



December 2012

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
buickclubredwoods@hotmail.com

The Nailhead News

Director's Message ~ December 2012

When I was growing up this time of year was very exciting. There was hope of what Santa will bring, hoping I was on the nice list and not the naughty one and the anticipation of it all. It's funny how some things you outgrow when you are an adult and some things stick with you for a lifetime. I was always fascinated by cars be it Hotwheels, slot cars, models and later full size ones as well. I am still fascinated by miniature cars and enjoy building models of them along with restoring the full size ones as money allows. I guess you are all probably the same way, just little kids still playing with cars albeit on a bigger scale. Here's to hoping we never grow up...

Merry Christmas

Keith Brumbley

Director



Minutes 11-14-12

Members present: Keith Brumbley, David Yoast, Rebecca Kisling, Don and Lois Brooner, Rich and April Kahnberg, Mike Lightell, Bill Costello and Stan Sollid.

Guests: None.

Treasurer: Rich reported on the bank balance. Rich is taking a new signature card to the bank with the current officer's signatures.

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.

We have received several positive feedbacks on our newsletter from the various clubs and officers that we email it to.

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

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

Old Business:

A reminder about our November outing to Petaluma. We are going to the Petaluma Museum and then to eat at Volpi's. Read all the details in your evite.

Stan is working on a new pin ad for the Bugle.

Rich reported that Franklin, the 1939 Buick, has left Santa Rosa to live with a new owner in Fresno. The new owner has not yet joined our club. Rich put a radio in Franklin before he left town. We will miss Franklin! ☹

Bill reported he and Joan went to Good Guys. They took their motorhome and enjoyed beautiful weather.

Keith recently went to Sacramento for a work meeting at the Sutter Club, a very old building from the early 1900's. He said in the lobby was a large display of die cast cars. He wished he had his camera!

Stan reported that his 1950 Plymouth, Ollie, now has a working overdrive. The previous problem was the shaft was too short and he bought a new governor.

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:

Lois got a brand new 2013 Toyota Corolla, in red, just like her former Corolla.

Rebecca made the room reservations with Round Table for 2013.

Don said that for vintage Buicks, China is #1 and Japan is #2.

Our club outing for November will be a trip to Petaluma to the Petaluma Historical Museum followed by dinner at Volpi's. Details will follow via evite.

There was a discussion about our club Christmas party. The party will be held at Stan and Gail's home on Sunday, December 9th. Everyone needs to RSVP by December 4th so food arrangements can be made. This year we will have turkey from Willie Bird's along with a veggie lasagna. Members will bring either an appetizer, veggie side dish or dessert. Keith agreed to bring chocolate It's It's! Start shopping for your gift for the pirate exchange!

Keith is going to Grand Rapids, Michigan for Thanksgiving week. He will visit his best friend.

Upcoming Events:

Club Outings:

November 17th (Saturday) is our outing to the Petaluma Museum for their display of Korea: The Forgotten War, followed by a little local shopping, and then dinner at Volpi's Ristorante. Meet us at the museum at 2:45. Check your evite for details.

December 9th (Sunday) is our club Christmas party at Stan and Gail's house in Santa Rosa at 3 pm. Details will follow via evite.

Car Shows:

July 17th-20th, **2013** 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:

January 26th & 27th (Saturday-Sunday) is the Turlock Swap Meet at the Stanislaus County Fairgrounds in Turlock. Saturday 7 am – 5 pm, Sunday 7 am – 3 pm.

Adjourned: 7:34 PM.

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



BCR Outing November 2012

by Keith Brumbley

It was a dark and stormy night (I always wanted to start a story with that line) when the Buick club got together at the Petaluma Museum to check out the latest exhibit about the Korean War. The Petaluma museum is a really neat old building that used to be the towns library, it has a beautiful old wood staircase and a huge stained glass domed ceiling plus that neat old architecture that luckily survived the 1906 earthquake. After checking out the exhibit we had an hour or so before our dinner reservations so we had some time to check out some of the stores in the downtown area. We eventually all made over to Volpi's Italian restaurant for a big meal. Volpi's is one of those restaurants that has been there for years and its where all the locals go for good food and drink plus it has a lot of charm. It's been said that the bar in the back used to be a speakeasy during the prohibition era, it sure looks old enough. All in all it was an enjoyable afternoon even if it was a little "dark and stormy".

