



April 2013

**The Buick Club of the Redwoods**

**PO Box 1027**

**Rohnert Park, CA 94927**

**[www.buickcluboftheredwoods.com](http://www.buickcluboftheredwoods.com)**

**Founded 1998**

Meetings are held on the 2<sup>nd</sup> 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](mailto:keithb1964@hotmail.com)

**Assistant Director:** David Yoast

**Secretary:** Rebecca Kisling      [girlnmetro@msn.com](mailto:girlnmetro@msn.com)

**Treasurer:** Rich Kahnberg      [1185home@prodigy.net](mailto:1185home@prodigy.net)

**Assistant Treasurer:** Connie Lightell      [conniedee@aol.com](mailto:conniedee@aol.com)

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# The Nailhead News

## Director's Message ~ February 2013

Spring has sprung up here in the land of the giant redwoods and although it hasn't been too bad a winter, I think we are all looking forward to warmer weather and getting our classic Buicks out of the garage. Check out the events page that Rebecca puts together for all the upcoming shows, she has all the registration info you need to join in the fun. I think this is my favorite time of the year, with the anticipation of all the cool car shows, nice weather and fun times. It's definitely time for some fun.

Keith Brumbley

Director



## **Minutes 3-13-13**

**Members present:** Keith Brumbley, David Yoast, Rebecca Kisling, Joe Rosendahl, Don and Lois Brooner, Rich and April Kahnberg, Mike Lightell, Stan Sollid, and Terry Eggleston.

**Guests:** Silvia and Frank Lottice who own a 1969 Buick Electra. They purchased it from Freeman Toyota and it only has 18,200 miles on it. They named her Bella.

**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.

Thanks to Mac, Bob, April and Jeff for contributing to the last issue!

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

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

Check out the website for news on upcoming events.

Terry suggested we add a section on why we love Buicks.

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

Sold 2 pins.

### **Old Business:**

A donation of \$50 was sent to the Hamilton Museum.

Rich said he will write two articles for the next newsletter. One on the Ryde Hotel and the other on the Sacramento swap meet.

Rich said the trip to the Ryde Hotel with the Capitol Chapter for brunch was very nice. They drove Olivia, their 1963 Riviera. There were about a dozen cars there.

Rich reported he got a new speedometer in Olivia and it works!

Stan said he got the door panels in Ollie in today. Ollie is his 1950 Plymouth.

Don reported that the steering in Brutus (their 1957 Buick Roadmaster) broke while on a test drive at the repair shop! Now Brutus needs upper and lower ball joints and bushings. He is also getting his doors aligned. Don recommended repairs by Tim Fincher in Healdsburg.

Mike said he is going to the American Graffiti car show.

Keith reported our outing to the SRJC Planetarium was fun and lunch afterward was very good.

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](mailto:girlnetro@msn.com) A lot of effort is put into planning an outing (or two) for every month of the year, and we would appreciate your reply.

### **New Business:**

Lois reported they got their application in the mail for the Peggy Sue car show. It is still being held at A Place To Play in Santa Rosa.

David made copies of several car show flyers and passed them around.

Stan asked about giving out the password to non-members so they can read the newsletter or sending them the newsletter. He said our newsletter is so good he wants to share it with friends. When asked if his friends were potential members, he said no. The password is **only** for members. Please do not give it out to anyone. The newsletter is a benefit of being a club member. It's only \$1.25 a month to be a member! We are

happy to email a sample newsletter to anyone interested in our club. Just give their name and email address to Keith or Rebecca and they will send out a sample newsletter. We are also happy to exchange newsletters with other car clubs. Other than that, if someone really wants our newsletter, they need to join our club.

April said the Capitol Chapter is planning a trip to the Preston Castle in Ione. April and Rich are attending and if anyone else wants to go, they can caravan with them.

April wants to arrange a club outing to Tomales and lunch at Nick's Cove. An evite will be sent out with all the info.

Rich suggested a calendar for 2014 of club member's cars.

Our club outing for March will be a trip to Metz Mets in Antioch, a tour of Lucky 7 custom shop, lunch at Hazel's Drive In, a tour of a private car collection in Martinez, and a bbq at Gene and Linda's home in El Sobrante. Wayne Metz has invited some other car clubs to join us for the first part of the tour; however the bbq at Gene and Linda's is for Buick Club of the Redwoods members **only**. Check your evite for details.

Our club outing for April will be a tour of the Rafael Auto and Collectible Museum in San Rafael. We have arranged to join the San Jose Chapter for this outing. Lunch will follow the tour and perhaps a few other stops. There are new displays and new vehicles since we were last there. It will be nice to meet the people and cars from another Buick chapter.

### **Upcoming Events:**

#### **Club Outings:**

March 16<sup>th</sup> (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.

