



January 2014

**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**

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# The Nailhead News

## Director's Message ~ January 2014

It's the start of a new year and I think we are all looking forward to some warmer weather. With how little rain we have received so far this year, it's shaping up to be a very dry year. I usually try to drive my 55 Buick, Mabel, just about every day weather permitting. It's great to drive around town to the gym or the grocery store and invariably someone will ask about it or say their parents used to have a car like that back in the day. Today I drove Mabel to the gym and when I got home and was putting the car cover back on there were a couple of the neighborhood kids riding their bikes and they said they really liked my old car. They asked what kind it was and if I go to car shows and if I painted it myself. I told them that it was a classic Buick and of course I go to car shows but I have not painted it yet-maybe in the future. I was kind of surprised they showed any interest, usually its older people who remember these classis cars, kids usually don't care about them. I think that's one of the main reasons why I enjoy owning an old car, the fun of sharing it with people of all ages so they too can experience a little bit of the past.

Keith Brumbley

Director



## **Minutes 12-11-13**

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

**Guests:** None.

**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.

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

Check out the website for news on upcoming events.

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

Rich reported we sold a total of 82 club calendars. He said there are 4 left over and available if anyone is interested. Price is only \$14 each.

Rich said he misunderstood the rewards offer from Staples. He didn't know it was printed on the receipt. The 20% rewards have expired. There is a 5% reward still available. Rich will write the club a check for that reward.

Keith and Rich are going to follow up with the business in Petaluma that can make license plate toppers for us with our club logo.

**Old Business:**

Our club Christmas party was last Sunday. Thank you to Stan and Gail for hosting the club at their home again. Keith reported the party was fun and included a slide show by Terry of all our outings from the year.

Keith said it was a very cold ride home from the party in a Buick with no heater!

Thank you cards and gift cards were given out to members who hosted recent events at their homes: Stan and Gail along with Bill and Joan. We have one for Ed and Cynthia but they were not in attendance. We will give it to them when we see them next.

Keith reported he received his new California Car Cover for Mabel. He said it actually fits here, in contrast to the one he purchased from another company that was too short.

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:**

Welcome to our newest member Kenny Silvestri, who owns a 1938 Buick Special business coupe.

There was a discussion about a 1941 Buick for sale. It needs a complete restoration. Rich said he's seen the car and it does need everything.

Keith reported that Wheatbelt Buick in Oklahoma is closing. Whatever vehicles are left will be sent to the crusher! ☹

Members gave some ideas for future outings for the next year.

We received a lovely Christmas card from Gene and Linda Perrin. They expressed how much they have enjoyed meeting members and going on our club outings.

Don broke the model car he won at the Christmas party pirate gift exchange. Keith made the model and brought it as a prize. Anyone lucky enough to have one of these models knows that they are extremely detailed. They are not die cast cars, but real models made piece by piece. It takes many, many hours to make them and they are very fragile. Keith graciously agreed to "fix" Don's car for him.

There was a discussion about our meeting room at Round Table. We are very lucky to have the use of the room for free, as meeting rooms are very rare in Santa Rosa, especially free ones! Round Table gives us the room with the expectation that all members in attendance will order food from Round Table. Unfortunately, only a handful of our members order food. We have been bumped from the room for several months in 2014 for a larger group who Round Table can make more money on. Rebecca has secured a room for us for those months at the Montgomery Village Round Table at 2424 Magowan Dr. (off Farmer's Lane). We have also reserved our regular room for 2015, so hopefully we won't get bumped again. Rich and April along with Stan and Gail have offered to have an occasional meeting at their homes in a pinch. Members will have to bring their own dinner, if that occurs.

Please be prepared to order *something* from Round Table when you come to the meetings. If you don't like their pizza, please note that they have more to offer than pizza, including appetizers, pasta, sandwiches, salads, soup and beverages. You can view their menu at [www.roundtablepizza.com](http://www.roundtablepizza.com)

Please note: The months that we will be at the Montgomery Village Round Table are February, April, June, August and October. We will send out an email to remind you prior to the meetings in those months. All other meetings will be at the regular location.

## Upcoming Events:

**\*Please note: If you know of a car show, cruise in or swap meet, please pass the info on to our editors so the rest of the club can benefit. If you don't see it listed here, we don't know about it!**

## Club Outings:

January 26<sup>th</sup> (Sunday) is our club outing. Details to be announced via evite.

