



February 2013

The Buick Club of the Redwoods

PO Box 1027

Rohnert Park, CA 94927

www.buickcluboftheredwoods.com

Founded 1998

Meetings are held on the 2nd Wednesday night of every month at Round Table Pizza, 1791 Marlow Rd, in the Safeway Shopping Center, Santa Rosa.

(Corner of Marlow and Guerneville Roads.)

Meetings start at 7:00; social time starts at 6:30. Stay after the meeting to socialize too!

Officers

Director: Keith Brumbley keithb1964@hotmail.com

Assistant Director: David Yoast

Secretary: Rebecca Kisling girlnmetro@msn.com

Treasurer: Rich Kahnberg 1185home@prodigy.net

Assistant Treasurer: Connie Lightell conniedee@aol.com

Photographer and Webmaster: Terry Eggleston
terenzio@sonic.net

Newsletter Editors: Keith Brumbley and Rebecca Kisling
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The Nailhead News

Director's Message ~ February 2013

We had our club outing last month to the old Hamilton Air Force Base in Novato and boy has it changed since the last time I was there. When I was little my dad was in the military over seas and we lived in Petaluma so the nearest base that we could use for going to the Commissary or Post Exchange was Hamilton. I remember that I got really sick with pneumonia and croup so they admitted me to the military hospital at Hamilton. I was very young and all I remember was being in an oxygen tent and being fascinated by the military jets landing and taking off nearby. Another thing I remember is my Mom bringing me a new Matchbox car every time she would come to visit me (which was awesome!); I think this is where my love of all things automotive and aviation springs from or maybe I was just delirious from fever. Anyway, its was nice to go back and see some of the old buildings but the base doesn't look like anything like I remember those many years ago.

Keith Brumbly

Director



Minutes 1-9-13

Members present: Keith Brumbley, David Yoast, Rebecca Kisling, Bill Costello, Don and Lois Brooner, Mike Lightell, Rich and April Kahnberg, Wayne Metz and Terry Eggleston.

Guests: Gene and Linda Perrin of El Sobrante who own a 1955 Buick Century 2 door hardtop and a 2002 Buick Rendezvous. Gene and Linda joined at the end of the meeting.

Treasurer: Rich reported on the bank balance.

Minutes: Approved.

Newsletter: The newsletter is now available on our club website under Members Only. Just enter the password and you can read and/or print it.

If anyone has photos of outings, or would like to write an article for the newsletter, please email them to Keith and Rebecca.

Mike Lightell pointed out a typo in the last newsletter. Seems we wrote 2012, instead of 2013 when discussing the Ryde Hotel brunch. Probably everyone knew what we meant, but if not this will clarify it.

Website: Always something new on the website, so take a minute to check it out.

Gene Perrin found out about us from our website! It's working! ☺

Merchandise: We have club t-shirts available for \$15 and sweatshirts for \$25.

We had to return a check for an earring order. We are no longer able to sell earrings, as we cannot get the materials to convert the pins to earrings.

Old Business:

The Capitol Chapter is making a trip to the delta. They plan on having brunch at the Ryde Hotel on Sunday, March 3rd. They also plan to visit Scribner's Winery. If any members are interested in joining them, please contact their Activities Director, Baxter Culver 916-482-0474. They will need your head count for reservations, so please don't delay if you intend to go. Rich and April are planning on going, so maybe you can caravan with them.

Wayne reported that the body shop where he's having his Riviera worked on is closing on Friday. He's been going in every day to make sure his car will be done by then.

Wayne gave us an update on our March 16th tour. We will start at Metz Mets in Antioch and see some of Wayne's cars. Then we will head next door to his neighbor Lucky 7, who does custom cars. We will end up in Martinez at a private car collection. You will receive an evite with more info.

Please make sure to RSVP when you receive your evite to club events. If for some reason you can't respond on the evite site, please email your response to Rebecca at girlnetro@msn.com. A lot of effort is put into planning an outing for every month of the year, and we would appreciate your reply.

New Business:

The Capitol Chapter swap meet will be held at a new location, Cosumnes River College in Sacramento. It was moved to provide better parking. The date is Sunday, February 3rd.

Rich reported that he is getting the speedometer repaired in Olivia, their 1963 Riviera. He sent it out to the Midwest and is waiting for it to be returned.

Mike reported that the applications for the American Graffiti car show in Petaluma will be available online the beginning of February. This show fills up quickly, so if you are interested, send you application in ASAP.

Bill reported that the steering wheel in his 1954 Oldsmobile was cracked. He wanted to spray paint it after filling it with JB Weld or bondo. He purchased a spray bottle for paint at Holley's Paint on Santa Rosa Ave. He will let us know how the project goes.

