or lose sealing due to head bolt torque relaxation. Composition gaskets do not transfer heat very well between the block and the head, but they seal well. That is unless the



material relaxes over time and the head bolt clamping is reduced. The Nailhead experts, Russell and Matt Martin contend that the composition gaskets of some manufacturers will relax more than others, which causes a lack of sealing.

The pictures you see here are of a steel gasket from an engine I recently rebuilt. You will notice corrosion at a water block off location that is just starting to leak coolant from the block to the head. Remember that the water pump pushes coolant through the block towards the rear, then goes up into the cylinder head for its return to the radiator. The block off portion I am showing is supposed to prevent coolant from the casting core passage from going up into the cylinder head prior to reaching the rear of the engine. Such a condition causes insufficient cooling at the rear of the engine, which can cause rear cylinders to overheat. In my days at Caterpillar, I worked with a team to resolve such an issue that was a HUGE warranty expense.

So, are steel gaskets to be avoided? Not necessarily. Perhaps this engine did not have the luxury of good quality antifreeze with good corrosion protection. Perhaps this engine had been previously rebuilt and the head bolts not properly torqued.

Are composition gaskets to be preferred? Not necessarily. I always buy my engine parts from the Martin's who only sell quality gasket sets. As a measure of safety, I always retorque the head bolts after 1000 or so miles of operation in case the gasket body material has relaxed.

Exhaust Manifold:

One of the cardinal rules with Nailhead engines is to never use exhaust gaskets with cast iron manifolds. Unfortunately, all engine rebuilt gasket kits include exhaust gaskets. What they don't tell in the instructions is that these gaskets are only be used when exhaust headers are being used. Why, might you ask? Well, I'm glad you asked.

Think of a cast exhaust manifold as a large piece of cast iron, which of course it is. Cast iron, like all metals, expands when it gets hot. It expands in all directions, namely along its length. As long as the clamping of the manifold and the friction between the manifold and the exhaust face of the head allows the manifold to grow length wise, all is fine. The friction between the manifold and the head face is pretty low (cast iron against cast iron). However, friction between either cast iron surface and a composition gasket material is relatively high. As a consequence, the manifold is not allowed to grow due to its heat expansion. This results in the manifold trying to squeeze itself outward and causing the bolts to bend. Taken to the extreme, this will either result in broken exhaust manifold bolts or a broken off ear of the manifold.



In the case of a broken bolt, that is actually very repairable. That's the good news. The bad news is that the head must be removed to be able to drill out the broken bolt and retap the hole. Lots of work that is best avoided.

The picture depicted here is of the latter consequence. I did not actually have this happen on one of the engines I have seen, but rather came with a batch of Nailhead parts that I purchased. These manifolds are pretty hard to come by since Nailheads had so many different manifolds for the various installations. Just look on eBay sometime

for Buick exhaust manifolds and you'll see the prices that reflect the scarcity of these parts. It is my intention "one of these days" to try to repair this manifold. I think I can bolt the manifold down on a piece of copper and place a bolt in the center of where this hole is supposed to be. Then I plan to carefully weld up the outside of the flange with a nickel welding rod. This can be very tricky and must be done over a long period of time since heating and cooling the new welded material can cause the cast iron to crack. I've done some cast iron welding in the past with mixed results. Sometimes it works and sometimes it doesn't. But I really don't have anything to lose so I'm willing to give it a shot.

Valves:

Probably the weakest link in the Nailhead design is the valve train. Remember that the Nailhead was Buicks' first attempt at a V8 engine. The valve arrangement is backwards of most other V8 engines. The pushrod socket in the rocker arms is on the outboard side of the engine which makes the pushrod angle almost parallel to the ground. The exhaust valves have a very small head which makes them almost look like 10 penny nails, thus the name Nailhead. The combination of small valves and long narrow passages in the cylinder head causes the engine to have very restricted breathing. Lacking a super or turbo charger, the engines can not really be rev'd beyond about 4500 RPM. The bottom end is extremely robust with a forged steel crank and connecting rods which would probably allow the engine to turn as high at 7000RPM.

The following pictures show a cause and effect of some of the valve issues.



