



March 2013

The Buick Club of the Redwoods

PO Box 1027

Rohnert Park, CA 94927

www.buickcluboftheredwoods.com

Founded 1998

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

(Corner of Marlow and Guerneville Roads.)

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

Officers

Director: Keith Brumbley keithb1964@hotmail.com

Assistant Director: David Yoast

Secretary: Rebecca Kisling girlnmetro@msn.com

Treasurer: Rich Kahnberg 1185home@prodigy.net

Assistant Treasurer: Connie Lightell conniedee@aol.com

Photographer and Webmaster: Terry Eggleston
terenzio@sonic.net

Newsletter Editors: Keith Brumbley and Rebecca Kisling
buickclubredwoods@hotmail.com

The Nailhead News

Director's Message ~ February 2013

Well it's that time of year again when we set our clocks forward and enjoy some extended daylight in the afternoon. That's always a signal that its time to spruce up the Buicks for the upcoming car shows and cruise-ins. I was talking to a friend of mine who lives in Michigan and he was saying all the snow and cold was getting old, how lucky we are to live in such a temperate climate where we are spared such a never-ending winter. We have some fun events lined up for the coming months and we hope that you will join us for some of them. Watch your email for an evite and check out our website for upcoming events.

Keith Brumbley

Director



Minutes 2-13-13

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

Guests: Bill and Sue Owens who own a 1950 Buick 4 door. Herman Cox (a friend of Terry's) who owns a 1985 Buick Grand National and a 1956 Chevy stepside pickup.

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.

Old Business:

Keith suggested we send a donation to the Hamilton Museum. It was approved in the amount of \$50.

Stan was given gift cards for In and Out Burger and Golden Spoon (two of his favorite places) as a thank you for he and Gail hosting our club Christmas party. We greatly appreciate it!

Keith reported his Riviera, Dino, was featured in The Bugle. The article is about 1963 and 1964 Rivieras.

Rich and April are going to brunch at the Ryde Hotel on March 3rd with the Capitol Chapter. If anyone wishes to join them, you can caravan together.

Rich said he hasn't heard anything about Franklin from his new owner in Fresno. It was suggested that we email him with our website link.

The American Graffiti car show application is available online. The show is in May in Petaluma.

Wayne has invited some other car club to join us on our March 16th tour (just for the tour, not the bbq at Gene and Linda's). He's invited the Greater Bay Area Metropolitan Club, the Chevy club, and his local AACA chapter.

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 asked if anyone had heard about the status of the Peggy Sue car show. She had heard the location may switch to the fairgrounds.

Keith received a letter from Rick Young, president of the BCA, looking for a chapter to host a future BCA show.

Guests Bill and Sue Owens passed around flyers for a car show held in Windsor by The Knights of Columbus. This is the show that was previously put on by Al Lovi when he was in better health.

Stan reported he has been working on Ollie, his 1950 Plymouth. He is slowly going through the door panels and got the fender repainted.

Wayne reported on the progress of his Riviera, Coral. He said it is going to be pinstriped on Friday, and the vinyl top will be installed on Monday. He hopes the car will be complete when we visit on March 16th.

Don reported his 1957 Roadmaster, Brutus, is in the shop at Fischer's Auto Body. He's trying to solve the issue of the leaking windows.

Rich reported he is still waiting for the speedometer to show up for Olivia, their 1963 Riviera.

Rich said he got the external transmission seals replaced at Santa Rosa Hydramatic for Neo, their 1966 Riviera.

Our club outing for February will be a show at the Santa Rosa Junior College Planetarium, followed by lunch. Details will follow via evite.

Upcoming Events:

Club Outings:

February 24th (Sunday) is our club outing to Santa Rosa Junior College Planetarium, and then to lunch.

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

May 11th (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 16th (Sunday) is the Father's Day car show at Juilliard Park in Santa Rosa. We will meet and drive in together and spend the day.

July 13th (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 19th-21st (Friday-Sunday) is the 24th Annual Kool April Nites in Redding. 1979 and older. www.koolaprilnites.com

April 27th (Saturday) is the 28th Annual Grass Valley Downtown Car Show in Grass Valley. Pre-1972. www.historicgrassvalley.com

April 27th-28th (Saturday-Sunday) is the Pacific Coast Dream Machines car show in Half Moon Bay. www.miramevents.com

May 11th (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 18th (Saturday) is the American Graffiti car show in Petaluma. 1972 and older American cars and trucks. www.americangraffiti.com

May 19th (Sunday) is the Marin Sonoma Concourse d'Elegance in San Rafael. www.marinsonomaconcours.org

May 25th (Saturday) is the Driven to Perfection Classic Car Show and Cruise in Sebastopol. www.sebastopolseniorcenter.org

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

June 6th-9th (Thursday – Sunday) is the 11th Annual Peggy Sue's All-American Cruise and Car Show in Santa Rosa. www.peggysuescruise.com

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

July 17th-20th (Wednesday – Saturday) is the BCA National Meet in South Bend, Indiana. www.buickclub.org

August 3rd (Saturday) is the 5th Annual California Automobile Museum Car Cruise and Show in Sacramento. www.calautomuseum.org

September 21st (Saturday) is the Billetproof Nor-Cal car show at the Contra Costa Fairgrounds in Antioch. 1964 and older. www.billetproof.com

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

Cruise Ins:

Swap Meets:

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

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

www.sacramentoswapmeet.com

April 28th (Sunday) is the American River College Swap Meet in Sacramento. www.ncrghcca.com

Adjourned: 7:50 PM.

Raffle: 50/50 of \$20 won by Rebecca.