Wayne reported he got a pen and ink drawing of one of his vehicles by an artist in New Mexico. It normally costs \$150, but Wayne can get us a price of \$40. He will get more info for us on this.

Bill and Joan are headed off to vacation in Palm Springs, CA and Yuma, AZ for 6 weeks in their motor home.

It was reported that Chico's chrome shop closed in October.

Don said he's having a problem with his doors leaking. He has new rubber, but needs someone to install it. Keith suggested Van Koonse Auto Glass on Piner Rd.

Gene said there is a website www.hotrodonline.com that has pictures from car shows all over the country. It's free to sign up.

Wayne asked if anyone would be interested in a demonstration of Adam's Polish in June or September. Wayne uses these products and loves them. Rich, Terry, Bill and Keith all expressed interest. Wayne will follow up.

Our club outing for January will be a trip to the Hamilton Field History Museum in Novato, followed by a meal somewhere. Details will follow via evite.

Upcoming Events:

Club Outings:

January 26th (Saturday) is our club outing to the Hamilton Field History Museum in Novato. Check your evite for details.

February 24th (Sunday) is our club outing to SRJC Planetarium, followed by lunch. Check your evite for more details.

March 16th (Saturday) is our club outing to Metz Mets in Antioch and their neighbor Lucky 7 custom shop, a private car collection in Martinez and to finish, a bbq at Gene and Linda Perrin's home in El Sobrante.

June 16th (Sunday) is the Father's Day car show at Juilliard Park in Santa Rosa. We will meet and drive in together and spend the day.

Car Shows:

July 17th-20th is the BCA National Meet in South Bend, Indiana.
www.buickclub.org

July 23rd-26th, **2014** is the 42nd Annual BCA National Meet in Portland, Oregon. www.buickclub.org

Cruise Ins:

Swap Meets:

February 3rd (Sunday) is the Capitol Chapter Swap Meet at Cosumnes River College in Sacramento. Note the new location.

Adjourned: 7:45 PM.

Raffle: 50/50 of \$18 won by Rebecca.



BCR Outing January 2013

by Keith Brumbley

Our club outing was to the Hamilton Field History Museum at the former historic Hamilton Air Force Base in Novato. The military left this base long ago and it has been transformed into lots of housing and amazingly the main airplane hangers are now office buildings. We visited a small museum housed in what used to be the fire station for the base. We saw a very interesting video that told the history of the base and saw lots of artifacts from its military days. We had a nice group of members join us with our newest being Gene and Linda who brought out their beautiful 1955 Buick Century. After taking some pictures in front of the Officers Club we were off to the Novato Mary's for a late lunch. We all enjoyed a great meal and a nice visit with all of our Buick friends.

Photos by Terry Eggleston, Keith Brumbley and Dan Gilman









This is what the fire house looked like circa 1935.



This is it now.



























Vintage License Plates

From www.collectorsweekly.com

The movement for requiring official license plates picked up steam in the United States around the turn of the 20th century, when newspapers began reporting on the numerous injuries caused by reckless motorists. As city and state governments began implementing more rules and regulations, including speed limits, they needed a way to keep track of motorists and ensure compliance. Thus, New York became the first state to require license plates in 1901.

The first license plates were made not by governments but by car owners out of metal, wood, or leather; sometimes, owners wrote the numbers directly on the vehicle. But as cars became more prevalent, governments saw the potential of official license plates as a useful revenue stream. Motorists often resisted these changes: Owning a car was a sign of high social status and wealth, but license plates threatened to make their prized cars look more like taxis.

Since porcelain sign production methods were already relatively efficient and streamlined, this technique was a natural choice for license plates. Stamped metal plates were just around the corner, but porcelain remained popular until about 1916. Porcelain plates were usually made of iron or ceramic and covered with porcelain enamel.

In 1903, Massachusetts became the first state to issue official porcelain license plates. The very first was issued to Frederick Tudor and bore the number "1." As the license numbers grew, Massachusetts plates became wider to accommodate the extra digits. Unlike later Massachusetts plates, these were undated.

Philadelphia produced the first dated porcelain license plate later that same year. By 1909, porcelain plates had spread throughout the Northeast and were slowly moving south and west, with 12 states and 20 cities and counties issuing official porcelain plates. In 1910, Michigan introduced the first non-passenger porcelain plates; these plates were for motorcycles and motorcycle manufacturers. By 1916, however, all but six states issuing

porcelain plates had switched to embossed metal. New Mexico was the last holdout, producing porcelain plates until 1923.