The
on the

picture
left is
intake

showing corrosion of the back side of the valve. I've torn apart quite a few Nailheads and this is not an uncommon problem. Several issues can be the cause of this extreme corrosion, mostly materials and fuel related. Lead was added to the gasoline to increase octane rating when Nailheads were in production. Since that time various other chemicals have been used for both octane rating and other emission related purposes. Unfortunately, many of those compounds are not chemically stable and will break down in fairly short order. I think Briggs and Stratton actually recommends that gasoline over 6 months old should not be used in their engines. The corrosion you see here is undoubtedly the result of chemically deteriorated gasoline.

The picture on the right is a bent pushrod caused by a valve sticking in the guide. This is especially so on the intake side since it runs cooler than the exhaust and any deposits will not vaporize from the heat. I'm not certain, but my guess is that the sticking situation occurs after an engine has been shut down and allowed to cool. When the engine is restarted, the valve is stuck in the guide and the force of the camshaft causes the weakest link in the system (the pushrod) to bear the brunt of the calamity. If the valve is on or near the seat when the engine is shut down, the pushrod bends which prevents the valve from its normal opening and closing, thus causing a misfire in the engine. In this situation, there is no further collateral damage. However, if the valve is fully open or nearly so when the engine is restarted, the valve stays fully open, and the piston will hit the valve. This causes significant collateral damage as the valve head can either bend or break off as it comes in contact with the piston. Either way, the

piston is destroyed and any broken off material will smack the cylinder head face leaving dents as well as scoring the cylinder wall. Obviously, major engine damage has been inflicted.

Others:

Though I do not have examples to show, lack of zinc in the oil or just longevity of the engine can cause severe wear of the camshaft and the pushrod socket in the rocker arm. This normally does not cause collateral damage but causes the valves to not reach their desired opening and engine power is reduced.

Another real concern is the use of camshaft sprocket made of aluminum and coated with a plastic material. This was used on several generations of the engine and was done for both noise reduction and cost savings. Over time, the plastic will wear down which causes the timing chain to become loose which, in turn, causes the camshaft timing to becoming retarded and reducing engine power. In extreme cases, the plastic will fracture, which causes the camshaft to stop turning and the engine quits running. In the case of my ill-fated 65GS, this had occurred in a previous ownership of the car. Although the timing sprocket and chain were replaced with a steel sprocket and new chain, the debris from the failure was not flushed out of the engine and was circulated throughout the engine causing oil flow to the bearings to be disrupted. Another one of my unexpected surprises with the purchase of this albatross.

My 15 Minutes of Fame - Twice

By Scott Keller

Editor's Note: America just lost one of its true heroes with the recent death of General Colin Powell. While looking through Facebook recently, I saw this picture of a much younger Scott Keller that he had posted. When I called him to ask about it, he said there was an additional picture to the Gen Powell picture. I asked him to send this additional picture with a text to describe it. Herewith is Scott's response.



I was appointed Washington University Young Alumni Chair for St. Louis for two years. That position was also appointed to the Washington University Alumni Advisory Committee for the same period.

The Advisory Committee was involved in the hosting of the annual Founder's Day dinner for the university. A notable speaker is present to address those in attendance each year.

Former U.K. Prime Minister Margaret Thatcher was the speaker in 1997, and former General Colin Powell was the speaker in 1998.

Typically, major donors to the university are afforded the opportunity to meet the speaker for the event. My committee assignment placed me among the high-rollers due to my connection and work on the committee, and not due to an enormous donation to the university. So, I was able to attend, with a guest, on both occasions. Both my guest and I were able to have our photos taken during a brief meeting with each speaker prior to the dinner. I will note that the dimensions and texture of Lady Thatcher's hand and General Powell's hand are notably different.