April 14<sup>th</sup> (Sunday) is our bonus club outing to Nick's Cove in Tomales for lunch.

April 28<sup>th</sup> (Sunday) is our club outing to the Rafael Auto and Collectible Museum in San Rafael. We will join the San Jose Chapter for this outing.

May 11<sup>th</sup> (Saturday) is Fred's All American Old Car Day in Santa Rosa. We will meet at Kmart and drive in together so we can park as a club.

June 16<sup>th</sup> (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.

July 13<sup>th</sup> (Saturday) is a BBQ at Jeff and Bruce's home in Guerneville. Their deck overlooks the river and they will have reserved parking for us.

### **Car Shows:**

April 19<sup>th</sup>-21<sup>st</sup> (Friday-Sunday) is the 24<sup>th</sup> Annual Kool April Nites in Redding. 1979 and older. [www.koolaprilnites.com](http://www.koolaprilnites.com)

April 27<sup>th</sup> (Saturday) is the 28<sup>th</sup> Annual Grass Valley Downtown Car Show in Grass Valley. Pre-1972. [www.historicgrassvalley.com](http://www.historicgrassvalley.com)

April 27<sup>th</sup>-28<sup>th</sup> (Saturday-Sunday) is the Pacific Coast Dream Machines car show in Half Moon Bay. [www.miramevents.com](http://www.miramevents.com)

April 28<sup>th</sup> (Sunday) is the Benicia Classic Car Show in Benicia. Pre-1976 American cars and trucks. [www.pantherbandboosters.com/car-show](http://www.pantherbandboosters.com/car-show)

May 5<sup>th</sup> (Sunday) is the Western Jubilee Show and Shine in Petaluma. Pre-1979 vehicles. 11 am-3 pm. For more info, call 707-585-9280.

May 11<sup>th</sup> (Saturday) is Fred's All American Old Car Day at Stokes Ranch in Santa Rosa. Pre 1972 American vehicles. For more info, call Ken 707-527-6068.

May 18<sup>th</sup> (Saturday) is the American Graffiti car show in Petaluma. 1972 and older American cars and trucks. [www.americangraffiti.com](http://www.americangraffiti.com)

May 19<sup>th</sup> (Sunday) is the Marin Sonoma Concourse d'Elegance in San Rafael. [www.marinsonomaconcours.org](http://www.marinsonomaconcours.org)

May 25<sup>th</sup> (Saturday) is the Driven to Perfection Classic Car Show and Cruise in Sebastopol. [www.sebastopolseniorcenter.org](http://www.sebastopolseniorcenter.org)

May 27<sup>th</sup> (Monday) is the Knights of Columbus Memorial Day car show in Windsor.

June 6<sup>th</sup>-9<sup>th</sup> (Thursday – Sunday) is the 11<sup>th</sup> Annual Peggy Sue's All-American Cruise and Car Show in Santa Rosa. [www.peggysuescruise.com](http://www.peggysuescruise.com)

June 16<sup>th</sup> (Sunday) is the 19<sup>th</sup> Annual Father's Day Show and Shine Car Show at Juilliard Park, Santa Rosa. 9 am – 4 pm. [www.nceca.org](http://www.nceca.org)

July 17<sup>th</sup>-20<sup>th</sup> (Wednesday – Saturday) is the BCA National Meet in South Bend, Indiana. [www.buickclub.org](http://www.buickclub.org)

August 3<sup>rd</sup> (Saturday) is the 5<sup>th</sup> Annual California Automobile Museum Car Cruise and Show in Sacramento. [www.calautomuseum.org](http://www.calautomuseum.org)

September 21<sup>st</sup> (Saturday) is the Billetproof Nor-Cal car show at the Contra Costa Fairgrounds in Antioch. 1964 and older. [www.billetproof.com](http://www.billetproof.com)

July 23<sup>rd</sup>-26<sup>th</sup>, **2014** is the 42<sup>nd</sup> Annual BCA National Meet in Portland, Oregon. [www.buickclub.org](http://www.buickclub.org)

### **Cruise Ins:**

### **Swap Meets:**

April 14<sup>th</sup> (Sunday) is the Cruisin' North Car Club Swap Meet at the Vets Building Parking Lot in Santa Rosa. 6 am-12 noon.

April 21<sup>st</sup> (Sunday) is the Sacramento Classic Car & Parts Swap Meet at the Sleep Train Arena (formerly the Arco Arena) in Sacramento.

[www.sacramentoswapmeet.com](http://www.sacramentoswapmeet.com)

April 28<sup>th</sup> (Sunday) is the American River College Swap Meet in Sacramento. [www.ncrghcca.com](http://www.ncrghcca.com)

May 19<sup>th</sup> (Sunday) is the Early Ford V8 Swap Meet at the Petaluma Fairgrounds.