As metal plates took hold, license plates began changing gradually. In 1928, Idaho became the first state to issue a license plate with a graphic (the potato). Pennsylvania made the first custom or vanity plates in 1931.

During World War II, the number of plates printed dropped dramatically in most states, as the metal was needed for the war effort. Some states even collected plates and melted them down, which has thinned the numbers of surviving plates from the period.

In 1948, Connecticut introduced reflective license plates using a technique popularized in Mexico more than 10 years earlier—the embossed numbers were coated with ink containing reflective beads. This gave the license plates improved visibility, especially at night. In the 1960s and '70s, most states switched to a reflective sheeting invented by 3M.



A leather license plate off a 1907 Model T



Leather License plate from Ohio 1907



Leather plate from Nebraska



Porcelain license plate







Buick's Coat

The Tri-Shield is more than just an emblem



Feature Article from Hemmings Motor News

April, 2008 - [Matthew Litwin](#)

It's one of those images in our society that isn't so much a pop-culture item, but rather something that everyone can identify. See a Tri-Shield, it's a Buick, and it has been that way forever, it seems. Unlike the design element of the VentiPort, phased out in earnest in the late 1970s, the Tri-Shield has held its ground against the chopping block--well, except for that brief period of time when the Skyhawk was reaching for a new buying market. But how many know of the origin of the Tri-Shield, or of its evolution through the 20th century?

The shield, first introduced on 1937 models, is the ancestral arms (or family armor) of company founder David Dunbar Buick, born in Arbroath, Scotland; the original spelling of his last name was Buik. Though no actual representation of the original crest has been found, company officials turned to a description in the Burke book of heraldry from 1851. The passage reads as follows: "Gu. A bend chequy, ar. and az. Detw. A Buck's head erased in chief, and cross coupé and pierced, or, in base."

The first sentence describes the background features of the now-famous shield. The red field is derived from "Gu," while the bend reference is for a diagonal running from the upper left corner to the lower right. Next up is "ar.," the color silver, and "az." translates to azure, which is the color of the checks on the bend (blue).

The second sentence, part one: Buck's head is exactly that, "erazed" means jagged edge of neck, and "chief" means placed in the upper right corner. The second sentence mentions the cross: "or" (gold was to be the intended cross color), "pierced" in the center with the red field showing behind, to be placed in the lower left corner. From 1937 to 1941, the shield was in a slender, elongated form--vertically--placed between the grilles. With the grille redesigned in 1942, so too was the shield. A more conventional shield shape that continued, with minor trim variations, through the 1950 model year, replaced the slender silhouette. The single shield was again modified for the 1951-1953 models, this time elongated horizontally.

The shield disappeared from public view in 1954; however, it was never far from the owner; designers placed elaborate variations in the center of the steering wheel. The rocker arm covers were also dressed with a shield decal. This is where the shield remained until 1959.

Along with the introduction of new model names, the single shield became the more familiar Tri-Shield, encompassing most of the original Buick family crest elements into one design, but with red, silver and blue fields. It was also repositioned to the exterior of the car. During the late 1960s, '70s and '80s, location changes and deviation of the shield were as varied as the models they were bolted to. Regals built during the 1970s received single, blue field square shields in the form of stand-up hood ornaments, Rivieras sported a two-tone red/blue single shield on the steering wheel, the Electra 225 had a two-tone shield affixed to the leading edge of the massive hood, and the Le Sabre exhibited the same basic 1959 design.

Today, the Tri-Shield is still bolted onto every Buick. For the most part, its history has been lost to time, and to the new, simplified design that first appeared in 1989: three nondescript shields with red, silver and blue fields--void of buck and cross, or no fields at all.

This article originally appeared in the April, 2008 issue of Hemmings Motor News.



Resurrecting a 1973 Buick Riviera

By Wayne Metz

This is an update on Coral, our 1973 Buick Riviera "Boat tail". It was advertised on eBay as a rust free, solid, drive anywhere, California car. Driving Metropolitans most of the time, I wanted a bigger car that I could drive with all the nice amenities a Buick offered, a good trouble free ride, in style, which the Riviera is, and in comfort, including air conditioning and a smooth ride, etc. My request to the paint shop was that it be completed in time I could take it to the Riviera Show June 2012 in Monterey. Keith, Rich and April, and David and Rebecca were going, and I wanted to tag along with them.

"No Problem", said the owner of the shop. "That's more than 4 months away, the car appears to be in good shape, it'll be ready", and I smiled that much bigger.