Gazette Centerfolds



Gazette Giggles





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

**October 30<sup>th</sup> – Collector Car Trivia Night** -- (Other: non-club event)

- Sponsored by the Archway Oldsmobile Club
- 7:00 pm – 11:00pm
- Location: American Legion 312, 2500 Raymond Drive, St. Charles, MO 63301
- \$160.00 per table, \$20.00 per person
- If you are interested in attending, contact Ted Becker

**November 1<sup>st</sup> – Monthly Meeting / Salute to Veterans / Food Drive** -- Sports Café in Bridgeton

- **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 5<sup>th</sup> – Christmas Party / Toys for Tots Drive / Monthly Meeting**

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

**2022**-----

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

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

**The GATEWAY GAZETTE** is a monthly newsletter, free to paid members of the St. Louis Gateway Chapter of the Buick Club of America. Articles, technical information, For Sale and Want Ads, photos, restoration sagas and coming events are welcomed, but must be submitted by the first Monday of the month to assure inclusion in the next issue.

Our membership year runs from May 1 to April 30. Membership is renewable on May 1. Members joining between January 1 and April 30 are paid up through the next April. Dues for the local chapter are \$25 per year. Contact Pete Nathan, Treasurer. See address below. Current dues for the national club are \$50 per year (paper issue of the Bugle) or \$35 (email only), payable to: Buick Club of America, Cornerstone Registration, LTD, P.O. Box 1715, Maple Grove, MN 55311-6715

The Gateway Chapter meets monthly on the **FIRST MONDAY** of the month. Meetings begin at 7:00 PM and guests are welcome to attend. We meet at various restaurants around St. Louis and most members and guests try to arrive by 6:00 or earlier to have dinner before the meeting.

For more information, our local mailing addresses are as follows:

|                            |                                 |                                                   |                           |
|----------------------------|---------------------------------|---------------------------------------------------|---------------------------|
| <b>Director:</b>           | Chet Palumbo<br>(636) 398-4336  | 3 Callaway Lake Drive<br>Defiance, MO 63341       | cpalumbo@centurytel.net   |
| <b>Asst. Director:</b>     | Bill Landers<br>(636) 916-3310  | 66 Summit Pointe Ct.<br>St Charles, MO 63301      | walanders@sbcglobal.net   |
| <b>Past Director:</b>      | Bob Brasses<br>(636)343-1507    | 922 Greenbriar<br>Leasburg, MO 65535              | bob.brasses@thepawdog.com |
| <b>Treasurer:</b>          | Pete Nathan<br>(314) 413-2966   | #1 Huntleigh Trails Lane<br>St. Louis, MO 63131   | phnauto@aol.com           |
| <b>Secretary:</b>          | Monica Ledwon<br>(314) 878-3935 | 1930 King Arthur Ct.<br>St Louis, MO 63146        | mwledwon@gmail.com        |
| <b>Newsletter Editor:</b>  | Ted Becker<br>(309)256-9860     | 415 Winchester Way<br>Winfield, MO 63389          | gatewaybuickbca@gmail.com |
| <b>Webmaster:</b>          | Bill Landers<br>(636) 916-3310  | 66 Summit Pointe Ct.<br>St Charles, MO 63301      | walanders@sbcglobal.net   |
| <b>At Large Directors:</b> | Bob Merrick<br>(636) 422-8333   | 17939 Rosemar Ln<br>Glencoe, MO 63628             | basherbob@msn.com         |
|                            | Geoff Lockett<br>(314) 495-2709 | 2615 Tysons Parkway<br>Dardenne Prairie, MO 63368 | geoff.lockett@gmail.com   |
|                            | Bob Windal<br>(314)939-7003     | 2420 Rock N Horse S Dr<br>Festus, MO 63028        |                           |



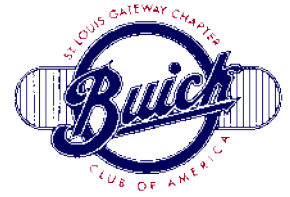
Club website [www.stlouisbuickclub.net](http://www.stlouisbuickclub.net)