## Car Shows:

June 15<sup>th</sup> (Sunday) is the Juilliard Park Father's Day Car Show. This is a club outing.

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

## Cruise Ins:

**Swap Meets:** February 2<sup>nd</sup> (Sunday) is the Capitol Chapter Swap Meet, Cosumnes River College, Sacramento.

**Adjourned:** 7:45 PM.

**Raffle:** 50/50 of \$18 won by Don.



## **BCR Outing December 2013**

Our outing almost every December is our wonderful club Christmas party. Every year it seems to get better and better, this year was no exception. We definitely had a full house. Stan and Gail were gracious enough to have everyone over to their place. We started off with appetizers and drinks and a chance to visit with everyone, there were about twenty five members present. Gail was busy preparing the dinner which was ham, mashed potatoes, vegetables. We also had desserts that were brought by club members. I think I went back for seconds a couple of times.

After dinner we had a pirate gift exchange, that's where everyone brings a gift and you draw numbers to see who gets to pick first and then next people can take your gift if they choose. It's always a lot of fun and there were some very nice and thoughtful gifts for everyone. I ended up with a selection of polishing clothes that I have already put to use. One of the prizes everyone seemed to want was the Battery Tender.

Terry was nice enough to bring his slide projector and had a slide show of our outings from the whole year. Looking at all his pictures made me realize just how much goes into putting these club functions together and it wouldn't happen without the effort of some of our club members. Thank you to those club members who have planned outings for the last year. And a big thank you to everyone in the Buick Club of the Redwoods for making it a fun club to be in.

Photos by Terry Eggleston, Stan Sollid and Rebecca Kisling























**Lois Brooner's**

**Creamy Pumpkin Pie Bars**

makes 9 bars in a square 8×8-inch pan

For the Crust:

1 1/3 cups all-purpose flour

1/4 cup granulated sugar

1/2 cup packed brown sugar

1/2 teaspoon salt

1 cup old fashioned oats

3/4 cups (1 1/2 sticks) unsalted butter, cold and cut into small cubes

1/2 cup coarsely chopped pecans

For the Filling:

4 ounces cream cheese, softened

1 cup pumpkin puree

1/3 cup granulated sugar

1 large egg plus 1 large egg white

1 teaspoon ground cinnamon

1/2 teaspoon freshly grated nutmeg

1/8 teaspoon all-spice

1/8 teaspoon ground ginger

pinch of salt

1 teaspoon pure vanilla extract.

9 roasted pecan halves for topping

Place a rack in the center of the oven and preheat oven to 350 degrees F. Grease an 8×8-inch square pan with butter or shortening. Line with parchment paper and set aside.

In a medium bowl, whisk together flour, granulated sugar, brown sugar, salt, and oats. Add cold butter and quickly but thoroughly break the butter up into the dry ingredients. When broken down, some butter pieces will be the size of small peas, others will be the size of oat flakes. Add the chopped pecans and toss to thoroughly combine.

Remove about 1 1/2 (to 2 cup) of the mixture from the bowl and place in a small bowl in the refrigerator. This will be our crumble topping.

Dump the remaining crust mixture into the prepared pan. Using your fingers, evenly press the crust into the bottom of the pans. Try to make sure that the crust has an even thickness across the pan. Place the pressed crust in the refrigerator while you prepare the filling.

To prepare the filling place cream cheese in the bowl of an electric stand mixer fitted with a paddle attachment. Beat cream cheese on medium speed for about 1 minute, until smooth and pliable. This will help the cream cheese be less chunky when combined with the pumpkin.

Add pumpkin and sugar to the softened cream cheese and beat on medium speed. Stop the mixer occasionally to scrape down the sides of the bowl, ensuring that the pumpkin and cream cheese are thoroughly combined. If the cream cheese looks chunky, switch to the whisk attachment and beat on high speed until most of the cream cheese lumps are incorporated.

On medium speed add the egg and egg white. Beat to combine (about 1 minute). Add the spices, salt, and vanilla extract. Beat to combine.

Remove the pressed crust and loose crumb from the refrigerator. Pour the creamy pumpkin filling over the pressed crust. Sprinkle generously with crumb topping and top with pecan halves. Bake for 20 to 25 minutes or until the center no longer jiggles. Remove from the oven and allow to cool completely before removing from the pan and slicing. I like to slice and serve these bars chilled.