Well, then comes the problems. First, when they took off the vinyl top, some of the metal came off with the vinyl, revealing rust. We worked through that hurdle as we ultimately decided to apply fiberglass to seal and strengthen the roof. Then it came time to paint the car. I wanted it to be painted the original Buick color, Burnt Coral. I called Rebecca to confirm the color code and that I was reading it correctly. After the car was painted, I told the painter that the color didn't look right; it was a little too dark. He said it would be ok after it was rubbed out. Don't worry about it.

The June Buick Riviera Show in Monterey has come and now gone.

As a little more time goes by, chrome started being put in place and the car was rubbed out. Lo and behold, after the paint was rubbed out, the color didn't change. It still was more like Root Beer, and not the original Burnt Coral. Uh oh! Have the car repainted the correct color, or take it and like it as is? The root beer color looks very nice, but it's still not Burnt Coral.

Now the next problem. I am discussing the paint problem with the owner and it is not the color we agreed to. The owner, whom I have known and worked with for many years, tells me he is going out of business, but he will finish my car. Root Beer as a color is really starting to look good. He lost his lease after 31 years at the same location.

So, now the car is at my shop and he is helping coordinate the finishing touches. We still have to put the glass in place, install window rubbers, put on the new vinyl top, and apply the pin stripping.

I hope it will be completed by our March 16th get together, we will see.

The moral of the story, is be careful what you buy on EBAY, the items aren't always what they are advertised to be. Like the Buick slogan goes, "When better automobiles are built, Buick will build them." Sometimes, however, we have to help them out a little bit.



This is Coral, as we got her.



Holes from rust under the vinyl top



View of the roof after vinyl and rust removed. Several holes from rust.



Coral all taped up, chrome removed and ready to start preparation for primer and paint



Primer and getting ready to paint

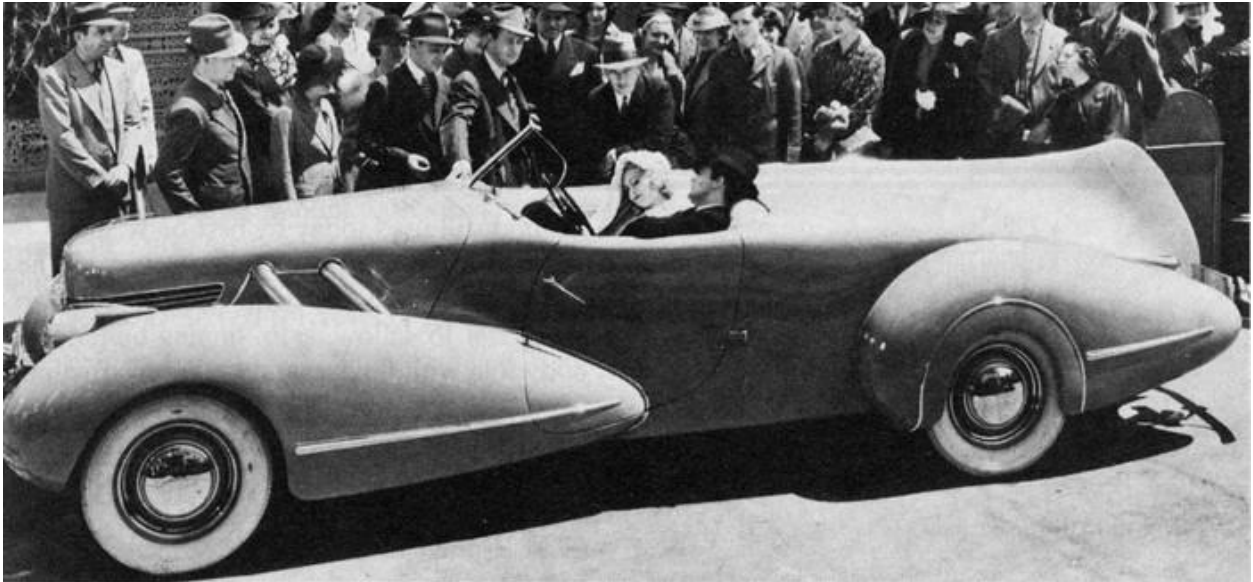


Roof of car. Vinyl and rust have been removed. New fiberglass has been applied.

