



Gateway Gazette

Monthly Newsletter of the St. Louis Chapter

BUICK CLUB OF AMERICA

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GREETINGS FROM PHANTOM CHAPTER MEMBERS

Contributed by Bob Newquist

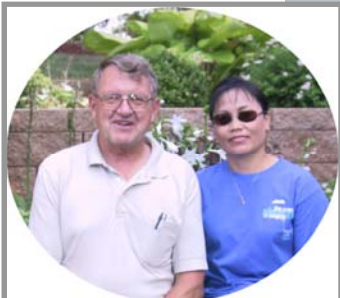
Most of you don't know Jane and me because we live at the other end of the state in the Springfield area and do not get to many of the chapter meetings. Last month John Waltz e-mailed us and said we were the lucky "winners" of the monthly member profile drawing and we needed to get that profile in the *Gateway Gazette*, so here it goes.

My love of old cars and Buicks in general goes back to when I was a kid growing up during the 1940's and 50's in northern Minnesota. I remember my

dad's first car, a 1938 Buick Special. He was a railroad man and needed a car because he was subject to call at any hour of the day or night. For me, it was the end of accordion lessons as the car came first. I think he got that first car in about 1947. Later on he had a 1941 Special, a 1948 Super and a 1950 Special. I always liked the whine of those manual transmissions.

I was able to buy my first car in the spring of 1955. At first I wanted an Indian motorcycle but Dad said,

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Bob and Jane at the club's 25th Anniversary party



Bob in 1966 with his 1949 Roadmaster

UPCOMING EVENTS:

September 3rd	4:30 PM	Bandanas & Skyway Drive-In
September 7th	7:30 PM	Monthly Meeting
September 10th	9:00 AM	Wheels-In-Motion Car Show
September 16th	11:00 AM	Wagner Display

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"Nothing doing. You can have a car!" I bought a real nice 1947 Super for about \$200. The insurance cost was a wake-up call. It was about as much as the car since I was only 16 years old. That car was fun to drive, but winters came early in Minnesota. So by October, it was up on blocks for the season. That following spring the car was sold because I had enlisted in the U.S. Navy and would leave as soon as I graduated from high school that coming June.

During my high school years I worked in my aunt and uncle's drug store. One day in the fall of 1955, the son of the local Buick dealership owner came into the drugstore and, knowing I had a Buick and liked the cars, asked me to step outside and see his new car. He had a beautiful, black, 1941 Buick Limited Limousine with the divider window. Geez, that was a nice car and I remember thinking I would like one some day. We also had a little old lady who sold Watkins products who came into the drug store from time to time. She had the most beautiful green and black 1928 REO doctor's coupe. I just could not talk her out of it as much as I tried. I graduated from high school in early June 1956 and within three days found myself in boot camp at the Naval Training Center, Great Lakes, Illinois. For the next four years I had duty as a Hospital Corpsman and Buicks were only in my memory.

I want to jump ahead now to the early 1960's where I now found myself in southern California, out of the Navy but still a reservist, newly married, trying to go to college and working for a local funeral home in San Diego. At that time I had a 1954 Buick Super as my daily driver. One day while talking to the owner of the funeral home, he mentioned that they used to have a 1941 Buick Limousine for the business. It had been sold to a lady up in the Los Angeles area some years back and he had the name and phone number of the buyer. Heck, I thought I would give her a call and see if she still had the car. I almost fell over when she said it was still in her garage, but very seldom used. I asked her if it was for sale and she said I could have it for \$70.00! On New Years Day 1962 I took the train up to Los Angeles, went over to her place, got the car, checked it out, gassed it up and got back on the highway to San Diego. I wanted out of the LA area before the Rose Bowl crowds hit the

roads. That Buick Limited was really a road hog and gas hog too, but moved right along on the highway thanks to those twin carburetors and 320 CID. Later I splurged and put a \$29.95 Earl Scheib Royal Blue paint job on the car. Yes, I know - young, dumb, and foolish. I kept that car for a while, but a friend later talked me out of it.

My next adventure was in early 1965 when I got a lead on a 1937 Roadmaster phaeton. It was located in Ridgecrest, California, just outside the China Lake Naval facility. The owner said it was still in use, but a bit rough and for sale. I got that car for all of \$250.00! I went up there and drove that beast some 200 miles back to San Diego without incident other than almost freezing as the weather on the high desert is very cold that time of the year. I may have had one flat tire in route, but that was it. Look at that checkered top in the picture! By this time I also had a 1937 Special (see picture) and also a 1958 Limited and, yes, my neighbors were getting a bit tired of all the cars in front of the house. I had a nice cross country trip in that '58 Limited. It had a blown piston when I got it and only showed 30,000 miles on the odometer. I actually drove it home from the lot that way and did the piston change in my garage. The dealer just wanted to get it off the lot and almost gave it away. I sure don't see deals like that anymore!