Follow us on Facebook at: Gateway Buick Club of St Louis, Mo



**GATEWAY CHAPTER MEMBERSHIP APPLICATION AND PROFILE SHEET**

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



**(BCA Membership also required for club liability insurance)**

***Family & Personal Information:***

Name: \_\_\_\_\_ Birth Month: \_\_\_\_\_  
 Spouse's Name: \_\_\_\_\_ Birth Month: \_\_\_\_\_ Wedding: \_\_\_\_\_  
 Mailing Address: \_\_\_\_\_  
 City, State, Zip Code \_\_\_\_\_  
 Home Phone: \_\_\_\_\_ Cell Phone \_\_\_\_\_  
 Email (required): \_\_\_\_\_  
 Profession: \_\_\_\_\_ Employer: \_\_\_\_\_ years \_\_\_\_\_  
 Spouse's Profession: \_\_\_\_\_ Employer: \_\_\_\_\_ years \_\_\_\_\_  
 Military History: Branch of Service: \_\_\_\_\_ Years of Service: \_\_\_\_\_  
 Rank/Duties/Veteran of a Foreign War: \_\_\_\_\_  
 \_\_\_\_\_

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

**You are required to be a BCA member. BCA # \_\_\_\_\_ (required)**  
 Buicks now owned (Model & Body Style): \_\_\_\_\_  
 \_\_\_\_\_

***About your other car interests:***

Collector cars now owned, other than Buicks: \_\_\_\_\_  
 \_\_\_\_\_  
 Member of other car clubs: \_\_\_\_\_  
 \_\_\_\_\_  
 Other auto related interests: \_\_\_\_\_  
 \_\_\_\_\_  
 Annual car events you currently attend: \_\_\_\_\_  
 \_\_\_\_\_

***About your other interests:***

Hobbies, Collections other than cars: \_\_\_\_\_  
 (Antiques, gardening, golf, etc.) \_\_\_\_\_

**Please mail your application and / or chapter dues to our treasurer:**

Pete Nathan, # 1 Huntleigh Trails Lane, St. Louis, MO 63131 – Phone: 314-413-2966



# Buick Club of America

## Application for Membership

[www.buickclub.org](http://www.buickclub.org)

The Buick Club of America is a non-profit membership corporation dedicated to the preservation and restoration of those vehicles built by Buick Motor Division of General Motors Corporation. BCA membership (includes spouse and minor children only) offers you the following:

- Monthly issue of *The Buick Bugle* published by the BCA.
- Advertising privilege in *The Buick Bugle* for Buick-related items.
- Participation in all club events and opportunity to join local chapters and divisions.
- Membership card, and as a new member, one BCA decal.

### BCA MEMBERSHIP DUES SCHEDULE

Membership is on an annual basis beginning with the month following receipt of application. Membership is available in increments as follows:

|                                 | 1 Year     | 2 Years                                                                      | 3 Years |
|---------------------------------|------------|------------------------------------------------------------------------------|---------|
| U.S. Periodical Class Mail..... | \$ 50..... | \$ 95.....                                                                   | \$130   |
| U.S. 1st Class Mail.....        | \$ 70..... | \$130.....                                                                   | \$200   |
| Canada & Mexico Periodical..... | \$ 68..... | \$131.....                                                                   | \$194   |
| Canada & Mexico Priority.....   | \$ 93..... | \$181.....                                                                   | \$269   |
| International Surface.....      | \$ 68..... | \$131.....                                                                   | \$194   |
| International Air.....          | \$ 98..... | \$191.....                                                                   | \$284   |
| E-Membership.....               | \$ 35..... | <i>(E-Membership is an online Bugle only; no hard copy — email required)</i> |         |

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

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

Name: \_\_\_\_\_

Spouse (if applicable): \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Country: \_\_\_\_\_

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

E-mail Address: \_\_\_\_\_

Sponsoring Member (not required): \_\_\_\_\_

New or  Renewal: BCA # \_\_\_\_\_  
*If you are a renewing member, please include your current mailing label.*

How did you hear about the BCA? \_\_\_\_\_

### OFFICE USE ONLY

Check/Money Order # \_\_\_\_\_

Visa    Mastercard    Discover

Date Processed: \_\_\_\_\_

Expire Date: \_\_\_\_\_

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

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

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

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

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

Mastercard     Visa     Discover **[Check One]**

\_\_\_\_\_ / \_\_\_\_\_

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

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

Authorized Signature \_\_\_\_\_ Phone Number \_\_\_\_\_

Amount  
\$ \_\_\_\_\_

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