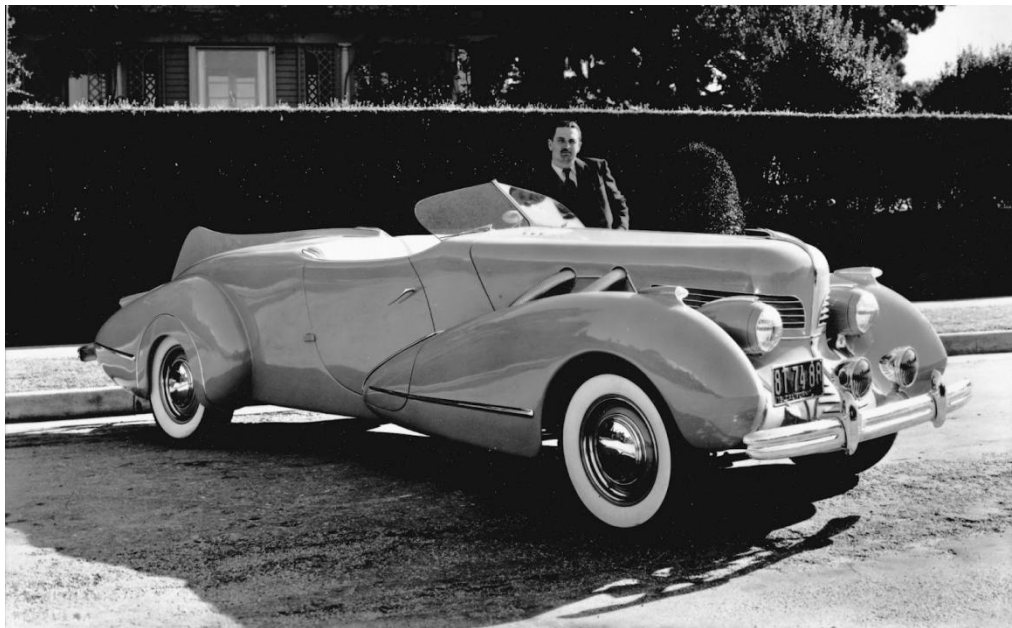


In progress!

The Topper Buick



Before the 1980s, perhaps the most famous TV/film car was the Topper Buick, known both for its appearance in the Cary Grant film as well as for its use by Gilmore as a promotional car. Of course, keeping straight all the various modifications made to it over the years takes a bit of explaining, which Richard Kelley did for SIA #90, December 1985.



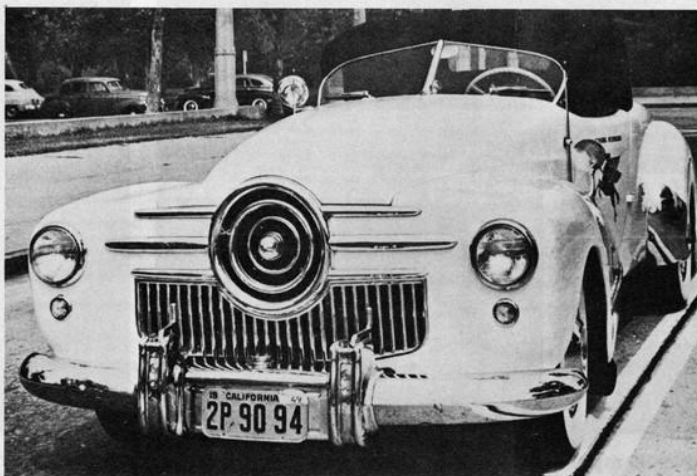
Tony Gerrity with Topper

THE TOPPER BUICK'S MANY METAMORPHOSES

EVERY so often the late, late TV show presents one of those 1930s' movies which feature classic and custom cars, thus giving SIA readers a chance to see some of their favorites in action. Never mind that the plot may be hackneyed—the excitement is picking out the Buick convertible sedan in "Casablanca," Rust Heinz's Phantom Corsair in "Young at Heart," the Judkins-bodied Duesenberg limo in "Foreign Correspondent," and more. One of the all-time favorites is "Topper," which starred (along with Cary Grant) a beautifully designed custom roadster from the shop of Bohman & Schwartz.

A whimsical film based on a Thorne Smith novel, "Topper" was made in 1936. In it, millionaire playboy George Kirby and his wife Marian are killed in a car crash and, in order to enter the Pearly Gates, must do one good deed. They decide their good deed will be to bring some fun and excitement into the life of stuffy banker Cosmo Topper. Cary Grant and Constance Bennett starred as the Kirbys and Roland Young as the befuddled Topper, surrounded by a cast of the character actors the major studios had at beck and call. For the car enthusiast, of course, the important player was the sleek roadster, plus several contemporary limousines and lesser vehicles.