Photos by Keith Brumbley











Starter Cart

From www.sr-71.org

Editor's note: Did you know that the fastest plane ever built, the Lockheed SR 71, powered by twin Pratt and Whitney J58's were started by Buick nailhead engines?

Unlike conventional aircraft, all variants of the Blackbird used a very unique starting system that consisted of a drive shaft that was vertically inserted through the underneath each of the nacelles to the engines. This shaft would spin, thus turning the turbines inside the J58 and starting the aircraft. However, it was not by this simple system alone that the Blackbird was started. The Blackbird also required a shot of TEB or Triethylborane, a catalyst that ignited the fuel. This process was a coordinated effort between the aircrew and the "buddy" crew, those who helped prepare the aircraft for flight.

The starter carts were in two different variants: the Buick and Chevy carts. In the early days, the Buick-based carts were used. These units were yellow and had twin Buick V-8 engines in them. However, later in the program, these engines were replaced with big-block Chevy engines, thus deriving the Chevy starter cart. The engines in the carts are accessible through opening hoods on the sides of the cart. The exhaust for the engines is routed through an exhaust pipe on the side of the cart (noticeable in the upper right image of the NASA cart). The two engines are connected via drive belts.

Both starter carts are of the same dimensions although they are distinguishable. Even though the Buick carts are commonly yellow, the Chevy carts have been in a variety of colors: standard olive drab (dull, dark green), black, and NASA's stylish white with the blue stripe.

There were also other methods of starting the aircraft; two of these were developed for the proposed F-12B program. The Air Force had a requirement that in order for the F-12B to be successful as an interceptor, it would need to be started without delay for a quick launch. This starting system consisted of an attachable unit under the nacelle like any other starter cart, but there was a

chemical process that took place in adjacent starting cartridges. This reaction allowed for the spinning of the vertical drive shaft, thus starting the engine. In addition, another process was developed which was turbine-powered. However, these systems proved impractical for the SR-71 and were not used considerably.

Eventually, these carts were phased out when permanent starting systems were installed in the Beale AFB hangars. This system consisted of compressed air tanks of considerable size that were used to rotate an attached unit. However, the portable carts were still servicing SR-71s at distant operating locations. Nevertheless, when NASA took over a few SR-71s at Edwards AFB, the starter carts were once again used because the aircraft was started and checked before flight out on the ramp.

It is not known how many of these carts were built, nor how many exist today. Little information is released on this subject simply because it is not a prime area of interest. These carts are on display in various museums around the country. It is also rumored that some are in storage at key facilities like AMARC (Davis Monthan AFB), and Wright Patterson AFB, OH.



Definitely an excellent car.
“Rain Man” Buick heads to auction.

From www.hemmings.com

Written by David Traver Adolphus

November 29, 2012



It pays to be skeptical about movie car provenance – I mean, everyone drives cars and they’re in essentially every movie set in the last century. The Internet Movie Car Database has identified more than 100,000 screen-used cars and while only a few of those are *Christine*-level hero cars, it’s also not a complete list. Nor does it include Fatty Arbuckle’s Pierce-Arrow, which actually proves my point: If you made a Venn diagram which included rabid Fatty Arbuckle fans and potential 1919 Pierce-Arrow buyers, I’m guessing the overlap would be mighty slim. It’s an

important car all by itself, while celebrities only add value for specific people at a specific time.

That brings us to a (“the”) 1949 Buick Roadmaster convertible used in *Rain Man*.