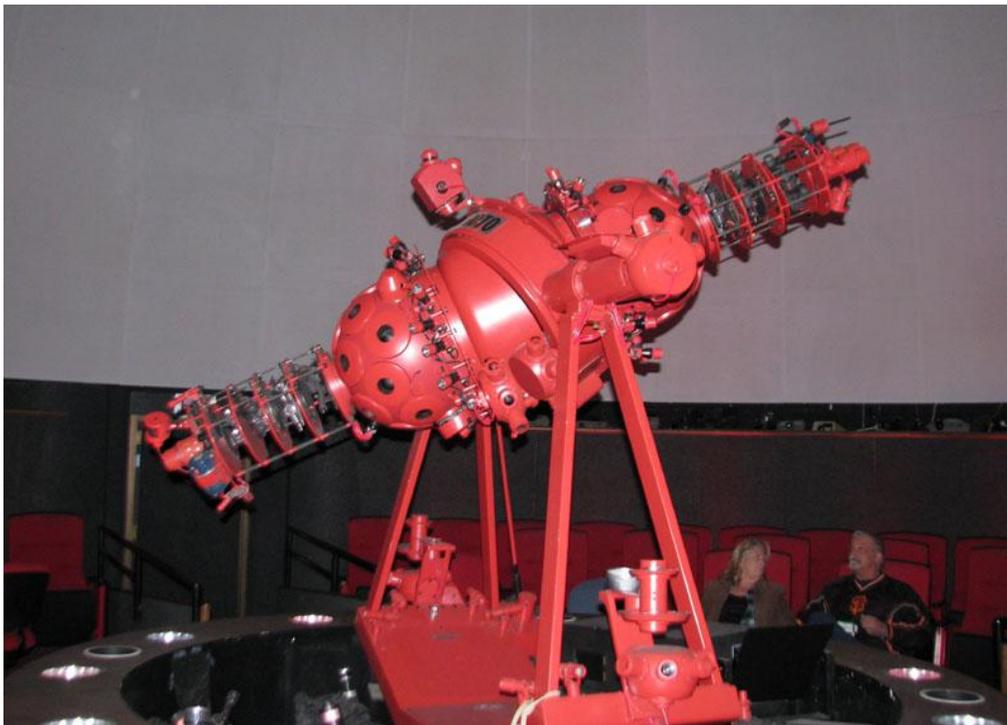


BCR Outing February 2013

by Keith Brumbley

The Buick Club of the Redwoods journeyed to the ends of the universe on our recent club outing. Well not physically, but we did see a presentation at the Santa Rosa Junior College Planetarium about the wonders of Black Holes in our universe. Now I won't go into all the details because it was kind of over my head, but it was very interesting and informative. We all worked up an appetite after the presentation so we drove the Buicks across town to the East West Restaurant for a bit of lunch. We had a great turn out of members and their cars and I think a good time was had by all.

Photos by Terry Eggleston and Keith Brumbley













1970 Skylark 350 Sport Coupe, Cylinder Head Problems

By Jeff Mounce

I want to start this article with a confession: For a guy that likes cars as much as I do, I've never done anything more complicated mechanically with my Skylark than change the oil and filter. That said, I did take the car down to its sheet metal for repainting about 10 years ago and managed to put it back together afterwards.

The Skylark was purchased new by my mother in 1970. It had/has the optional 5B code engine with a 9.0:1 compression ratio, 4bbl Rochester carb and develops 285 hp and 375 ft. lbs. of torque at 3200 rpm. This is more than enough to chirp the back tires, move it off the line and totally shred the young guy with the small import trying to race me out of the stoplight at Fulton and River Road. (Yeah, I should know better) It slurps high octane fuel at an alarming rate, but was built when fuel cost around 30 cents per gallon.

My mom enjoyed using the Buick it as her "grocery getter" for years and then gave it to me in 2001 or 2002.

When I got it, it had been sitting for quite a while and wasn't running well. I did the cosmetic restoration of the car first and the mechanicals later. I had the engine and transmission rebuilt in early 2007 and my partner Bruce and I drove it to the National Meet in Seattle that summer. Somewhere in Oregon we noticed that the coolant overflow

tank was empty so we added coolant and continued our way. I had a nagging idea that something wasn't quite right but the car was running beautifully so I managed to put that nasty little thought somewhere in the back of my thick head. I didn't have any problems with the car on that trip but I would have to add a small amount of coolant every couple of hundred miles (maybe a cup or so). I brought the car back to two mechanics later that summer but neither could find anything wrong with the engine (no coolant in the oil, no leaks, etc.) I wanted to believe that nothing was wrong so I continued driving it like that for five more years.

Now, I do know something about engines (just not enough to tear one apart), so I was pretty sure that I had a cracked head. We decided to bite the bullet and lighten our bank account this winter and had the engine pulled. My mechanic called me with the bad news...both heads were cracked in the same spot around an exhaust valve towards the rear of the heads. I've read that late '60's and early 70's Buick 350 cylinder heads had a tendency to do this. Buick 350 cylinder heads are not all that easy to find and I didn't get the car back for two months.

We seriously considered shoving a 383 stroker (yeah, I can see the look of horror on your faces) or a Buick 455 into the engine bay. Thankfully my mechanic (Mark Power at MP Motorsports, Santa Rosa) talked me out of it....saying that if I did that I should at least save the 350 and put it aside. Well, there isn't any room for an engine and transmission sitting around the garage (we would have had to change out the tranny too) so it didn't happen.

The Skylark has a number of upgrades including a rear sway bar, dual exhaust with MagnaFlow mufflers, stainless steel front disc brakes, 15"

Buick chromed steel road wheels with fat P245/60R15 Radial T/A's, reproduction tachometer in place of the clock, a/c conversion to R134, a quick ratio steering box, MSD ignition, new coil springs at all corners and totally rebuilt suspension.