The film's opening scenes show the car roaring along Long Island roads with Grant at the wheel, or rather perched on the back of the seat, steering with his feet while the lovely Bennett urges him on. Later the two are killed when a tire blows and the car smashes into a tree. Hewing to the plot, the car is rebuilt and purchased by banker Topper, much to the rage of his conservative and society-conscious wife. Topper almost wrecks the car a second time, running off the road at the spot where the ghostly Kirbys are waiting. What follows is the kind of screwball comedy that delighted audiences in the Depression days. The Kirbys can vanish at will, which leads to scenes of the hapless



by Richard Kelley

Topper cringing in the passenger seat as the apparently driverless car roars down the highway or pulls up to a traffic light on a crowded street.

But the car is the star and deserves our full attention. When Hal Roach produced the film, he decided the madcap Kirbys should have a really special one-off car, and he called on the Pasadena coachbuilding firm of Bohman & Schwartz to build him one. Both were old-world craftsmen: Chris Bohman was a Swedish immigrant who had worked for Holbrook and Brewster in the East, while Maurice Schwartz had apprenticed with a coachbuilding house in his native Austria and had been at the Don Lee shop in Los Angeles. They met at the Walter M. Murphy plant in Pasadena where they labored on custom bodies for Duesenbergs and other luxury cars. When Murphy closed in 1932, Bohman and Schwartz opened their own shop (their 326 Colorado Boulevard location is now part of a freeway) and attracted customers from Pasadena's old money and from the Hollywood film colony.

Hal Roach told me he had no particular car in mind, but called on B&S and "they designed it. We told them a sporting looking car for those days." He purchased a new 1936 Roadmaster chassis from a Buick agency and had it delivered. The Roadmaster was available that year in sedan and convertible

sedan only, and accounted for about ten percent of Buick's sales. The Roadmaster had a good-size 131-inch wheelbase and was powered by a 320-cubic-inch straight eight rated at 120 horsepower.

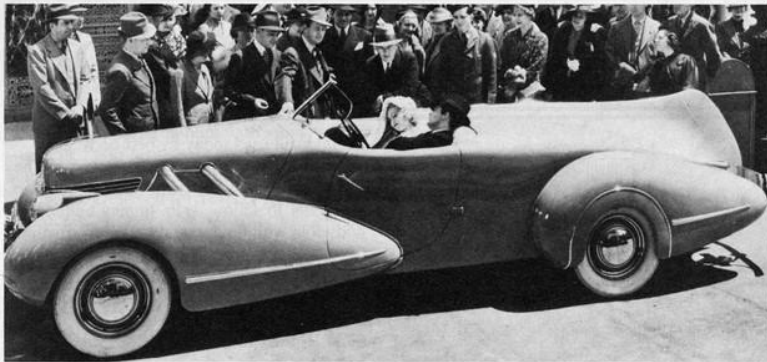
The team worked from a design by Tony Gerrity who blended features from the Murphy Duesenberg roadsters with their rolled cockpit rim, the coffin nose of the new Cords, and a touch of aircraft styling in the tapered fenders and huge central tailfin. The doors were hinged at the rear

(one hinge was concealed) and extended into the front fender tips. The rear fenders sported abbreviated skirts which diminished the wheel opening by four inches and followed the circular outline of the wheel. The windshield was vee'd and there was no provision for a top. The bench seat back swung up to reveal the spare tire and a luggage compartment — there was no deck opening.

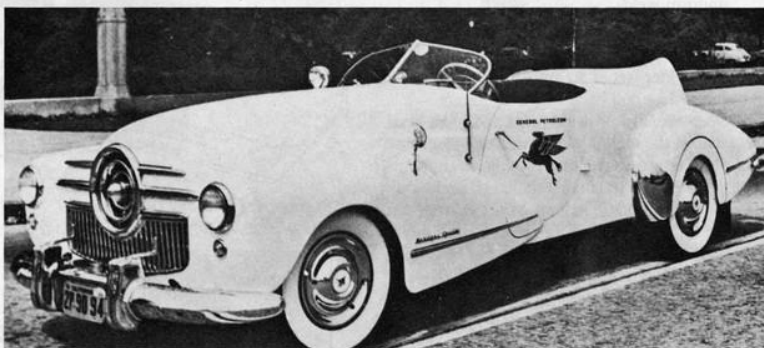
Bohman & Schwartz placed dual (false) chromed flex exhaust pipes on each side of the hood and used stock bullet headlights and top-of-the-fender parking lights. The only extra embellishment was a spear of chrome on each fender and chrome edging around the rear skirts.

Thus attired, the car was ready for the camera. Provisions were made to permit a concealed driver to control the car in those scenes when the invisible Kirby was supposed to be driving. A spectacular crash which sends the Kirbys into Limbo was part of the script, and studio prop men Charley Oelze and Bob Saunders worked out a realistic crash by cutting away just as the car was about to slam into the tree and then recreating the scene in a sound stage and finally carefully lifting the car on its side and bracing it on the padded stage floor, removing a wheel and generally providing painted-on dents and dings. It is not wreckage on the scale of TV's "A Team" but prepare to cringe at the "damage" when next you see the film.