**Adjourned:** 7:55 PM.

**Raffle:** 50/50 of \$20 won by April.



## **BCR Outing March 2013**

by Keith Brumbley

We had a big day planned for our Club outing last month. It was almost a mini Riviera show when we met in Rohnert Park, I had my '64, Rich and April with their '63, Bob Guintoli with his 69, and it was nice to see Alden Henning's with his beautiful '70 Riviera. Stan and Gail were there with their 1957 Nomad.

We all then caravanned over to Antioch to check out Wayne Metz' shop. Wayne collects and restores Nash Metropolitans amongst other classic cars he has in his shop. We got to see his latest, a Riviera Boat tail that still needed some interior work, but was looking good.

Wayne's shop is right next door to Lucky 7 Customs. Lucky 7 is one of the top custom paint shops in the country turning out high end customs for celebrities and sports stars. Wayne arranged for a tour of Lucky 7's shop and wouldn't you know it he had a 59' Buick convertible going through a full on custom treatment. The owner of the shop, Marcos, talked about what it takes to build a full custom and was nice enough to answer all our questions. I've read about Marcos' shop in car magazines for a long time so it was nice to meet and him and check out his shop.

After checking out the shop we went over to Hazel's Drive In for lunch. Hazel's is an old fashioned hamburger place with a real 50's vibe. The classic cars took over the parking lot and attracted a lot of attention by the passersby.

Then it was off to a private car collection in Martinez. This collection was truly amazing; it was owned by a friend of Wayne's in the local AACA club and was housed in an old brick building that was once a Chevrolet dealership back in the twenties. The building itself and been restored back to its former glory with seismic upgrades and a restored interior back to what it looked like in the twenties. The owner Norman and his wife liked mostly brass era cars and he had about twelve or so, he even had a 1910 Buick model F. Norman gave us a brief

history of each of the cars and then took us back into his restoration shop where he was working on a 1903 curved dash Olds and a Stoddard Dayton speedster from about 1910.

Next to Norman's building is an old machine shop and the owner invited anyone to come over and check it out. Its was pretty amazing to see some of the engines he was working on, I spotted a couple of V-12 Packards and even a supercharged straight eight Deussen engine.

This was classic car overload but the day was not over yet. Our newest members Gene and Linda Perrin live nearby in El Sobrante so they invited us over to their house for a BBQ. Gene took us on some of the backroads over to his place and then we had a great time playing with their German Shepherd, Auralee, and having some awesome hamburgers. After relaxing and talking and having a great dinner it was time to head back home.

Many thanks to Wayne and his wife Gail for organizing the outing, Gene and Linda Perrin for their hospitality, and Norman and his wife for allowing us to see their awesome collection.

Photos by:

Stan Sollid, Keith Brumbley, Rich Kahnberg, Lois Brooner, and Rebecca Kisling







**Nash**



1956 Nash Metropolitan "1500"

**MOTOR OIL**

Sealed At The Refinery

for

**NASH MOTOR OIL COMPANY**





Wayne's pedal car collection

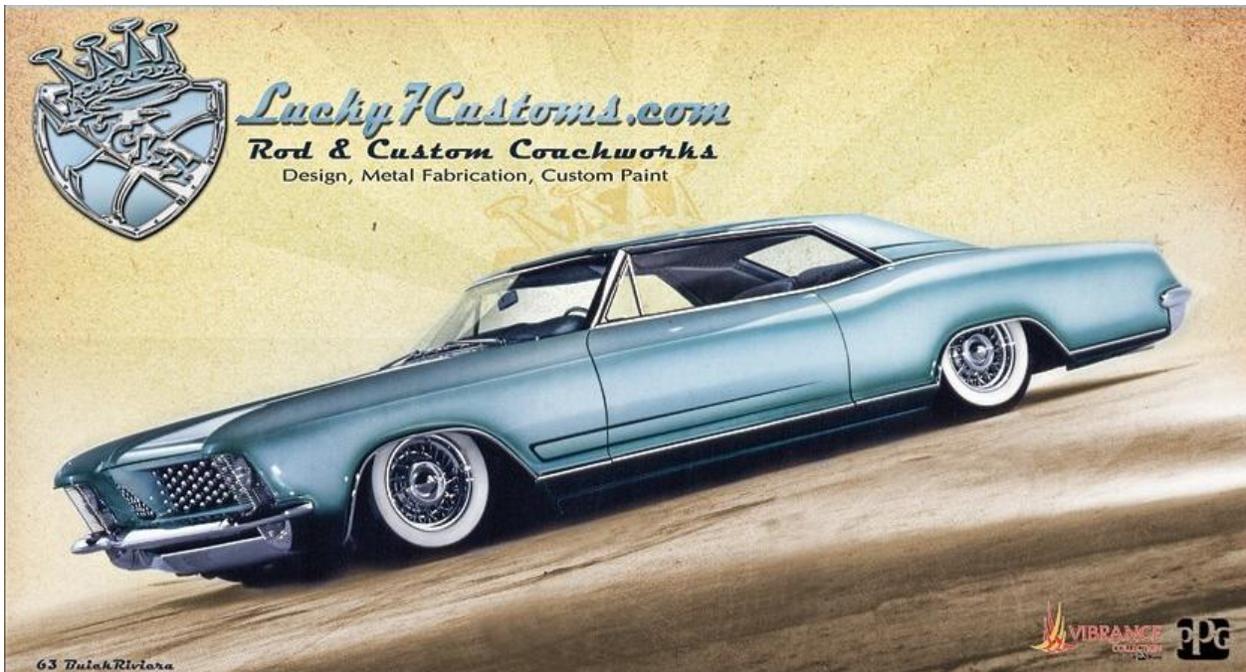






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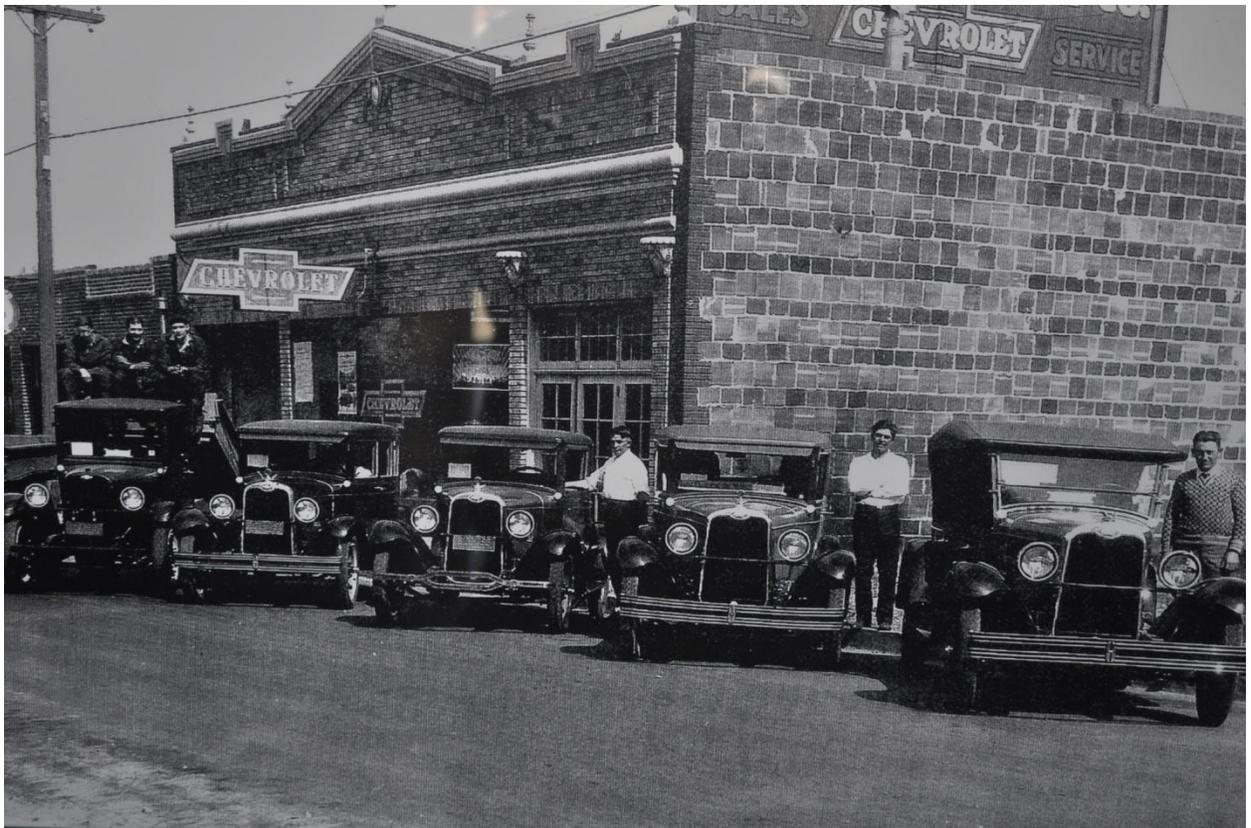