The Skylark is running fine now and we are happy to have it back. The lesson learned was "if something doesn't seem quite right, it probably isn't."

The car really is a joy to drive on Sonoma County back roads in the summer with all the windows down and it always brings back fond memories of my teenage years.

Bruce and I are planning on driving to the National Meet in Portland next summer and hope many of you will be going also!





Vintage Postcard 1970 Buick Skylark

Sam McLaughlin

Feature Article from Hemmings Classic Car

July, 2011 - [Jim Donnelly](#)

When such things were first being listed on the window stickers that U.S. law required on new cars, a lot of General Motors buyers likely noticed that their cars were being assembled in Oshawa, Ontario, Canada. Canadian cars in the U.S.? Certainly. Oshawa is a crown jewel of Canada's auto industry, thanks largely to the efforts of an amazing guy named R. Samuel McLaughlin.

Born in 1871 near Bowmanville, Ontario, he was the son of a first-generation Canadian named Robert McLaughlin who had amassed a sizable fortune by building carriages in southern Ontario, with its easy access to both wood and Great Lakes shipping. In 1877, the elder McLaughlin moved the carriage works to Oshawa, figuring that its newly expanded rail service would help him move his vehicles even better. He was right. Even though a fire destroyed his factory in 1899, the McLaughlin Carriage Company rebuilt and remained the British Empire's biggest.

On the other side of the lakes, an impressed American carriage impresario named William Durant was watching all this with great interest. Billy Durant and Robert McLaughlin knew and admired each other. The elder McLaughlin had at least a passing interest in the early automotive trade, but it was R. Samuel--everyone called him Sam, to distinguish him from his father--who pushed hard for McLaughlin, the company, to transition toward powered vehicles.

Sam went on scouting expeditions to explore potential manufacturing partnerships with several auto companies, notably including Pierce-Arrow on the opposite side of Lake Ontario. Another was the Jackson, a Durant-controlled brand. Durant sold two Jacksons to Sam with the friendly admonition that if he was still looking around for an American business ally afterwards, he should check out Buick.

By now, it was 1907, and in Flint, Michigan, Durant was firmly in control of Buick, having raised a huge amount of capital after David Dunbar Buick had nearly bankrupted it. He immediately recognized McLaughlin's plan to build cars as a priceless expansion opportunity for Buick, and for the foundation of the giant automotive corporation that he'd already long envisioned. Some evident haggling over money led Sam to decide, after persuading his father, that if the McLaughlin's built a car, they'd do it on their own in Oshawa. Durant, craving still more investment capital so he could bankroll GM, was in a weak position to dispute the proposal. In 1908, a total of 154 McLaughlin cars were assembled at the Oshawa plant, using Buick engines and transmissions imported from Flint.

GM was incorporated that same year. In Oshawa, the McLaughlin family kept their reconstituted carriage and automobile plants in operation side by side. Since the Buick purchases involved mechanical systems only, it made sense for Sam and his family to create their own coachwork for the Oshawa-built cars. As a result, the cars eventually came to be known as McLaughlin-Buicks, and especially in the case of the earlier ones, some of them have a considerably different appearance from their Flint-built counterparts.

The McLaughlin family's status in the annals of Canadian business was already assured before it moved into cars. Sam's actions after Durant was booted from his corporation guaranteed the family's fame in GM history, too. Durant negotiated with Sam to build his new car, the Chevrolet, in Canada. To create a new assembly line, Sam and his siblings liquidated the remaining carriage business, and then started building Chevrolets. By 1918, the original agreement with Buick was about to expire, so Sam negotiated a sale of the entire McLaughlin operation into General Motors Canada, Ltd., with Durant temporarily back at GM's helm.

Robert McLaughlin died three years later. The McLaughlin-Buick designation continued through 1942, with the last of the line highly prized today. Sam McLaughlin, known as Colonel Sam for his long support of the Ontario Regiment, became a major philanthropist and was still chairman of GM Canada when he died at 101 in 1972.

This article originally appeared in the July, 2011 issue of Hemmings Classic Car.



Robert Samuel McLaughlin

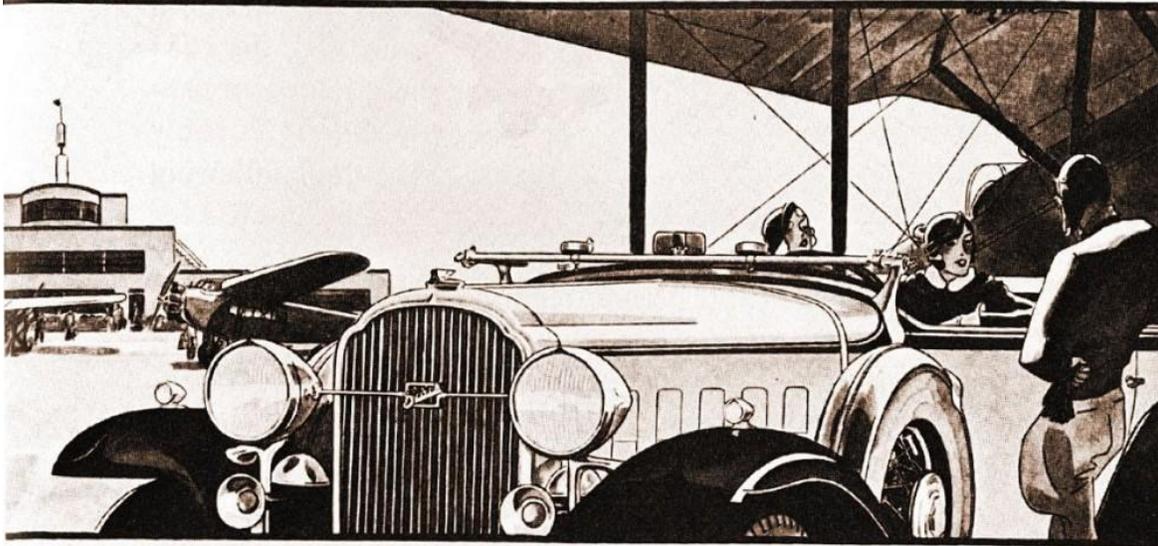


Robert Samuel McLaughlin poses in front of his home in Oshawa with a 1908 McLaughlin Model F, one of the first automobiles made in Canada.