To store, wrap individual bars in plastic wrap and keep in the fridge for up to 4 days.





Joan Costello's

### MAGIC COOKIE BARS

¼ cup margarine or butter  
1 ½ cups graham cracker crumbs  
1 (14 oz) can sweetened condensed milk  
2 cups semi-sweet chocolate chips\*  
1 ½ cups flaked coconut  
1 cup chopped nuts

Preheat oven to 350 for metal pan or 325 for glass pan

Spray bottom of 13X9 pan

Combine graham cracker crumbs and melted margarine and press on bottom of pan

Pour sweetened milk evenly over crumbs

Top with remaining ingredients – press down firmly

Bake 25 to 30 minutes or until lightly browned

Cool and cut into bars

\*for variation, 1 cup chocolate chips plus 1 cup peanut butter chips or butterscotch chips

# Tommy Ivo's 1952 Buick

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

1952 Buick Super Straight 8 owned by Road Kings of Burbank member Tommy Ivo of Burbank, California. The Buick was Tommy's first car, and he bought it brand new at age 16. As Tommy had appeared in several movies and TV shows by then, he had been able to stash away enough money to buy a brand new car. After going through a bunch of new car brochures, Tommy and his girlfriend Nancy, decided that the Buick looked best, so he bought a bright-red Super for \$3,000 while on a family vacation in Denver in the late summer of 1952.

As soon as he got the car back home, neighborhood friend Tom Jandt suggested that he take the car to the drags. Tommy who had never attended any type of auto race in his life, didn't understand what a drag was by then, but he went anyway. On his first run, Tommy's Buick ran 66.66 mph in the quarter mile. Not too fast, but after all, it was his first run down the track. On his second run that day, he achieved the same speed. "Drag racing didn't seem so good to me, so I came home and started peeling the car apart" he said. He shaved away the trim, door handles and portholes. In order to learn the techniques doing so, he bought every Hot Rod Magazine and Car Craft he could find. After a while the car was so spotted up with primer that the other kids at school were giving him a hard time. As he was the only kid, or person, with a brand new car at Burroughs High, he was an easy target for harassing. One afternoon after school, using a small, portable sprayer, Ivo painted the car in flat black primer and put large yellow polka-dots all over the body and big pink footprints across the trunk. The he used heavy wire and fabricated eyelashes over the headlights. Hid did this to mess with the minds of the schoolmates that harassed him. It worked, and he chocked the students and teachers at the school. People started to talk about what a warped mentality someone who would take a brand-new car and destroy it like that must have had.

After a while, Ivo gave his car a worthy treatment. The car was nosed and decked. The headlights were frenched and hooded, and the stock grille was replaced by a 1954 Chevrolet grille. The taillights were frenched as well, and the body was painted red with a black roof. Dual Appleton spotlights and wire-wheels were installed as well. Tommy drove his Buick from 1952 to 1955.



16 year old Tommy with the stock Buick in front of girlfriend Nancy Davidson's house.





Tired of being harassed by jealous students, Tommy painted his car flat black with yellow polka-dots and large pink footprints.



The Buick as it appeared after Tommy had restyled it.

# Drag racer “TV Tommy” Ivo personifies Buick’s heritage

By James R. Healey

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

Buick could do much worse than draft Tommy Ivo as a pitchman. Former TV personality and retired drag racer, Ivo used Buick V-8s to power a variety of drag cars to record speeds and many trophies on the quarter-mile strips.

We tracked down Ivo, known, of course, as “TV Tommy”, almost accidentally while looking for photos of one of his most famous dragsters, powered by four Buick V-8s. Author Tom Cotter, who wrote a biography of Ivo, *TV Tommy Ivo: Drag Racing’s Master Showman*, that’s to be published by Motorbooks next March (\$28), linked us directly with Ivo. One result is the gallery of classic Ivo Buick-powered drag racers you can see here.

Ivo says his first drag car was the unmodified 1955 Buick Century that snagged some trophies and got him hooked on drag-racing –raw acceleration down a quarter-mile strip, side-by-side with a single competitor, to see who gets to the end quickest and sets the highest top speed.

Ivo says he took the ’55 to the Pomona, Calif., drag strip the weekend after he got it, won a trophy for a class win and another for setting the record for that class. He says he went through several Dynaflow transmissions –held it up to 70 mph in low, whereas Buick said no more than 50 mph; that was before rev limiters, so the engine and the transmission would just keep winding until doom.