Sometime also in 1965, a couple of San Diego area Buick buddies and I hooked up with Greg Fallowfield. I remember going up to his house in Los Angeles a few times and noted that Jeanne, Greg's wife, was also a real Buick promoter. Both were pushing the idea of a new Buick club. If my memory is correct, there was already a Buick club in existence somewhere on the East Coast, but they did not want to work with Greg on any expansion to the West Coast. Greg was a real go-getter so he called a bunch of fellows together in early 1966. I went up to that first meeting at a local savings and loan in Los Angeles one Saturday in March (?) 1966 and with that meeting the BCA was born. I was given BCA member #6. Most of the first officers were located in and around the Los Angeles. Over the next few years we had car shows in both the San Diego and Los Angeles areas.

At that time I was raising a family, still going to col-

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lege (SDSU), working nights with the County Coroner's Office and still in the Naval Reserves. I did manage to pick up a '36 Special, '41 Roadmaster, '48 Roadmaster and a couple of really nice '49 Roadmasters. I am pictured with one of the 1949 Roadmasters, a black beauty. I always liked those big straight eights! During that decade I managed to finish my undergraduate and graduate programs in

Public Health, got a commission in the Medical Service Corps in the Navy and in late 1970 returned to active duty. With that my Buicks once again became a memory as I went on to serve another 21 years in the military. I retired in the early 1990's and it was a while before I got back into the Buick Club, but that chapter will have to wait for a future *Gateway Gazette* article.

Bob Newquist



HEARTLAND REGION MEETING AT THE 2006 NATIONAL

Article contributed by Bill Landers; Photos by Adam Martin

Representatives from nine chapters: Dairyland, Chicagoland, St. Louis Gateway, Mid America, Gopher State, Fireball, Hawkeye, Cream City and Rock Valley were in attendance. No one was present from the Crossroads chapter (Nebraska) or the new Upstate Illinois chapter.

As part of the treasurer's report, it was announced that last year's regional show in Lincolnshire, IL had "essentially" broken even. As of the end of June, the region's balance was \$3784.03, with some minor expense items to be subtracted from that number.

Jim Jaeger, co-chair of the 2006 National gave a preliminary report on the meet. There were 617 registrations, including 463 cars. Of the 463, approximately 178 were judged, 122 were display only, 100 were in the driven class and 41 in the modified class. The Saturday night awards banquet was sold out, with 733 tickets sold. Buick Motor Division sent three truckloads of classic Buicks.

After some organizational difficulties, which resulted in higher costs in some areas, the stated objective was to break even. Actual results weren't available

as of the meeting, but likely there will be no profits to distribute to the nine participating members of the Heartland Region (the meet was a combined National/Regional).

Whether there will be a Heartland Regional meet in 2007 is still unanswered. The representatives from the Cream City chapter indicated their group was rather small and worried about how they could handle a 400-point judged show. It was pointed out that there was no requirement to have a judged show. With that understood, they indicated they would try to convince the rest of their chapter to sponsor some kind of regional show in 2007.

The Mid America chapter will host the regional show in 2008. They have begun the planning process. There appears to be considerable doubt that we will be able to continue to have annual regional shows as we have known them. The new Heartland Director, Steve Ledger, will have to work through that problem.

The 2008 BCA National show will return to Flint Michigan. Current plans are that the show will not include judging of the cars and no scheduled tours will be offered.

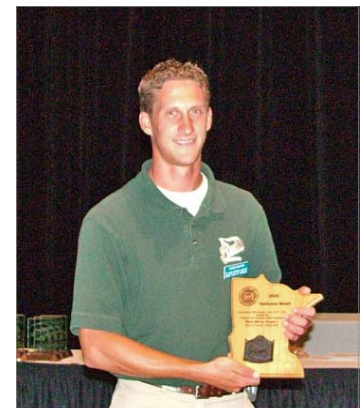


A street full of Buicks!!!

Excerpts from an e-mail from show Co-Chairman Jim Jaeger:

The bad news was the loss of a promised, large financial contribution. The Rochester Buick dealership closed its doors two weeks before the show, leaving us with some surprise financial and logistical issues.