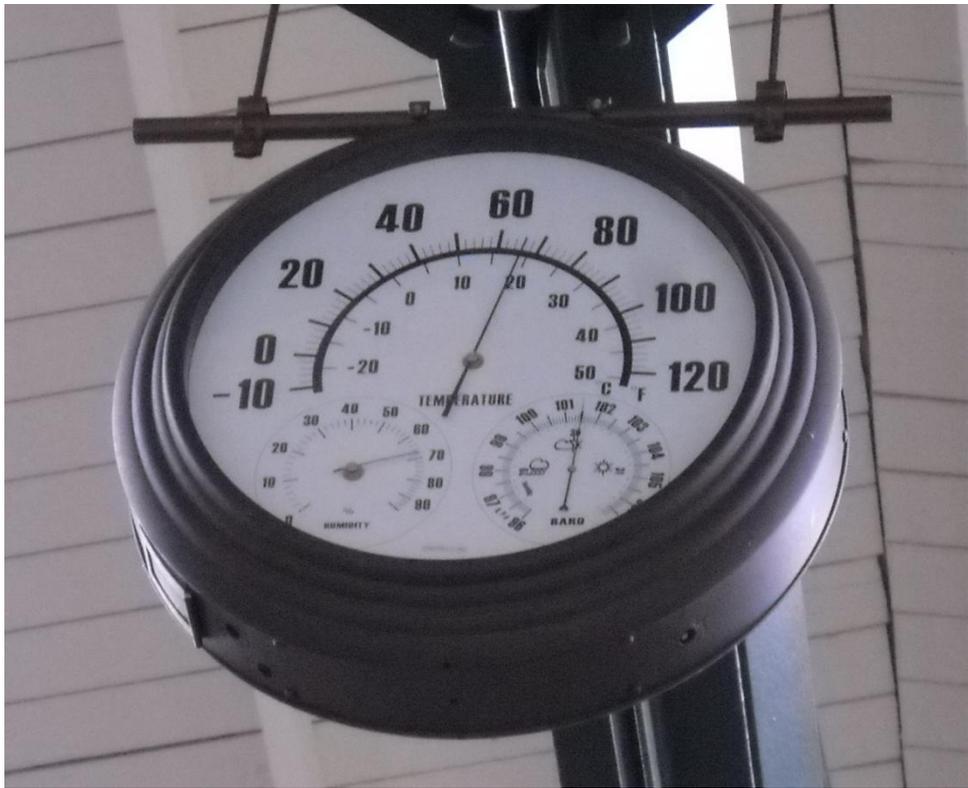
















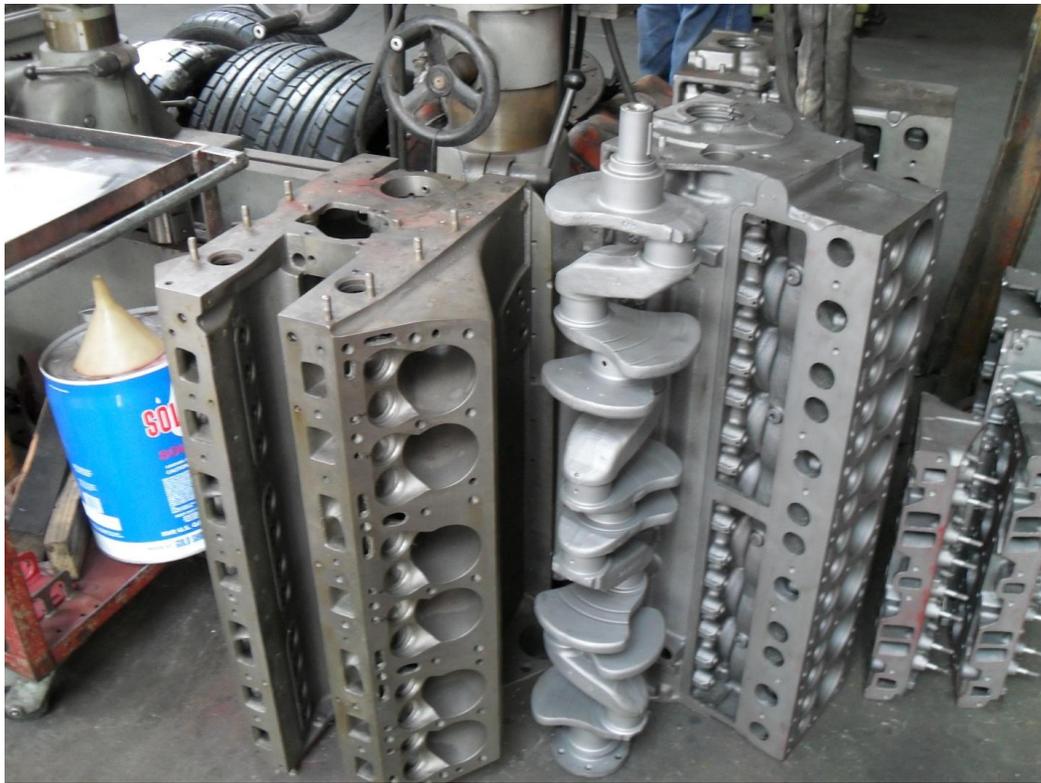
















Auralee

# If Two Fins are Good, Three Must Be Better Yet: How the 1959 Buick Might Well Have Look

By Paul Niedemeyer

[www.curbsideclassic.com](http://www.curbsideclassic.com)