McLAUGHLIN-BUICK

SERIE CINQUANTE
Huit en Ligne
POUR 1932



NEUF TYPES DE CARROSSERIES

- | | |
|---------------------------------|--------------------------------|
| Le SEDAN REGULIER à 5 places | Le COUPE REGULIER à 5 places |
| Le SEDAN SPECIAL à 5 places | Le COUPE SPECIAL à 5 places |
| Le COUPE SPECIAL à 4 places | Le PHAETON POUR TOUS LES |
| Le COUPE CONVERTIBLE à 4 places | TEMPS à 5 places |
| Le PHAETON REGULIER à 5 places | Le COUPE D'AFFAIRES à 2 places |

114 pouces d'Empattement

**NEVER BEFORE
SUCH A GREAT STEP
FORWARD!**

*as you see in this
New Straight Eight for 1937*



McLAUGHLIN-BUICK

The Nethercutt Collection

The Cars of San Sylmar

By Bob Giuntoli

On a recent trip to Southern California, Marge and I had the chance to visit one of the world's most comprehensive private collections of automobiles I have ever seen. From an 1886 Benz Patent Motorwagen to the most desirable Duesenbergs, Packards and Cadillacs ever built, and the only public display in the world of all six Rolls-Royce Phantom models, this tour had it all. There was even a 1936 Ford Roadster to make me happy!

Founded by J.B. and Dorothy Nethercutt, owners of Merle Norman Cosmetics, and carried on by Jack and Helen Nethercutt, current CEO of the Collection, this visual feast included almost every concourse car I can imagine plus a 1937 Canadian-Pacific Royal Hudson Steam Locomotive pulling a 1912 Pullman Railcar restored to perfect condition. There were 150 cars in the larger Museum, and 50 in another building set up as a 1930s era show room complete with marble floors, columns, and crystal chandeliers. Upstairs was a music room housing ornate music boxes, massive orchestrions, and one of the world's largest Wurlitzer theater organs. They all work and comfortable seating is available while visitors are serenaded during the tour.

If you are ever in the area I highly recommend a visit to this Museum, which is a short distance from Los Angeles. Admission is free and so is the tour, which does require a reservation.