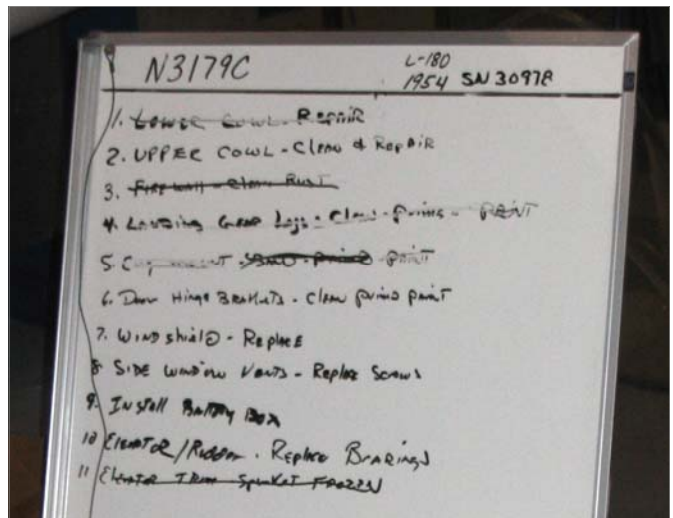
The stained glass window was a huge item. My treasurer tells me (raffle ticket sales for) the window took in \$350 dollars.



Some of the Gateway Chapter Members who received trophies were Bill & Maggi Wester, Herb & Sharon Morris & Adam Martin.

MEETING AT THE WINGS OF HOPE HANGAR

The club had its August meeting in the Wings of Hope hangar at Spirit Airport. Club member Delia Greer, who is a volunteer nurse with the organization, arranged to have Mary Jean Russell, PhD, Director of International & Domestic Development, speak to our group. Dr. Russell gave an informative and entertaining presentation detailing the history, philosophy and work of Wings of Hope. Wings of Hope is a non-profit, non-sectarian, non-political organization that assists other charitable groups in combating malnutrition, disease, and harsh living conditions in remote areas of the world. In places where the terrain is rugged, roads impassable and travel by boat or oxen is too slow, an airplane from Wings of Hope can transport ill and injured people quickly and safely to clinics and hospitals.



37th NSRA STREET ROD NATIONALS

Article from www.nsra-usa.com; Photos by Pete Nathan

For the 12th time, street rod enthusiasts from around the globe visited Louisville, Kentucky, and the Kentucky Exposition Center for the world's biggest street rod party, the NSRA Street Rod Nationals. The event, which has topped 10,000 registered vehicles for all of its visits to Louisville, was in no way a disappointment to the tens of thousands of spectators that came to enjoy the one-of-a-kind display of pre-1949 vehicles.

One of the most obvious differences this year over previous visits was the newly completed exhibit building which permitted all of the inside vendors to be housed in one massive, nearly 500,000 square foot, building. Best of all, it was filled with exhibit booths representing every facet of the automotive hobby, and again everything needed to build a turn-key street rod could be purchased at the event. The 37th NSRA Street Rod Nationals was again the showcase of street rodding, and that included a new products display where more than 150 new items were introduced.

The showcase idea was carried over to the lobby areas of the exhibit building as well, as those wanting to check out the creations of the top builders and designers in the specialty car field had ample time to do so. With a lobby full of the automotive works of art from dozens of highly recognizable builders, it was the opportunity of a lifetime to see so many vehicles of this quality in the same place at the same time. This was a new part of the event this year that will continue and become even larger in the future.

The street rod technical seminars were again available and covered a variety of timely, interesting subjects, and you could have your street rod safety inspected by one of the NSRA inspection teams, or weighed courtesy of UPS. Women's World, which was again loaded with arts and crafts, jewelry, casual apparel, and tons of novelties, filled its new location, and free bus rides to

area shopping malls were available on Thursday and Friday. There was the annual 29 Below Show of the vehicles owned by the younger street rodders, many new cars were unveiled in the Buckaroo Communications sponsored Pros Pick area, the Chrysler product entries were featured in Mopar Country, street rods with a material hauling heritage were highlighted in Commercial Way hosted by UPS, and "Outstanding Use Of Color" honorees were selected by PPG personnel that toured the grounds. There were games, three



Notice the Buick Street Rod sign in the background.

live entertainment performances, a church service, and people mover trams to make getting from place to place easier.

The place to be Saturday afternoon was the drawing for the Top Participant Prize in Freedom Hall where NSRA gave away a beautiful, brand new, turn-key '32 Ford roadster pickup street rod built by California Street Rods.

The event's finale came on Sunday afternoon starting with the "Circle Of Winners" display of 42 vehicles and the presentation of their awards, followed by the balance of the more than \$104,000 worth of Super Prizes given away featuring the special Nationals prize, a complete Backyard Buddy lift. With that the biggest street rod event of 2006 ended... but it's going to happen again next year



Pete Nathan parked with the Buick Street Rod Association.



Typical traffic to fairgrounds all weekend. No host hotel was required.