Since we're keeping the 1959-1960 GM theme going, let's take in this design concept that made it pretty far into the serious consideration stage during the difficult gestation of the new 1959 models. This first shot is of clay, but Buick took the idea even further with the fiberglass mock-up pictured below. Obviously, this took place during the second phase of the '59 body development, as the finalization of the production cars' eventual shape is already well under way. We've joked in the past about management putting LSD in the water cooler of the Design Center, but according to historian Michael Lamm, that's almost true.

His write up on the whole 1959 design revolution at GM is documents in a two-part 1991 Special Interest Automobile (SIA) series entitled "When Imagination Ran Rampant". And indeed it did:

Several interesting highlights of the 1959 body program are worth noting here. Dave Hollis makes the point that this was the period when no idea or concept was too weird, or bizarre, to be considered. In fact, any designer who couldn't or didn't come up with wilder and farther-out ideas risked losing his job. The rush to be different and unusual became almost competitive and led, as you can see in the photographs, to such trial balloons as headlamps planted in foreheads of hoods, trunk-mounted tailfins, and gas-turbine exhausts.

Lamm goes on to say that many of the more extreme ideas obviously were winnowed out, but the extreme '59 Chevy and Buick gullwings first proposed by Bob Cadaret did make it to production (sans the third fin, thankfully).

I heartily recommend a read of Lamm's account, as it is more comprehensive than any other I've read. He notes that there is disagreement as to whether the "revolution" that discarded the earlier, Earl-led designs started before or after Earl went to Europe. He even suggests that GM Prez Harlow Curtice, unhappy about the way the '59s were taking shape, might have just sent Earl to Europe so the revolution could take place.





# Sacramento Swap Meet

By Rich Kahnberg

I've been going to auto swap meets since buying a basket case 1954 Corvette in 1971. The previous owner helped me get a lot of the items needed for the restoration, engine/transmission, interior, etc. There were a lot of smaller parts that were needed and for the next several years I went to many swap meets in the search for parts needed to finish the restoration. After selling the '54 in 1980, I swore I would never buy another basket case.

Well, in 1984 I traded a 1965 Mustang for.....you guessed it, another basket case, a 1957 Corvette. The search for parts was on again, how quickly we forget! During the next year April and I went to no less than 15 swap meets in Northern California. The search for parts for the '57 is done, but swap meets are in my blood. We usually attend the meets at the Veterans Building in Santa Rosa along with one or two other local meets.

After buying "Franklin", the '39 Buick Special previously owned by Stan and Gail Sollid, we joined the BCA along with The Redwood and Capitol Chapters. The Capitol Chapter sponsors a swap meet on the first Sunday in February and we have attended the past three years. This year the meet was moved, to the Consumes River College, parking at the previous site was horrendous.

Sunday, February 3<sup>rd</sup> dawned cool and overcast, we arrived about 7:00am and found that although there were about 4-500 cars in the parking lot there was still plenty of parking. We stopped by the Capitol Club's booth and chatted with some of the people we had met during previous outings. The next two hours were spent perusing the vendor's wares. We saw a 1955 Buick 4 door hardtop project car for \$2500 with rust issues and poor interior. The last stop was the car corral, there were two or three Rivieras, and one was a very nice 1965 GS for around \$20k. As we headed back to the car I think I heard April say, "Thank goodness no new projects, we still have the money we came with and I am COLD!"

We will probably attend the meet next year; I think some hand warmers might be a good Christmas present for April. I'll have to admit she is a good sport!







# Brunch at the Ryde Hotel

By Rich Kahnberg

On March 3rd April and I drove Olivia, our '63 Riviera, to the Delta to meet with Capital Chapter of the BCA for bunch at the Ryde Hotel. The Ryde Hotel was built in the late 1920's and is located about 30 miles south of Sacramento.

About 30 members of the Chapter attended the brunch and there were 10 classic/vintage Buicks ranging from 1938 to 1965 in the parking lot. The food was very good and plentiful, ranging from made to order omelets to prime rib to vegetables and fruit and oh yes desserts. Judging from the crowd in the dining room the hotel is a very popular place for Sunday brunch.

After bunch the group moved to the parking lot to check out the cars and talk Buick. After some visiting we headed for Santa Rosa while the rest of the group stopped at a local winery before heading back to Sacramento.