The Nethercutt Collection

The Cars of San Sylmar

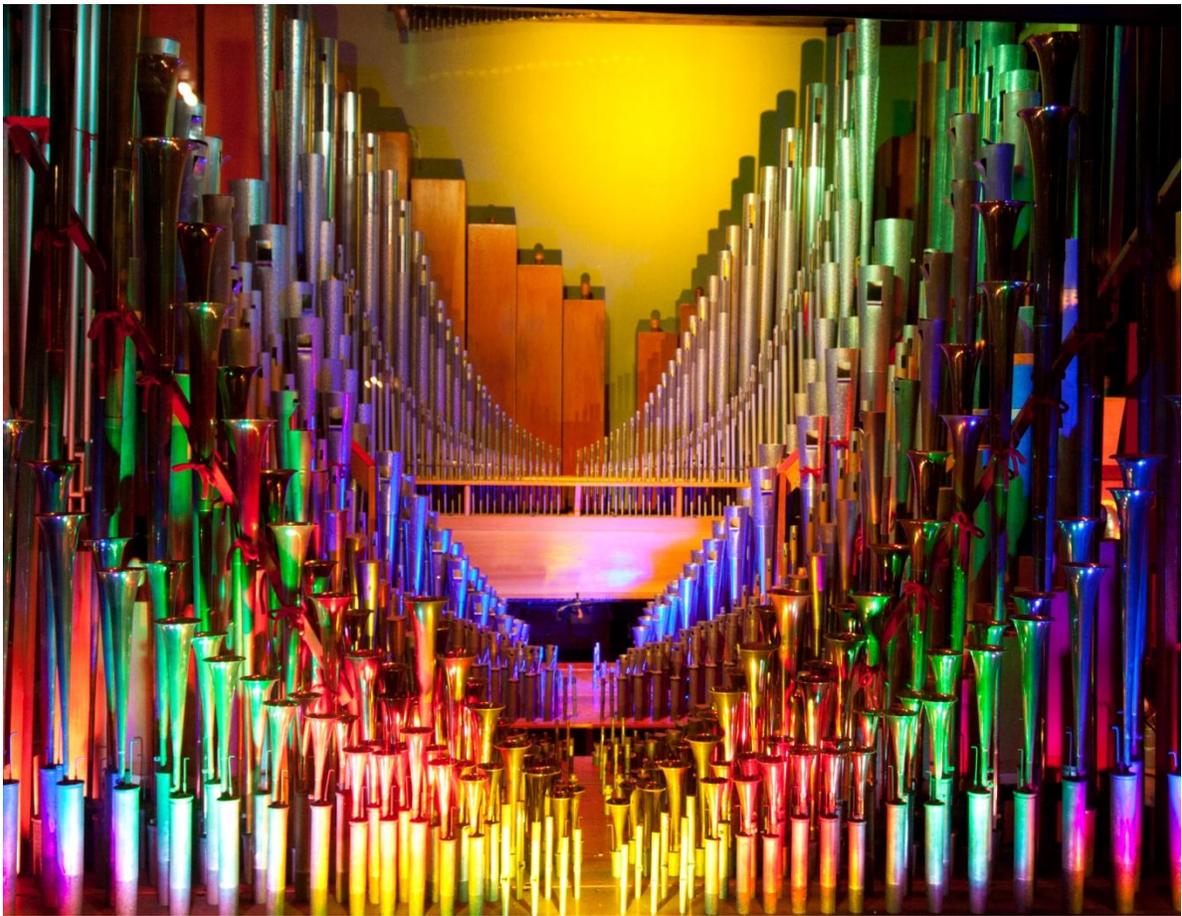












Vert-A-Pac train cars kept your Chevy Vega's price in check

By Jeffrey N. Ross

www.autoblog.com

March 1, 2013

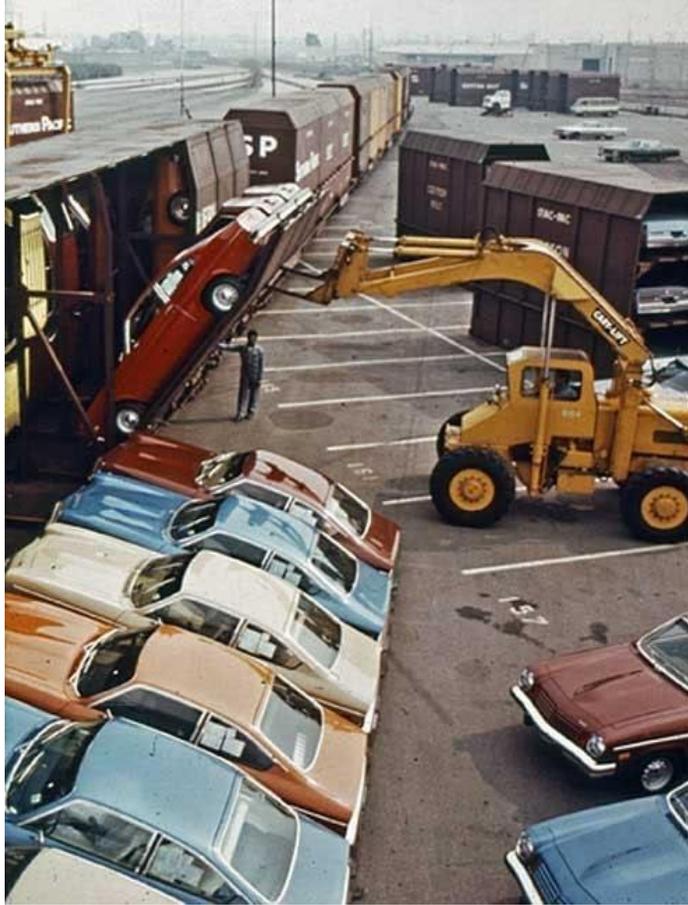
Submitted by Mac Steiger

Our apologies to those who've seen this before, but for the rest of the class, how awesome are these pictures of the Vert-A-Pac shipping system General Motors came up with to ship the Chevrolet Vega back in the 1970s? Developed along with Southern Pacific Railroad, GM was able to double the amount of Vega models it could ship by packing them into the unique storage cars vertically.

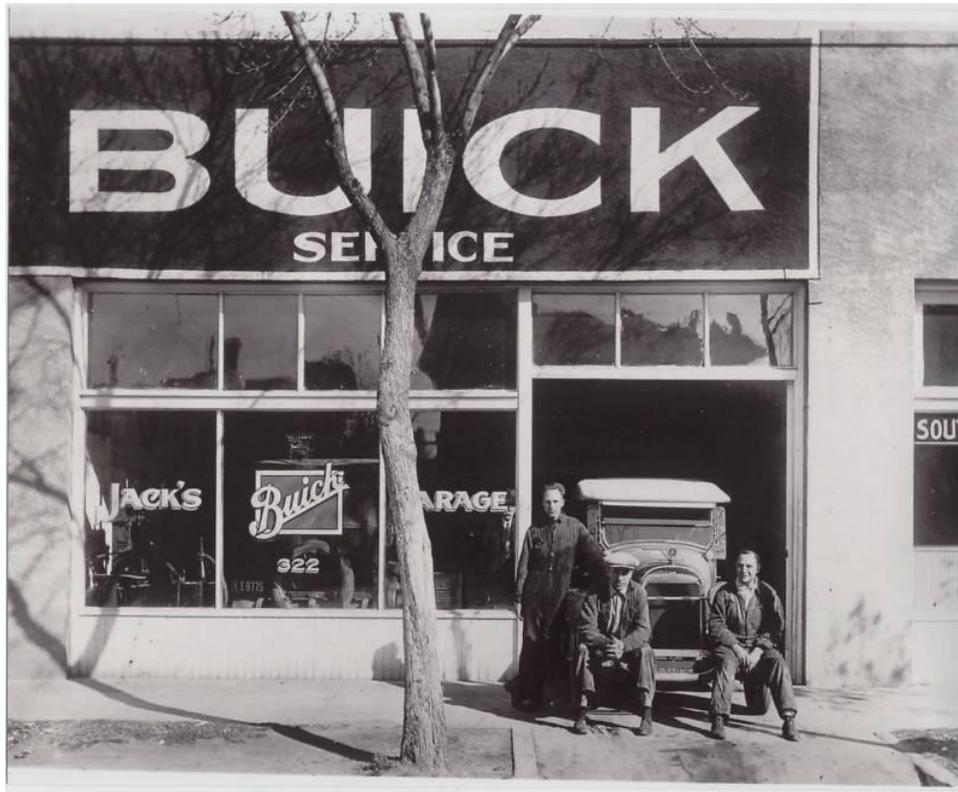
At the time, rail cars could fit 15 vehicles each, but Chevrolet was able to lower shipping costs by making it possible to ship 30 Vegas per rail car, in turn allowing the price of the Vega to remain as low as possible. Each rail car had 30 doors that would fold down so that a Vega could be strapped on, and then a forklift would come along and lift the door into place. All the cars were positioned nose down, and since they were shipped with all of their required fluids, certain aspects had to be designed specifically for this type of shipping, including an oil baffle in the engine, a special battery and even a repositioned windshield washer reservoir. See for yourself in our image gallery below.