“I decided to build a street roadster” Ivo tells us in an e-mail, like those you might recall from cruisin’ and beach movies. He found an abandoned Ford Model T body in the desert, cut out the cactus growing through it and, figuring that if “a Buick engine ran that good in a full-bodied stock car, it should be a good choice for my street rod, in my mind ---and I was right!!!”



The priceless e-mail and photo exchanges with Ivo reminded us of an era when everybody, it seemed, was car-crazy. Cars were heroic, the means to freedom and adventure. (“See the USA in your Chevrolet,” actress Dinah Shore exhorted in a famous TV ad.) The auto industry was largely revered, rather than often vilified, as it is today.

And at drag strips, you could watch from very close, right behind the racers, and go home joyful with a face made unrecognizable by grime and dirt, and earfuls of rubber particles thrown off by the spinning tires.

And everybody watched the races; nobody was texting.

--James R. Healey/Drive On







## Dues Reminder

Your club dues of \$15 were due January 1, 2014.

Please pay before the end of January.

Mail a check to:

Buick Club of the Redwoods

PO Box 1027

Rohnert Park, CA 94927



# This Is What A Modern-Day Buick Roadster Could Look Like

By Alex Luft

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

Buick hasn't offered a two-door car for well over a decade. In fact, the last two-door offered by the Tri Shield brand was the G-bodied Riviera that ended production in 1999. But rumors of the Regal Grand National and associated GNX performance variant returning in the not-too-distant future have been in circulation for well over a year, and all signs point to the reincarnation of the storied two-door GN/GNX on the Alpha architecture. But as we await anything official from GM on that front, designer Marc Senger decided to take matters into his own hands.

Although he currently works for product development studio Eleven, the Boston-based designer has "never quite escaped the gravitational pull of working in Detroit". So he created the following set of renderings of a Buick roadster, which he calls Wildcat.

Notably, Marc's design concept isn't named after Buick's full-size sedan produced from 1963 to 1970. Instead, the name (and some of the design inspiration, we imagine) comes from a unique fiberglass-bodied Buick concept that debuted in 1954.



Mark's Wildcat roadster is designed as a front-engined, rear-wheel-drive model cradling a supercharged V8 (LT4, anyone) in what we assume is the flagship GS model. Those proportions would place the vehicle in a space currently occupied by the likes of the BMW Z4, Mercedes-Benz SLK, Jaguar F-Type, Porsche Boxster/Cayman, and the (lesser) Audi TT.

Following is Marc's description of the renderings:

GM's 1954 Buick Wildcat II concept is widely considered among the most stunning show cars in GM history. It embodied Buick's combination of effortless luxury, with a sly underbelly of raw performance worn on its sleeve.

This new Buick Wildcat aims to recapture original designer Harley Earl's instinctual take on the luxury roadster, with a thoroughly modern bias. It will compete in a segment dominated by European prestige models (BMW Z4, Jaguar F-Type, Audi TT, etc), but will deliver a truly American driving experience. An experience aided by a Buick-specific supercharged V8, spiritual '54 cues like open fenders, "floating" headlights, liquid-smooth feedback, and relatively compact proportions. The low, 35-inch high cowl is the sole, yet critical shared dimension between the '54 car and my own.

One may argue this segment is Cadillac's territory to fight, but I feel the Buick brand is in need of an engaging halo-car to redefine what Buick performance could be today: An oxymoronic, Jekyll & Hyde blend of brute force and buttery elegance. If Buick wants to attract a younger segment, this could be an aspirational gateway.

### **The GM Authority Take**

Congratulations to Marc for a design well-done. Although the renderings seem to have some elements that aren't entirely consistent with a high-performance roadster (the rear tires, for one, are too skinny), the general design is interesting, unique, and head-turning. We also appreciate the various unique-to-Buick elements throughout the design, which somewhat reminds us of the now-

discontinued Plymouth Prowler, especially when looking at the exposed front wheels.