The following description and history was taken from the Ryde Hotel website:

It was an opulent establishment, complete with beauty salon and barber shop, that served as a riverboat way station. It was also rumored to be a bordello. The lower level was a speakeasy, offering bootleg whiskey and jazz to clientele in search of a good time.

There was even a trap door in the floor that allegedly opened to reveal a tunnel running under the road to a hidden doorway at the river's edge. It's not difficult to imagine the type of nocturnal activities that secret passageway has seen.

Speculation mixed with fact generated a good amount of notoriety that brought with it a certain cachet. The Ryde attracted celebrities of all types from President Herbert Hoover to local and state politicians to movie stars and mobsters.

In later years the hotel became a boarding house for the men and women who built the Delta levees and pioneered the area's thriving agricultural industry. Over time the Ryde has experienced many incarnations and owners including the Lon

Chaney Jr Family. At one point the name was changed to the Grand Island Inn. During the 1980's it was even a rock'n'roll mecca.





## Buick Sighting in Kona

Submitted by Terry Eggleston

Terry's friend was on vacation in Hawaii and came across this unique Buick. He sent the pics to Terry and he forwarded them to us. We knew there had to be an interesting story behind this Buick, and this is what we found.





# A SAMPAN IS A CAR

In the Summer of 1997 our company, ALL A CART Mfg. Inc. was contacted by the Hualalai Development Company, in Kona, on the big island of Hawaii, regarding the fabrication of a custom vehicle, which is our specialty.

The discussion began with Hualalai management requesting that we design and manufacture a golf-cart-size vehicle that could be used as a food serving and transport unit that could navigate the typical 4-6 foot wide golf cart paths at their Jack Nicklaus designed golf course that was under construction.

We were also asked to create an old-car front end on the cart, so that it would simulate a 1940's-1950's automobile.

The discussion eventually turned from the limited golf course use, to the possibility of a full size car, that would be used as more of a passenger transport vehicle for the entire resort.

As the car talk evolved, it was mentioned that what the folks at Hualalai really wanted was a Sampan.

I informed our customer that to this point ALL A CART had not built any boats, but that we were willing to give it a try, because of course, the customer is ALWAYS right.

At this point, I was informed by our client that in fact a Sampan was an open passenger transport vehicle typical to the Hawaiian Islands.

I was relieved to hear that we would be building a motor car, as I was not really prepared to tackle a watercraft project at that time, although we have since become very familiar with Amphicars - but that's another story.

The Hualalai resort is located on the Kona coast, on the big island of Hawaii. It is a 650 acre resort that includes a Four Seasons hotel, golf course and private residences

This vehicle would be used to transport guests around the resort.

We were supplied with several photographs of authentic Sampans that were indigenous to the region

Two examples were pictured, a late 1940's Plymouth and an early 1950's Desoto.

These cars had been creatively assembled with the original front end clip and cowl, and melded with a rear seating area, constructed by building a tub that the rear bench seats were arranged within, in a wrap around configuration.

The passenger compartment was covered with a vinyl covered wood roof that was supported by wood posts secured to the railing around the seating area.

The folks at Hualalai were in search of a vehicle that would be more dependable than the vintage versions, so we proposed that the Sampan be equipped with a late model drive train, as well as improving on its appearance by giving it a more stylized body treatment.

We then moved on to the selection process dealing with specific year, make and model of the prospective custom car. After narrowing down the decade, we arrived at Buick as the marque of choice.

Originally the first choice was a 1954 Ford woody wagon, since the company owner happened to own one, but he was soon overruled, and Buick became the hands down favorite.

We presented our client with multiple photos of various Buick models in the 1950's era, and the 1953 model year was chosen.

The next step was to create a life-like photo/rendering of the finished product.

I provided our graphic designer with the photographs that had been provided by Hualalai, as well as various photos of 1953 Buicks.

Hualalai had made several requests for the final design, among which that it should include a thatch covering on its roof. Kind of like a mobile Tiki hut.

The design rendering was presented to the customer, and after some discussion the thatch was scratched.

Final details were agreed upon, and we proceeded with the locating and obtaining of various cars and parts needed to proceed with the fabrication.

We first located 2 donor cars, a 1952 Buick Roadmaster Riviera Coupe, model 76-R, and a 1953 Super Riviera Coupe, model 56-R

Since it had been agreed that this vehicle should have a modern drive train, as opposed to the original assortment of parts, we decided on a GMC pick-up truck chassis and drive components for the mechanical portion of the project.

This would provide the needed suspension and weight capacity rating required to safely transport a driver, several passengers and their luggage.

Now that we had all of the necessary pieces and parts, we moved forward with the dissection of the vehicles on hand, to create the Sampan.