One of two screen-used in the movie, it is unquestionably a hero car: more than just transportation, a major plot point turns around it and both Tom Cruise and Dustin Hoffman have extensive time in it. It’s a great big metaphor for their relationship, etc.



But *Rain Man* was 25 years ago, meaning you have to be at least into your 40s to have seen it in the theater. Given the audience for and cost of entry into a 1949 Roadmaster, that's not an issue, but it does point out how it's not terribly relevant to a generation of car owners, and becomes less so every year. Tom Cruise may still be on the A-list, but what's the last movie in which Dustin Hoffman appeared? *Meet the Parents IX: Race to the Moon*? These are not his *Kramer vs. Kramer*/*Tootsie* years.

So what does that all mean for the car itself? Hollywood memorabilia specialists Heritage Auctions has it up for sale, accepting bids online between now and December 13, 2012; then live from the floor during a December 14 auction in Dallas (where you can also buy John Wayne's loafers). A heavy premium on a \$40,000 opening bid makes it a minimum of \$50,000 to get into it. That's steep for a car in this condition, which is a #3 at best. All the pretty brickwork backdrops in the world can't disguise a crusty engine, exterior respray, sketchy rocker panels and unraveling interior.

You're probably not too far under water at \$50,000; it is a 1949 Roadmaster convertible. But more than that and you're either buying the provenance, or banking on it appreciating. And was this just a leftover document; or was it originally intended for "the nadir of Stephen Spielberg's career," **batteries not included*? If Jessica Tandy and Hume Cronyn had driven it instead of Cruise and Hoffman, would we be talking about it today?









RAIN MAN

"BATTERIES NOT INCLUDED"

MOTION PICTURE VEHICLE RENTAL AGREEMENT

Made this 29 day of MARCH 19 88 by and between
John D. Homsstress hereinafter designated as "Owner" and the undersigned
UNITED ARTIST hereinafter designated as "Renter".

For and in consideration of the loan of that certain vehicle (more specifically) hereinafter described by Owner to Renter, it is mutually agreed as follows:

1. The subject vehicle is: VEHICLE ID 54571057 LIC 1LZC245
Make BUICK, Year Model 49 ROADMASTER, Body Style
CONV, Factory or Motor Number

2. Terms of rental: Fee 357.20 PER WEEK, Length of Rental APP 5 MONS

3. Renter agrees that he has examined and inspected the rented vehicle and it is acceptable in its present condition.

4. Renter agrees that he will not cause or allow the subject vehicle to be loaned, rented or driven by any other party than the Renter.

5. Renter agrees that he will not operate the vehicle contrary to the laws of the State of New York.

6. Renter agrees that in the event of any accident involving rented vehicle Renter will restore said vehicle to its originally agreed upon condition.

7. Renter agrees that this agreement is for Motion Picture use only.

8. Renter agrees that expense incident to the maintenance of the subject vehicle shall be borne solely by Renter, and Renter further expressly agrees to hold harmless and indemnify Owner against all claims and demands arising or resulting from storage and/or repairs of and to the subject vehicle during the period of this agreement.

9. Renter shall provide the Owner with a Certificate of Insurance.

(OWNER)
BY: John D. Homsstress
ADDRESS:

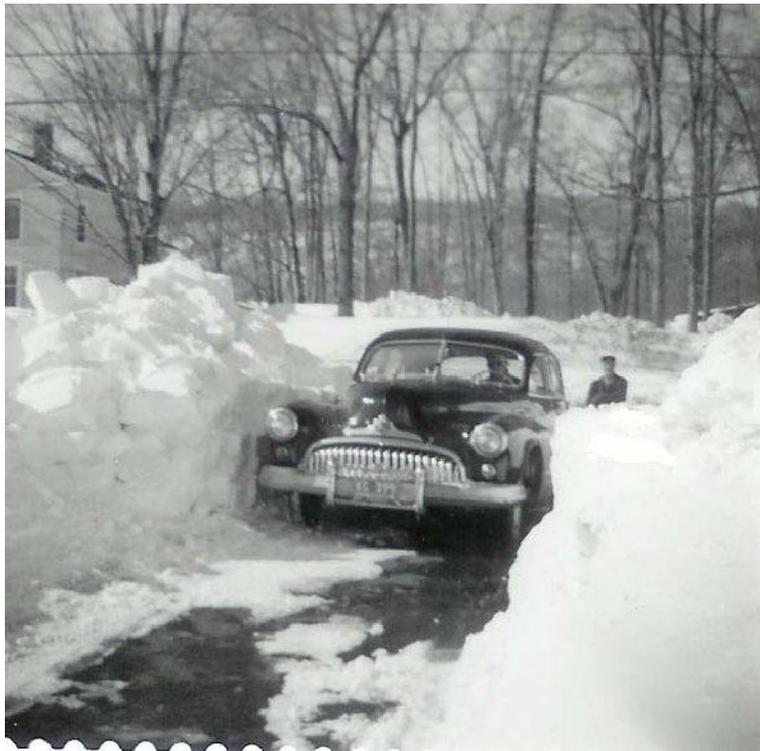
(RENTER)
BY: Gary Gray
ADDRESS:

DATE: 3/29/88

DATE: 3-29-88



Buicks in the Snow















Did Engineers of the 1953 Buick Ever Foresee that Their Creation Would Be Worth \$1.5 Million?

by Mike Devlin | April 4th, 2005

When I think of Wonders of Engineering, the Golden Gate Bridge, skyscrapers (take your pick), and the Chunnel come to mind. Not on my worst day—with a DieHard jumper-cabled to my kneecaps—would I ever think of a 1953 Buick Roadmaster. Even imagining automotive examples, various Ferraris, Lamborghinis, and of course LS-6 Chevelles, Hemi Superbirds, even the Corvette Split Window Coupe come to mind—supremely functional or stunningly beautiful engineering—or both. But a Buick? Okay. Maybe a Grand National GNX or GS455. But a '53 Roadmaster? What could possibly be so special about a '53 Buick?

This particular '53 Buick Roadmaster was not only owned but personally modified by Howard Hughes. Okay. Now it's starting to make some sense.

From the Barrett-Jackson website:

“Hughes drove the Roadmaster while he stayed at the Beverly Hills Hotel, where he suffered his second nervous breakdown that amplified his strange behavior. The pastel blue and sea foam green Roadmaster was so important to him that it would stay with his most prized possessions to keep it safe from tampering until decades after his death when it was re-discovered.

“Hughes, obsessed with germs, redesigned the system for air to flow through a dust trap and bacterial filter mounted in the trunk of the Roadmaster. In addition to the car's typical 12-volt system, Hughes had a full 24-volt aircraft electrical system installed with a plug-in attachment under the trunk. The attachment gave him the ability to drive onto the tarmac and personally jumpstart his plane, thereby outsmarting his enemies and traveling undetected.”

The 24-volt system also powered the car's air conditioning and filtration system which could operate independently with the engine off. One commentator called it “The Howard Hughes Germ Mobile.”

Seeing the car on television, one could spot considerable extra under-hood bracing, much of the air conditioning/filtration unit installed in the trunk

(surrounded by four 6V batteries wired in series for that 24V power) and, of course, miles of ductwork. Eccentricity has its price: no available trunk space.