That said, Marc is absolutely correct in saying that a vehicle like the Wildcat would occupy Cadillac's turf, which is now all about performance-oriented luxury. In fact, GM Authority was first to report that GM has a performance-focused luxury roadster planned for The Wreath-less Crest brand. But it's worth noting that today, luxury roadsters are mostly purchased by an "older" audience, a circumstance that is the result of high roadster prices (which are higher than those of the average compact luxury car) and rather limited availability — thereby defeating the idea that a roadster would help lower the average age of a Buick customer — something the Tri Shield has no problem in doing already. Add to that the extremely low sales volume for luxury roadsters (or roadsters of any kind, for that matter) across the industry, and it seems that the chances of seeing this kind of Buick enter production are slim to none.

But all that should not in any way take away from Marc's great designs.













**BUICK WILDCAT**

Vehicle Specs

Base Price (est.)	\$53,200 (1-72)
Layout	2 Passenger Front Engine RWD Roadster
Engine	4000 cc 1st-Genrated SuperTurboElectric 8
Transmission	10-Speed Multitronic
MPG	482 @ 1000 rpm
EPA City/Hwy	406 @ 60-1100 rpm
City/Hwy	22/37 mpg
Curb Weight	3000 lbs
Engine Capacity	19 Gal. 8

Length: 167"



Performance Data

Acceleration 0-60 mph	3.9 sec
1/4 Mile	12.1 sec @ 115 mph
Braking 60-0 mph	100 ft
Fuel	None
Powerwindow	87 g (200 x windows)
Sensor	Neutral
Interior Noise (dB)	0 dB

Height: 48"



Wheelbase: 104.5"



Ground Clearance: 9"

Width (w/o mirror): 77"



© Marc Senger 2013

— Alex Luft

Alex is the Founder of GM Authority and focuses on covering GM's global business operations and strategy.

# Futurliner Restorers take on Bill Mitchell's unique 1956X Buick Century

By Kurt Ernst

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

Nearly every Tuesday, a dozen or so automotive craftsmen gather at a barn in Zeeland, Michigan. The building itself bears no shop name, and the group of dedicated automotive restorers would be anonymous to most in the collector car hobby. Those recognizing a face or remembering a name would soon realize that this same group previously restored GM Futurliner number 10, the space-age bus that GM used to promote its wares in the 1940s and 1950s. The band's latest mission is equally ambitious, and perhaps even less certain: to restore the one-of-a-kind 1956X Buick Century reportedly created for the personal use of legendary General Motors designer Bill Mitchell.

By 1956, Bill Mitchell had been with General Motors for some 20 years, and reported to Harley Earl (who'd recruited him from Barron Collier Advertising in 1935) as GM's Director of Styling. Mitchell had already designed or contributed to the styling of cars like Cadillac's 1938 Sixty Special, 1949 Coupe de Ville and the 1955-1957 Chevrolet Bel Air. He'd go on to be identified with cars like the Buick Riviera, the Corvette Stingray and the second-generation Chevrolet Camaro, and was reportedly as passionate about driving cars as he was about designing them. As the son of a Buick dealer, Mitchell had an affinity for Buick and his role as director of styling allowed him some latitude with the creation of "styling exercises." One such vehicle was the 1956X Century, a two-tone convertible sprayed in medium metallic blue and dark metallic blue, with side-exit exhausts, wire wheels, a performance-tuned V-8 engine and powered front bucket seats that swiveled to facilitate exit. As a one-off vehicle, the car carried a unique serial plate, bearing the number S.O.90022.

While it can't be proven that this vehicle was built specifically for Mitchell's private use, that's the understanding of the group currently behind its restoration. Somewhat unclear is the car's post-Bill Mitchell history, although

much of this was clarified when a former owner read an article on the car's restoration. Gary Meyer, a retired school teacher currently living in North Carolina, purchased the car from Steigenga Auto Sales in Standale, Michigan, for \$195 in 1963. As Meyer relates, the car was faster than a 409-cu.in. V-8 powered Chevrolet, and it carried a dash plaque stating that the car had been raced by Mitchell at Elkhart Lake, Wisconsin. While this supports the belief that the car's original V-8 was enhanced for Mitchell's amusement, it certainly doesn't make the task of restoration any less complex.