The film was not the end of the car's career. Several years after, the roadster was purchased by the Gilmore Oil Com-



Facing page: The Topper Buick in its third phase, after a redesign by W. Everett Miller. The designer is quoted as not being pleased with the grille design. It's easy to see why. **This page, left:** In its original Bohman & Schwartz livery the Buick was sure to draw crowds. **Below left:** Slick trailer was built in 1949 to carry generator and P.A. equipment. **Below center:** Car finally ended up with Chrysler instrument cluster as well as store-bought gauges. **Below:** Buick appeared in 1940 Christmas parade on Hollywood Boulevard carrying Gilmore gasoline's famous Red Lion symbol. **Bottom left:** Car was called Gilmore Special during the second phase of its show-biz career. **Bottom:** Other casualties of the '48 restyle were the outside exhausts and teardrop headlamps.



pany, producer of Red Lion gasoline, a well known brand on the West Coast. Earl Gilmore had always been a promotion-minded executive, and there was one spectacular custom bodied car or another constantly on the road trumpeting the company's products at every possible event. The Topper car was duly painted cream and red, with Gilmore logos, and sent out to publicize the firm. General Petroleum bought out Gilmore, but continued to use the car to promote Mobilgas products.

Late in 1948 Mobil asked famed designer/historian W. Everett Miller to work up a new frontal design for the car. One of his drawings used a grille treatment similar to the Ferrari of the day, but the company chose another which featured a series of concentric chrome rings above a grille of vertical chrome strips. The space between hood and fenders was filled in, and the headlights were imbedded in the fenders. Miller has stated that he did not "consider that it was an improvement over

the original design, but rather the opposite" and added that, "custom design is not necessarily aesthetic satisfaction. Often there are overriding practical considerations."

Chris Bohman (he and Schwartz had parted in the mid-forties) did the work, including new upholstery and a new windshield frame to support the new top. Finishing touches were heavy GM bumpers and Cadillac hubcaps with special "flying horse" (Mobil's logo) inserts. Bohman also turned out a matching trailer to carry a special 110-volt generator and the necessary public address equipment. The car took part in the Mobilgas Economy Runs that were a yearly event in the 1950s.

While the body had been updated, the chassis was getting a bit long in the tooth, and in 1954 Mobil contracted with Bohman & Son to do some updating on the body and to switch it to a new chassis. A new Imperial Newport was purchased from Mel Asbury Chrysler in Los Angeles and delivered in June.

Bohman's bill came to just over ten thousand dollars less the Chrysler body trade in, and the result was a rather bulbous 1950s' styling with slab sides and the ubiquitous Cadillac fins on the rear fenders. The trailer was left as it had been originally designed.

George Warner was the driver of the car when the company finally decided to get rid of it, and he bought it for himself. In 1975 Movie World, a museum located near Disneyland, paid \$3,000 to Warner's widow and displayed the car until the museum closed in the late 1970s. Owner Jim Brucker placed car and trailer in storage, but brings the Topper car out for special occasions. □

Acknowledgements

Our thanks to Jim Brucker, La Brea, California; John Vaughn, Pomona, California; Chris Bohman Jr., San Dimas, California; Alan Darr, Longview, Washington; Dick Whittington, Hollywood, California; Hal Roach, Bel Air, California and the late W.E. Miller.

Buicks from Barrett-Jackson

Here are photos of some of Buicks that recently sold at the Barrett-Jackson auction in Scottsdale, AZ. Some are stock and some are custom. The 1959 Buick Le Sabre was previously owned by club members, Ray and Donna Worster of Ukiah. At the auction there was a bidding war between two people for this car.



1910 Buick Model 10 Touring

Sold for \$39,600.



1911 Buick 14B Roadster

Sold for \$34,100.



1925 Buick Model 25 2 door Opera Coupe

Sold for \$17,050.



1932 Buick Victoria Coupe

Sold for \$44,000.



1939 Buick Special 4 door sedan

Sold for \$17,600.



1950 Buick Super

Sold for \$27,500.



1953 Buick 2 door

Sold for \$11,000.



1953 Buick Skylark

Sold for \$88,000.



1954 Buick Skylark

Sold for \$99,000.



1954 Buick Super 2 door hardtop

Sold for \$13,750.



1956 Buick Custom

Sold for \$23,650.



1956 Buick Super

Sold for \$220,000.



1956 Buick Super

Sold for \$35,200.