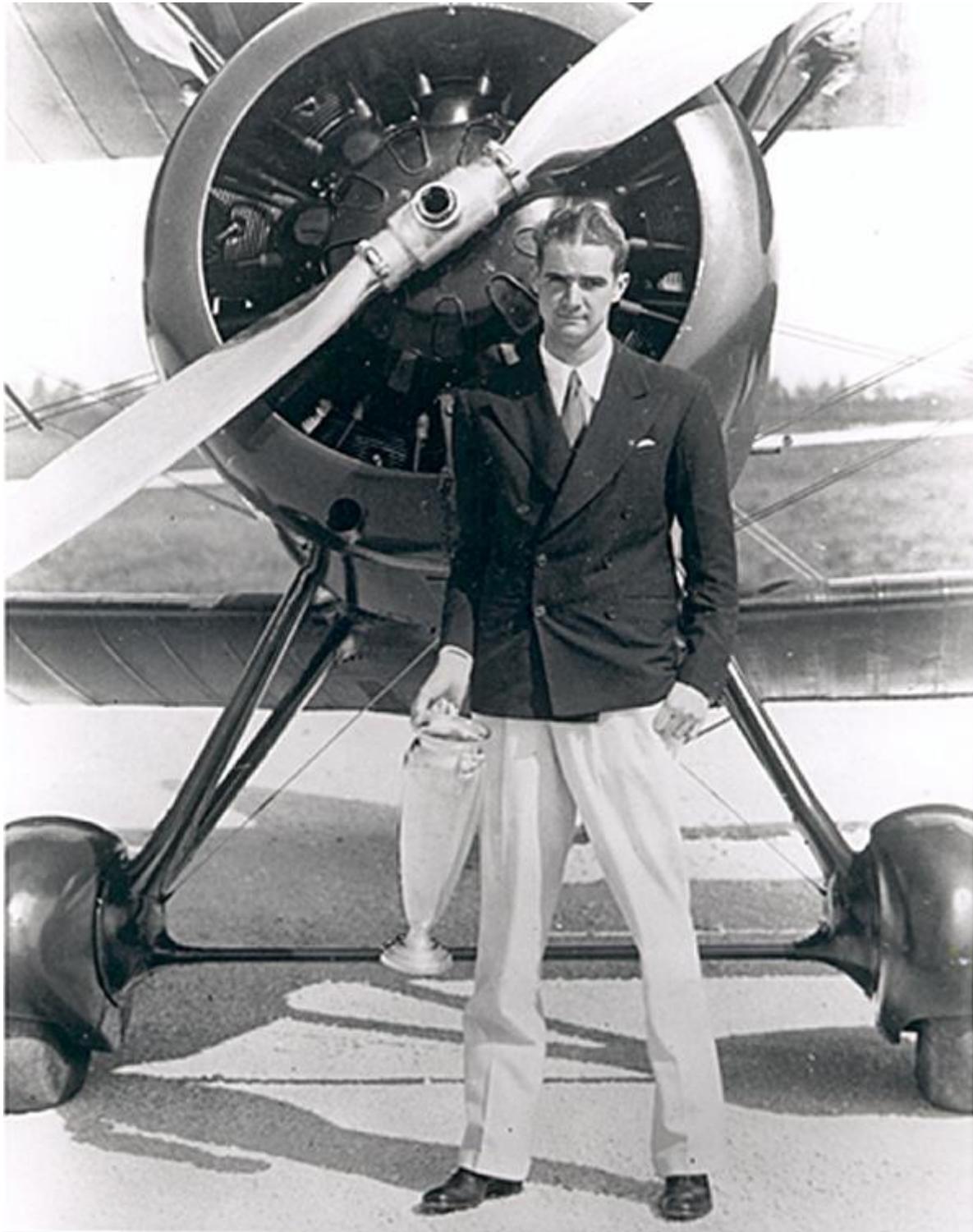
Classic and collector cars are typically valued by such qualities as engine/transmission combination, original factory- or dealer-installed accessories, body style (coupe, sedan, convertible), even color (black and red usually command better prices). Condition is of course important, with better-than-original (as close to perfection as possible) and OEM-style (not perfect, but as the car came off the assembly line—with paint imperfections and overspray lovingly recreated) restorations competing for more money from the buyer's pockets. Celebrity history sometimes helps a bit, but \$1.5 million worth?

What made this Buick so desirable? Let's face it. Unless you're a dyed-in-the-wool Buick fanatic, this is not a special car. This example wasn't a great color. No amazing options. Unspectacular condition. So, Howard Hughes made it worth this much? Yes and no.