Don Mayton, barn owner, retired GM plant manager and one of the dedicated crew behind the Buick's restoration, purchased the Buick from Gary Meyer's brother, Dana. Mayton estimates that the Buick carried some 225 unique parts compared to a commercially available 1956 Buick Century, based on the car's original shop order. Some, like the car's specialized intake manifold (necessitated by its side-draft carburetors) can be created by modern computerized milling methods, but this won't deliver the hand tooling marks found on the original manifold (long ago lost to history). The car's steering wheel was crafted from a unique rubber compound, but Mayton believes a supplier in Phoenix, Arizona, may be capable of duplicating this. The Buick's original clear tail lamp lenses are intact, but badly aged, raising the question of whether it's simply better to have new parts molded. The mechanisms for its original powered swivel seats (which allowed 90 degrees of motion for the driver and 180 degrees of motion for the passenger) have been recreated, thanks to the knowledge of a retired GM engineer who originally worked to develop them in the 1950s. Even the prototype's instrumentation was unique, and disassembly of the dash showed that the Speed Minder-equipped speedometer was an early prototype constructed in the AC Division's Model Shop.

A quick glance at the latest pages of the group's restoration log shows that there's much work remaining before the 1956X Buick is ready for public display, but that hardly negates the monumental progress made since Mayton acquired the car in 2006. Then, the car's floor pan was completely rusted through in spots, and the single-color paint was badly faded. Its unique swivel seats, wrapped in bright blue vinyl, were absent, as were the wiring harnesses to power the mechanisms (though the remainder of the electrical components associated with this system were found behind the left under-dash kick panel). Today, the car's frame carries

the original Sequoia Red paint and it's once again fitted with a functional (but not yet entirely accurate) drive train. Much of the body has been repaired and primed, but there's no shortage of detail work remaining before the car can be resprayed in the equivalent of its original two-tone blue paint. Bill Mitchell, it appears, had a strong preference for colors not typically found in the GM catalog, but enough of the car's custom paint was unearthed to allow a match.

Perhaps the most impressive part of the restoration process is that it's conducted entirely by unpaid volunteers, most retired from the automotive industry. The work on Bill Mitchell's unique Buick is hardly the group's only task, as other cars are in the process of being reborn in Don Mayton's barn, too. There's the Futurliner to attend to as well, as the group also oversees its participation in regional and national auto show events and sells a line of Futurliner-related merchandise. Most volunteers have restoration projects parked in their own barns and garages, too, yet somehow find time to contribute to the rebirth of historically significant cars like Bill Mitchell's 1956X Buick. Given that the average age of most volunteers is well past the age of retirement, the group's energy is particularly admirable.

Mayton believes that the project will take another two and a half years before the Buick is ready for public display, but he won't estimate how much of his own money he's already spent on the car's restoration. It's equally unclear how the car will be displayed once it is finished, although if the Futurliner is any indication, expect to see it make the rounds at key concours d'elegance events nationwide. There are surely projects beyond this one, too, as the former GM plant manager refers to the Buick's restoration process as "the adventure of getting there." Given the past accomplishments of Mayton and his dedicated group of craftsmen, we hope there are many more adventures in their future.









# FINISHING SCHOOL

By David LaChance

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

This is the story of a Buick that was shipped off to a European coachbuilder, bought by a U.S. soldier serving overseas and returned to the States. The car now belongs to John Brumder, of Boulder, Colorado, who sent us these photos and the following information:

"This car was originally a 1949 Buick Super Sedanette (full-sized two-door fastback body style) that was shipped to Europe when it was new and, I suppose, taken to a coachbuilder (don't know exactly where) and the body was modified to the form it is now, with the extra two Ventiports on each side, modified cowl area, cut-down doors, bubble top, spare tire well in the rear deck, and also a trailer hitch (added later?) welded to the frame and rear bumper.

"A U.S. soldier evidently found it and bought it when he was stationed there, and then brought it back to the States, after which he drove it on the street for a while, as evidenced by a period photo that I have been given. After that it was parked outside, first behind his house in Central City, Colorado, for 20 years, and then in Westminster, Colorado, for another 10 years, in the backyard of the guy I bought it from. It was all there, but trashed. It had the original straight-eight engine with a Dynaflo automatic transmission."

John writes that the car has since been restored and made into a street rod, with tube frame front and rear clips and a 502hp Chevrolet crate engine. He'd like to fill in the gaps in the car's history, if possible. The period photo, by the way, was taken by a 14-year-old Boulder boy who used his sister's Kodak to take pictures of interesting cars he found. He remembered the car after seeing it at a show four years ago, and presented him with the photo he'd taken long ago.