From the 1953 Super donor car, we were able to use the front end sheet metal, cowl, firewall, dashboard, windshield frame and miscellaneous parts from the doors and rear fenders.

The 1952 Roadmaster Coupe donated some critical parts including gauges, chrome and various trim pieces.

Holding it all together is the GMC pick up chassis frame.

We used this as the base for the vehicle, and proceeded to create the moving parts of the Sampan, including all new suspension, steering, engine and transmission.

Under the hood lives a 350 cubic inch V8, and automatic Turbo transmission.

The steering column is a combination of GMC and Buick parts, complete with tilt.

It has modern power steering with the original 1953 Buick restored and re-plated steering wheel and horn ring/button.

All gauges are vintage 1953 Buick, completely rebuilt and restored. Even the radio and clock work.

Body work on the vehicle was all custom coach work, and body panels were fabricated to flow with the lines of the original sweep spear design.

You will notice that since this creation has no doors, that the side body panels are one piece, from front to rear. All stainless steel, aluminum and chrome plated trim pieces have been made to adhere to this design detail as well.

ALL A CART created a unique roof design for the Sampan. Since we had no information to go on, other than the photos of vintage vehicles from the islands, we had to, through trial and error, fit and re-fit and eventually fabricate the one-of-a-kind roof design.

As a matter of fact, we completed the Sampan, (or so we thought) and proudly sent pictures to Hualalai. At this time we were informed that they weren't quite satisfied with the lines and height of the roof, or the color of the just-padded and upholstered vinyl roof, or the fancy polished support posts or tread-plate entry steps.

So, it was back to the drawing board.

We completely re-configured the roof design, tore it apart, re-fabricated at different angles and heights, and re-padded and re-covered it with a chocolate brown textured vinyl top material to replace the lighter tan covering that it formerly had.

Next, we removed the bright polished support post covers, and replaced them with nicely finished oak hardwood facades.

All entry steps were also removed, and the shiny aluminum tread bright finish was covered with a much lower key semi-gloss black powder coating.

The interior of the Sampan was furnished with lush padded bench seats, arranged in a horseshoe pattern, that were comfortable enough to accommodate several passengers, as well as their luggage.

In addition, we added roll-down side curtains, in matching materials of course, that were fitted with clear glassine panels, to allow for viewing from inside or out. They were also made to be removable for open-air traveling.

Features also included a continental style rear mounted spare tire, with color coordinated cover and chrome plated trim.

As a finishing touch, the 3-holer Buick Super front fenders were upgraded to 4 holer status, with the addition of an extra hole on each side. In view of the other radical modifications, I didn't consider it much of a stretch for this Buick Stretch Sampan.

After completion, the vehicle underwent a complete inspection by the Ohio State Highway Patrol, and was approved, confirmed and indeed continues to be titled as a 1953 Buick.

It has been 10 years, and the Sampan continues to be well maintained and operated on the Hualalai and Four Seasons Resort grounds, and is prominently displayed in front of the Hotel entrance on a year round basis.

Other than some new paint from time to time, due to the salt-air climate, and minor mechanical repairs, here is a 1953 Buick that lives on in its second reincarnated life, enjoying its ongoing semi-retirement on a Hawaiian holiday.

A Sampan is a car. A 1953 Buick, Sampan Car.

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# Richard Carpenter's Riviera

Third and final year of the first generation of the Riviera, Buick's gorgeous entry into the increasingly popular "personal luxury" segment. As of mid model-year, the Riviera could be ordered as a Gran Sport, a limited production, high performance option, lowered by ½ inch, more stiffly sprung and sporting two four barrel carburetors for a total of 360 h.p. These were some cars; beautiful understated elegance combined with remarkable performance; the "cross between a Ferrari and a Rolls Royce" that design chief Bill Mitchell had envisioned for the Riviera from its inception.

If in 1965 I'd had the wherewithal to own any new car of my choosing, this would have been it. Due to the Gran Sport's rarity, and the fact that it had to be black/black, this automobile took years to find. Though an honest "black plate" example, it still took quite a bit of time and effort to bring it to the condition it is in today.

From [www.richardandkarencarpenter.com](http://www.richardandkarencarpenter.com)

Visit this website to see the 25 cars in Richard's collection and also info about his musical career with his sister, Karen.







Some more cars from Richard's collection





This is the building that houses Richard Carpenter's car collection

## 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 2<sup>nd</sup> 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 \_\_\_\_\_



## 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, Sonoma. (707) 935-8979, e-mail: [edncyn@att.net](mailto: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](mailto:buickclubredwoods@hotmail.com)



"If GM had kept up with technology like the computer industry has, we would all be driving \$25 cars that got 1,000 MPG."

< Bill Gates >