This car represented a lost era, but so did just about every car there. Beyond automotive history, it also represented fame and fortune—and Americana—in a way that few, if any, physical objects ever could. It represented risk and engineering genius. Much as humans are sometimes fascinated by a train wreck, the car also illustrates one of history's great minds and personalities gone awry. Insanity adds value.



Howard Hughes











Harlow Curtice's

1952 Buick Roadmaster

Article from www.conceptcarz.com

This 1952 Buick Roadmaster is a unique creation constructed for Harlow Curtice. Curtice was the Head of Buick in 1933 and the Executive Vice-President of General Motors in 1948. In 1953 he became president and C.E.O. of Buick in 1953. In 1955, he was Time Magazine's 'Man of the Year.'

Buick began with a Roadmaster 72R chassis and incorporated styling inspired by Harley Earl's concept and Motorama cars. The car began a rolling tribute to the design inspirations of General Motors that had transpired in the prior years. The roof was removed in favor of a sloping, padded limousine-styled unit which gave the rear passenger compartment blind quarter roof and rounded window panes. All windows that could be opened and closed, including the center divider window, were given hydraulic power operation. This design had been used on GM Concept Cars.

Modifications and customization continued on the interior. The door handles were replaced with sliding-style handles. The passenger compartment is finished in light blue broadcloth while the driver's compartment is dark blue leather.

All appropriate and available amenities were included in the car. This included a single seeking radio, power brakes, power steering, backup lights, floor heaters, and special ducting to the rear compartment.

Under the hood was a 320.2 cubic-inch straight eight Dynaflex engine mated to a Dynaflex automatic gearbox. The engine was modified to an 8:1 compression ratio and given special camshafts which drove the horsepower to 200.

The car has remained in the possession of General Motors unit it was purchased by its first private owner in 1988. Two years later it was added to the Bortz Collection of concept and prototype automobiles. Nearly two decades later it was sold by RM Auctions at Arizona to the Motorcar Portfolio collection. The car has since been given an extensive restoration.

This 1952 Buick Roadmaster Harlow Curtice Limousine was offered for sale at the 2007 RM Auctions held in Amelia Island, Florida. The car was offered without reserve and estimated to sell between \$50,000 - \$70,000. It has four-wheel power drum brakes and a Dynaflow transmission.

It is extremely hard to place value on a vehicle, especially one with this degree of customization. This unique car would be a welcomed entrant at many concourse's and automotive events. It is a car that tells a progressive story of General Motors attempts at designing futuristic vehicles that could answer the desires of next generation of automobile buyers. At auction, bidding made a mockery of the estimated values, as it quickly surpassed those estimates and continued to climb. A final bid of \$110,000 was enough to secure the vehicles next owner.