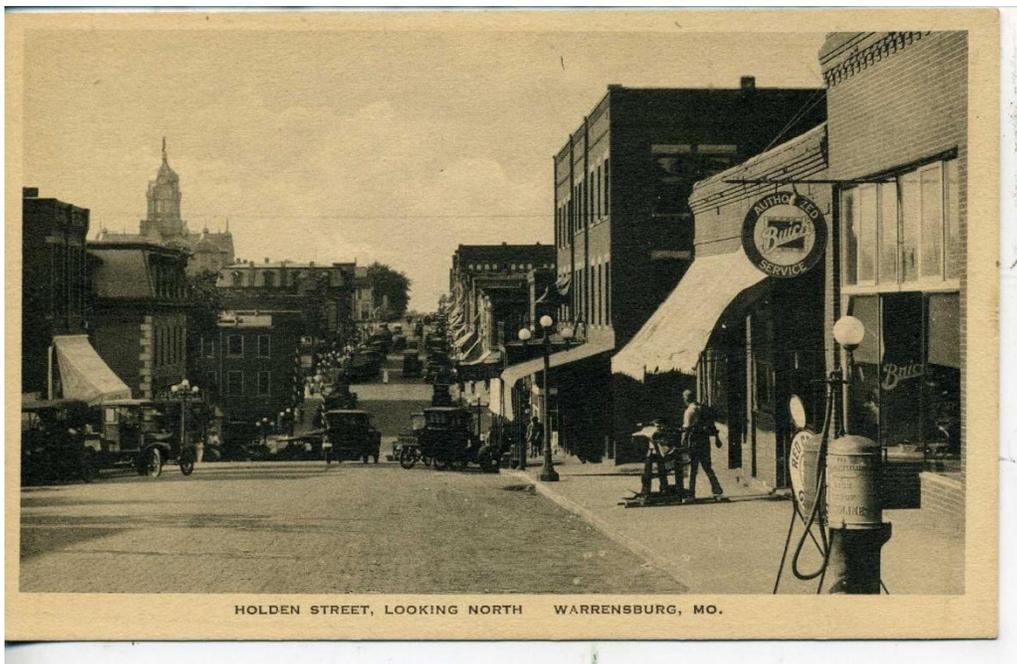
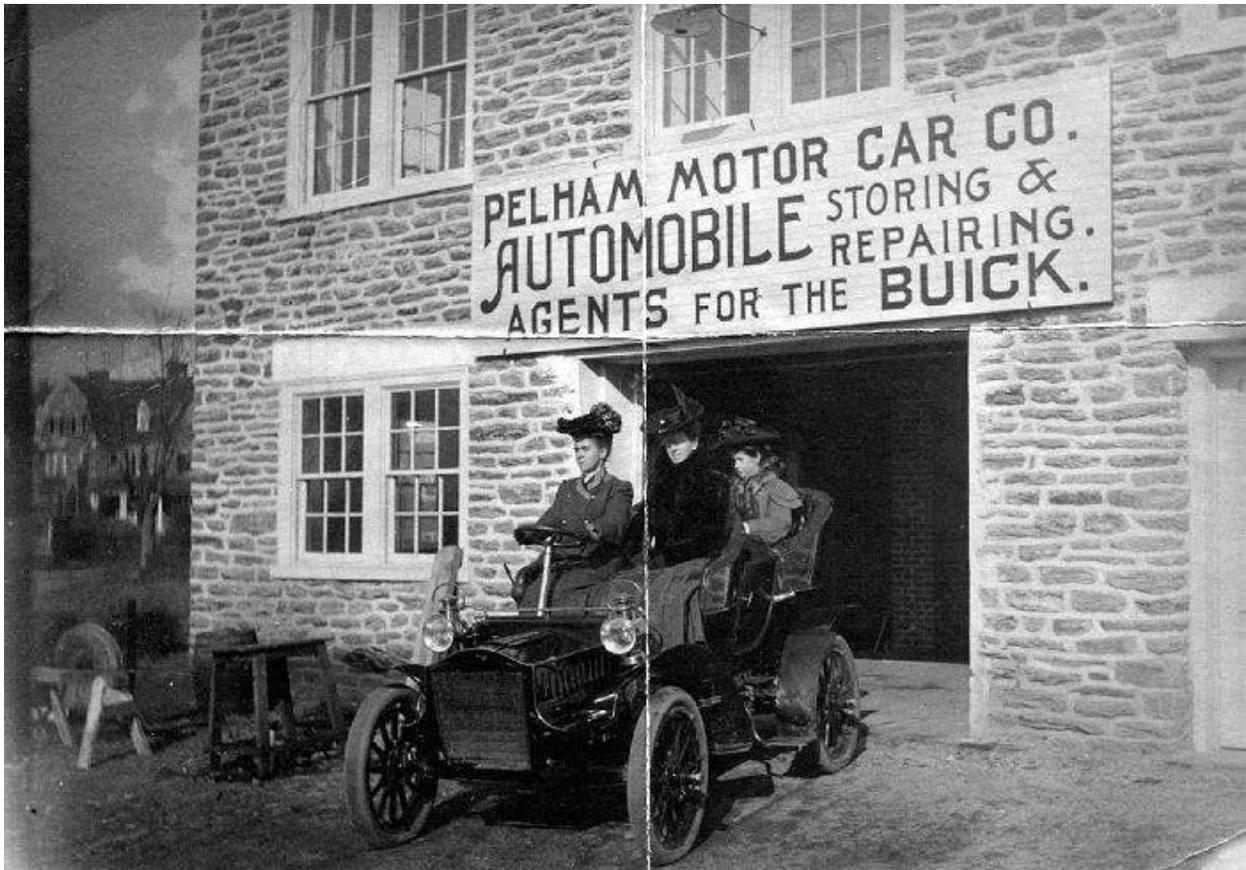