# Robert L. Darling's 1949 Buick

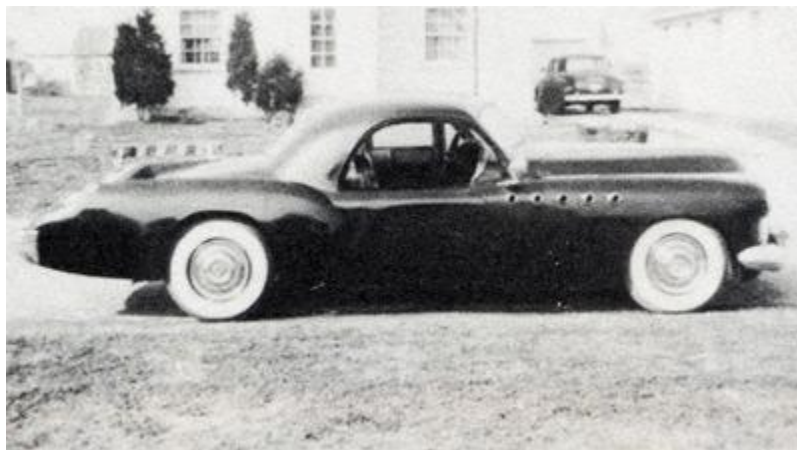
[www.kustomrama.com](http://www.kustomrama.com)

1949 Buick originally owned and restyled by Robert L. Darling of Jeffersonville, Indiana. In 1953, Robert's sport custom was shown at the 4<sup>th</sup> annual Indianapolis Custom Auto Show. According to the official program from the show, Robert's Buick powered custom featured a body made up of Buick, Chrysler and DeSoto parts.

In 2000, John Brumder of Boulder, Colorado bought the car from Andy Clark of Westminister, Colorado. Andy told John that he had bought the car from a gentleman named Harvey Fullerton. Harvey had told Andy that he had found the car in Europe. Harvey had been in the furniture business, traveling frequently to Europe, buying furniture that he resold in the United States. He apparently found the car on one of those trips, bought it, and brought it back with him to the United States. Harvey drove the Buick around for an undetermined number of years before it was parked outside. It sat outside, unprotected for about 30 years. Twenty years or so outside Harvey's house, and then another ten or so outside Andy's house. John Brumder found the car through an ad in the local Auto Trader Magazine. John's friend Carl Wells, that ran C.W. Performance, motivated John to buy the old custom. After buying it, Carl managed the restoration of the car, and built it up as a street rod for John. The original straight eight engine and Dynaflo transmission were replaced with a GM 502 crate engine and Turbo 400 transmission. The stock "C" channel framed rails had been boxed in, end to end with very heavy steel plate. Wade Moon Racing modified the frame to accept modern later model stock car type suspension, disc brakes, a quick-change rear end and power steering. The body panels were all rigidly attached to the frame using steel angle iron bracing. During the build, the bodywork was cleaned up. The original shape and styling features were left untouched, with the exception of eliminating some of the original stock chrome pieces such as the spears atop the front fenders and the stock front bumper that was replaced by a custom extruded aluminum part. In John's opinion, the old

front bumper was too bulky and ugly for the car. A Le Mans-type fuel filler cap, custom wheels, additional modern gauges and a modern heater and air conditioner were added. The rear glass had a code on it that crossed to a 1949 Chevrolet sedan. Once the bodywork was done, the car was painted in a light metallic blue BMW color. Rich Lowrance of Auto Interiors of Boulder upholstered the restored version of the car for John. The build up was completed in about 2004. From the little paint remaining on the car, it appeared the car had been painted black after Darling first restyled it. A medium shade of blue had been sprayed over the black paint, indicating that it could have been painted blue sometime between 1953 and 1962. At a car show John attended with the Buick, Robert Orr recognized it from a photograph he had taken of the car parked on a street in Boulder, Colorado in 1962. Robert was 14 years old when he took the photo. When the photo was taken, the car had side curtains and wire wheels, these were not present when John bought it.