By Daniel Vaughan | Apr 2007













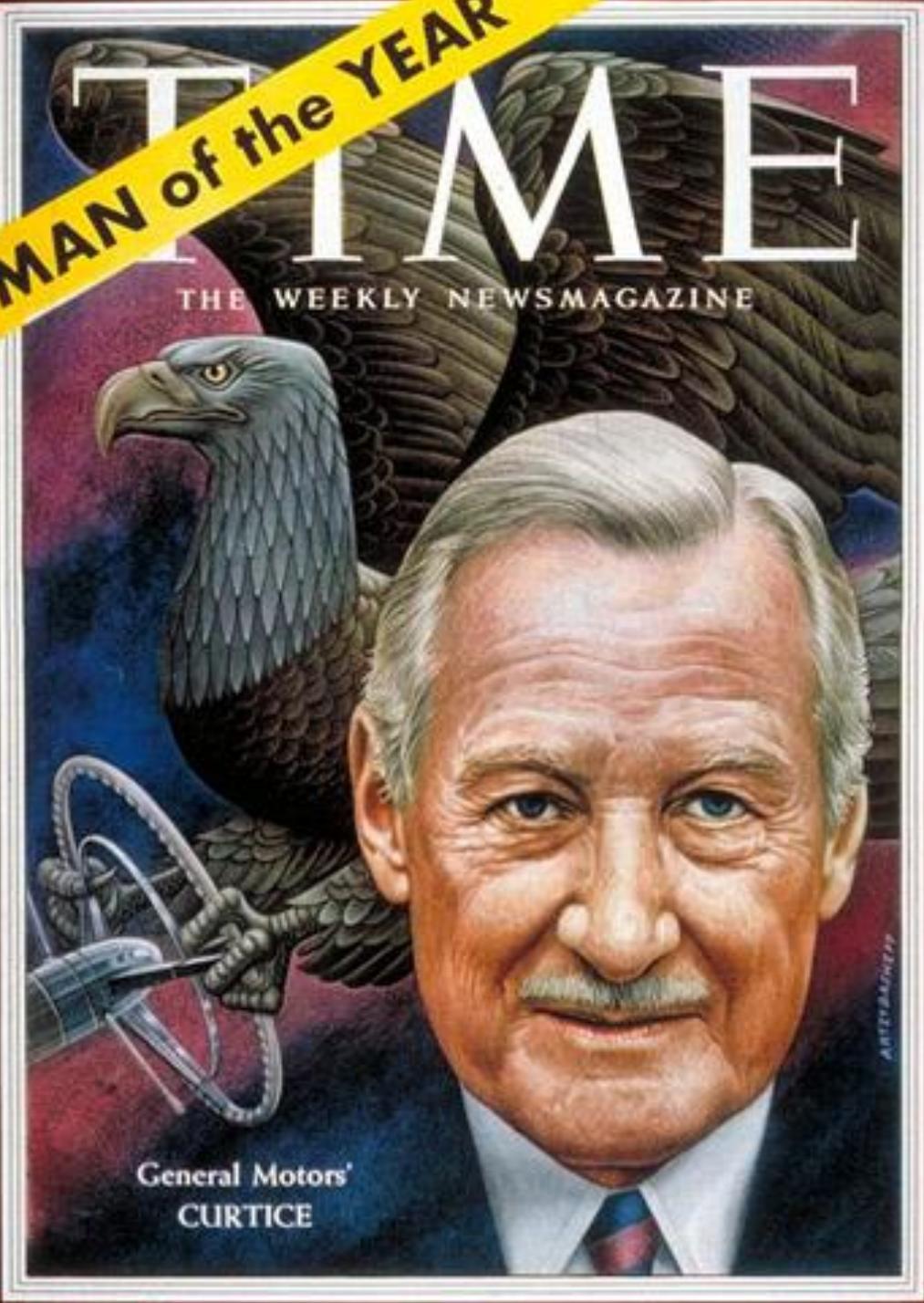
TWENTY CENTS

JANUARY 3, 1936

MAN of the YEAR

TIME

THE WEEKLY NEWSMAGAZINE



General Motors'
CURTICE

ART BY ALBERT

\$6.00 A YEAR

VOL. LXV NO. 1



Dave Devlin's Estate Wagon all ready for Christmas!





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 _____

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.



For Sale: 1963 Buick Special. New paint, engine, brakes, convertible top and carpet. Original interior, matching numbers. Located in Fairfax. Tom 415-686-2775.

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

5521	6203	5293	6041	5667	6925	5294
6656	6601	5842	6600	6667		
SPECIFY 66, 73 or 79						
6917	6654	6881	6883	6680		
SPECIFY BLACK, WHITE or RED						
6982	6943	6826	6953	<h1>Pins</h1> <p>\$6 each plus \$2 shipping per order</p> <p>Buick Club of the Redwoods PO Box 1027 Rohnert Park, CA 94927 Questions? email: conniedee@aol.com</p>		
SPECIFY BLACK, WHITE or RED						
SPECIFY STATE						



"Maybe Christmas, the Grinch thought, doesn't come from a store."

< Dr. Seuss >