1957 Buick Century Caballero

Sold for \$71,500.



1959 Buick Le Sabre

Sold for \$81,400.



1961 Buick Le Sabre convertible

Sold for \$26,400.



1963 Buick Skylark

Sold for \$49,500.



1965 Buick Riviera

Sold for \$19,800.



1965 Buick Skylark GS

Sold for \$34,100.



1965 Buick Skylark GS

Sold for \$34,100.



1966 Buick Skylark

Sold for \$19,800.



1968 Buick Skylark convertible

Sold for \$14,300.



1970 Buick GS 425

Sold for \$36,300.



1972 Buick Skylark Custom

Sold for \$9,900.

Barnett-Jackson

Membership Profile ~ none

We have no member profile this month. We still have a few members that we haven't had the opportunity to profile yet. If you are on this short list, please consider letting us feature you and your car in this section. It is a great way to let members get to know you a little better.





Buick Club of the Redwoods, a Chapter of the *Buick Club of America*, would like to extend an invitation to you to attend our next monthly meeting. We are a group of Buick owners and lovers, interested in the preservation and enjoyment of Buicks through the ages.

Meetings are held on the 2nd Wednesday of each month at 7 PM.

We meet in one of the private rooms at Round Table Pizza located in the Safeway Shopping Center, 1791 Marlow Road, Santa Rosa, CA. (Corner of Marlow and Guerneville Roads).

MEMBERSHIP APPLICATION BCA# _____ Exp. _____
(Please Print)

Name(s) _____

Address _____

Email address(es) to receive Chapter Newsletter and Chapter event information _____

Phone: Home _____ Cell(s) _____ Other _____

List any Buicks owned. Include year, model, body style and any nickname.

Other car club affiliations and vehicles

Optional: Birthday(s) or Anniversary _____

Please make your \$15.00 membership check payable to: Buick Club of the Redwoods.
Mail to: Buick Club of the Redwoods, P.O. Box 1027, Rohnert Park, CA 94927-1027

-----Please do not write below this line-----

Date paid _____ Amount _____ Check # _____ Date Club Patch Given _____



BUICK CLUB OF AMERICA

Application for Membership

BCA Website
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. (Additional decals can be purchased from San Gabriel Valley Chapter.)

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 year	3 year
USA Periodical Class	\$50.00	\$95.00	\$130.00
USA First Class	\$70.00	\$130.00	\$200.00
Can. & Mexico Periodical	\$68.00	\$131.00	\$194.00
Can. & Mexico Priority	\$93.00	\$181.00	\$269.00
International Surface	\$68.00	\$131.00	\$194.00
International Air Mail	\$98.00	\$191.00	\$284.00
E-Membership	\$35.00		

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

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

All foreign countries note: Membership dues and all other financial transactions with the BCA must be a bank draft, drawn on a U.S.A. bank and payable in U.S.A. currency, MasterCard, VISA or Discover charge cards. Make all checks payable to The Buick Club of America. The U.S.A. annual membership is \$50.00.

Name: _____
 Spouse (if applicable): _____
 Address: _____
 City: _____ State: _____ Zip: _____
(include zip + 4 digit)
 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.)

OFFICE USE ONLY

Check/Money Order # _____
 Visa Mastercard Discover
 Date Processed: _____
 Expire Date: _____
 1st Class Surface Air

The information entered on this application will appear in the Buick Club of America Roster when printed. If you prefer to have your information withheld from the Roster, 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)

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)** 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 _____ Daytime Phone Number _____

Return Applications to:
Buick Club of America
 P.O. Box 360775
 Columbus, Ohio 43236-0775

E-mail:
 buickcluboffice@aol.com

Questions?
 Call (614) 472-3939
 Fax (614) 472-3222

Classifieds

For Sale: We have a limited number of Buick Club of the Redwoods t-shirts and sweatshirts available for sale. They are white with a full size club logo on the front. T-shirts are \$15 and sweatshirts are \$25. Shop early for best selection.

For Sale: 1933 LaSalle 345C Town Coupe.

Beautiful rare classic matching numbers car. V8. All around good condition. Two tone navy & black paint, good headliner, original upholstery, chrome, & wood trim dash. Tires like new. Spoke wheels, sidemounts. Built-in trunk, luggage rack. Extra parts. Driven weekly. Offered at \$48,500.

Ed Petersen, San Rafael. (415) 450-8196, e-mail: edncyn@att.net for additional photos or information.



If anyone has anything to put in the classifieds, please email the info to buickclubredwoods@hotmail.com



"Life is really simple, but we insist on making it complicated."

< Confucius >