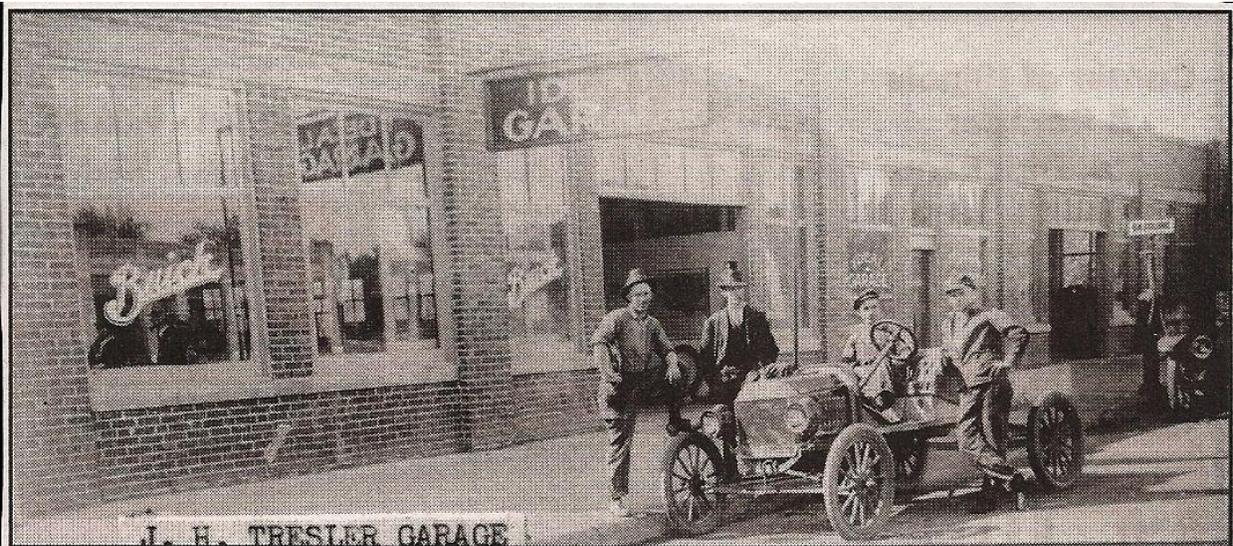


Vintage Repair Shops

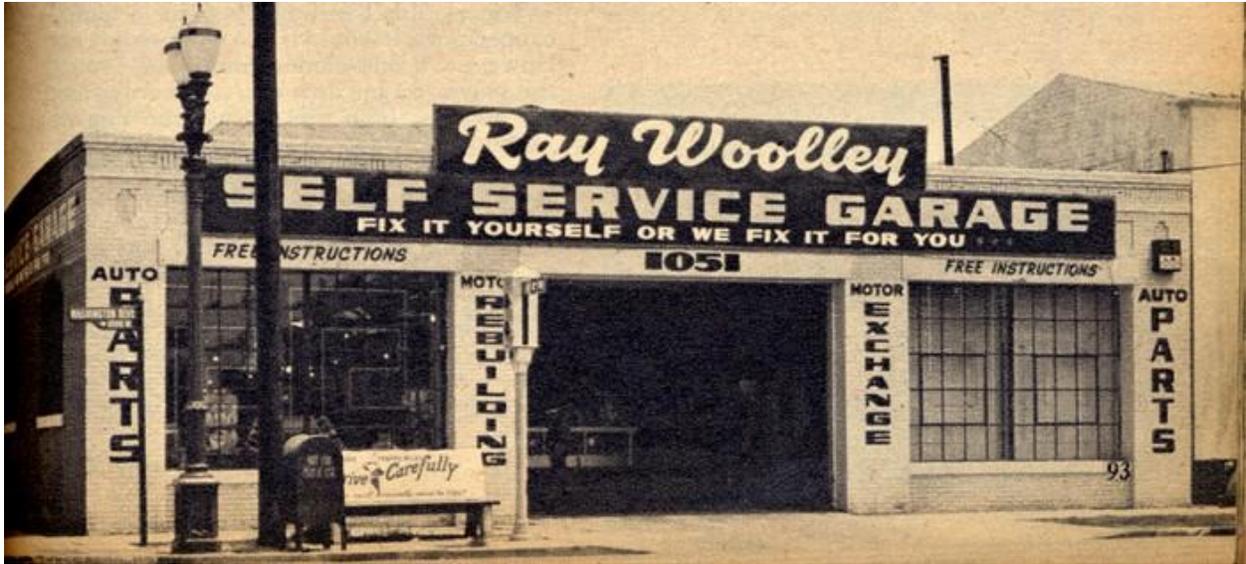


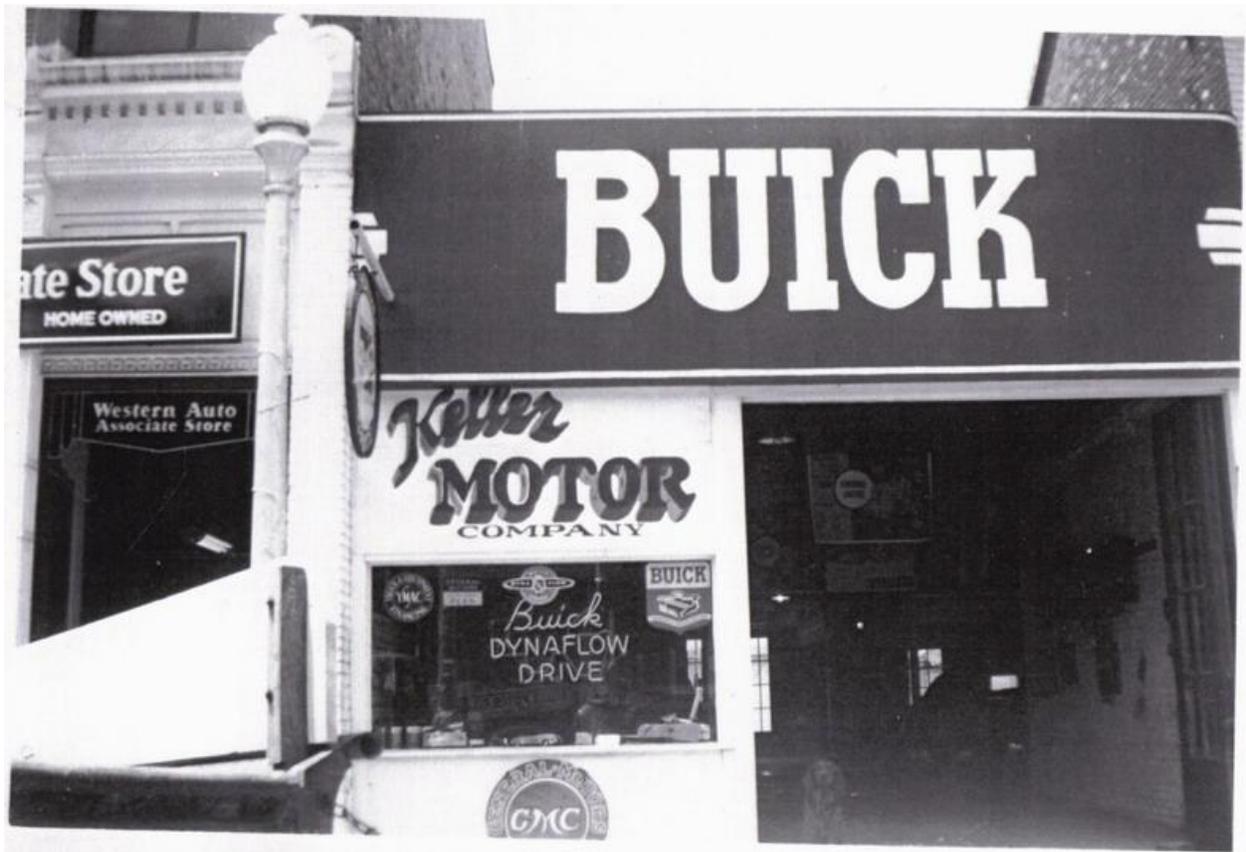


HOLDEN STREET, LOOKING NORTH WARRENSBURG, MO.



Jess Tresler arrived in Vinita in 1914 and went to work at the Wilson Street Garage. By 1917 he was on his own operating the Ideal Garage at 125 W. Canadian which sold and serviced Buicks.





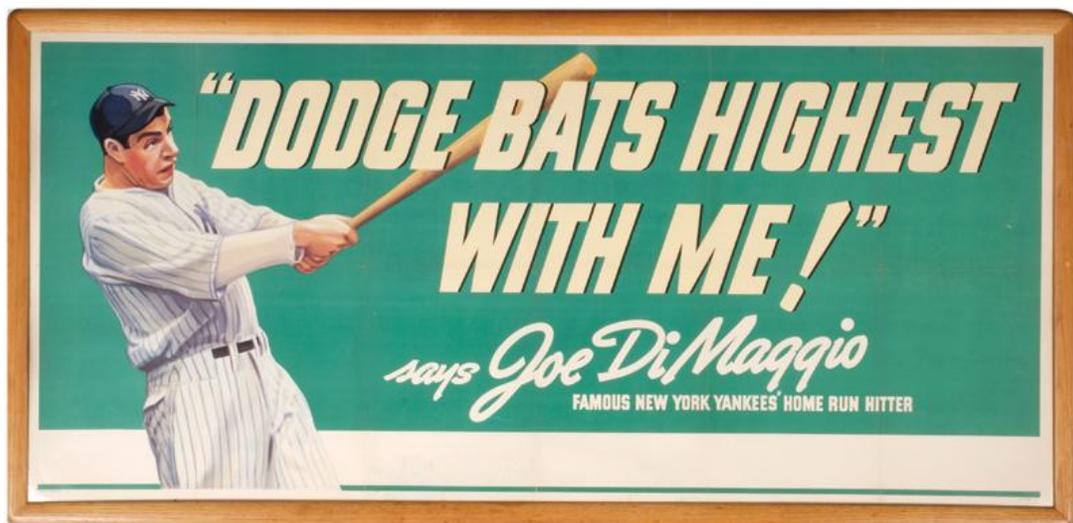
DID YOU KNOW?

Peek into Sonoma County's Past

As seen in The Press Democrat

Submitted by April Kahnberg

Feb. 27, 1938: Joe DiMaggio came to the Santa Rosa Junior College field and gave a hitting exhibition before a game between the San Francisco Seals and the Pacific Greyhounds. The event was a benefit for Ursuline College, and attracted an overflow crowd of 3,000 fans.



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, Sonoma. (707) 935-8979, e-mail: edncyn@att.net for additional photos or information.



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



"In three words I can sum up everything I've learned about life: it goes on."

< Robert Frost >