In 2011, John wrote to Kustomrama to see if they had any information on his old custom. Not being able to recognize the car, Sondre Kvipt ran a story on it in the Kustomrama Newsletter, looking for more information. Nobody responded to the ad. About a year later, Sondre bought an old program from the 1953 Indianapolis Custom Auto Show on eBay. On page 12 in the program, he spotted the Buick. The photo caption addressed Robert L. Darling as the original builder and owner. Sondre immediately notified John, who immediately began to track down Robert L. Darling or his descendants. Unfortunately for John, Robert L. Darling, and his sons Robert L. Darling Jr and Daniel E. Darling had passed away. John found out that the Darling family had run a yacht company in Jeffersonville, called Darling Yacht, Inc. He called the company, and left a message on the answering machine. Several hours later, Michelle Darling, the widow of Daniel E. Darling, returned the call. She seemed excited to hear that the old Buick was still around. Next mystery to solve now, is to find out if the car was shipped to Europe? And how and where Harvey Fullerton found it?



This photo of Robert's Buick was printed in the official program for the 4<sup>th</sup> Annual Indianapolis Custom Auto Show in 1953.



The Buick as it as in 1962, parked on a street in Boulder, Colorado. Robert Orr took this photo at age 14.



The Buick as it looked when John Brumder bought it from Andy Clark in 2000.



PHOTO COURTESY OF JOHN BRUMDER



PHOTO COURTESY OF JOHN BRUMDER



After restoration in 2004.







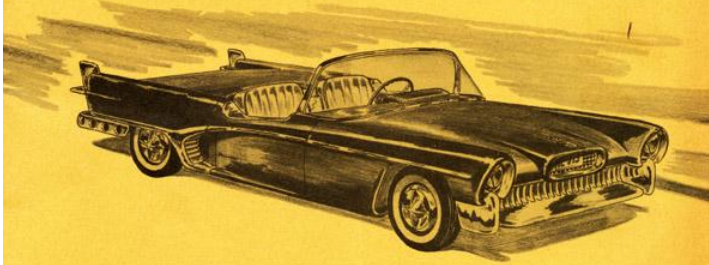




**CUSTOM**

INDIANAPOLIS  
FOURTH ANNUAL

# AUTO SHOW



MAY 23rd thru 31st, 1953 -- INDIANA STATE FAIRGROUNDS -- INDIANAPOLIS, IND.

**OFFICIAL PROGRAM** **25¢**

# Truck Spotter

Trucks seen out and about







## 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.



## LIMITED NUMBER OF 2014 CALENDARS

### NOW AVAILABLE

The 2014 calendars requested by members have been distributed. We have a few copies left over and are making them available, at this time, to anyone who would like an additional copy(s). The cost is still only \$14 plus \$4 for shipping. Make your check payable to "Buick Club of the Redwoods" and send to "Rich Kahnberg; 1185 Carr Ave; Santa Rosa, CA 95404". The calendar(s) will be shipped within 1-2 days after receiving payment.



**California Capitol Chapter-Buick Club of America**



**SWAP MEET**

**Sunday February 2, 2014**

**SWAP OPENS 5:00 a.m. RAIN OR SHINE**

**FREE ADMISSION TO THE PUBLIC**

**Web Site - [sacramentobuickclub.org](http://sacramentobuickclub.org)**



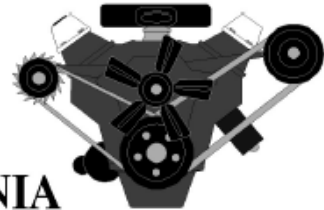
**COSUMNES RIVER COLLEGE**



**8401 Center Parkway**

**Parking Lot E**

**SACRAMENTO, CALIFORNIA**



Driving instruction.

From Sacramento, take 99 south, take exit # 289, right on Cosumnes River Road, left on Bruceville Road, right on Cosumnes east entrance left to parking lot E. Buick Swap Meet.



From Stockton, Take 99 north, take exit 289, left on Cosumnes River Blvd, left on Bruceville Road, right on Cosumnes east entrance, left to parking lot E. Buick Swap Meet.



**VENDERS ONLY: NO ADVANCED REGISTRATION**  
**Set Up Saturday, February 1, 2014 1:00 p.m. til 6:00 p.m.**



**First come first served. " NO SWAPPING "**

**1- 10' X 20' Swap Space ( 1 slot ) \$15.00**

**1- 10' X 20' Car For Sale ( 1 slot ) \$15.00**

For information call

Larry Rael 916-606-1103

Bob Hettinger 916-358-9090

Randy Wright 530-677-1145

Fran Frates 916-489-6631





*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)



"Worry is like a rocking chair. It gives you something to do but never gets you anywhere."

< Erma Bombeck. American Humorist, 1927-1996 >