



November 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

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Newsletter Editors: Keith Brumbley and Rebecca Kisling
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The Nailhead News

Director's Message ~ October 2012

The holidays are upon us once again! I have to admit I am more of a summer car show kind of person, but the holidays are a chance to get together with family and friends and celebrate all that we are thankful for. It's always kind of shock when the time changes and it gets dark early and it's starting getting cold in the morning, so you know winter is right around the corner. Speaking of changing seasons, our Christmas party is right around the corner. Stan and Gail graciously offered to host it this year and I am sure it will be a great time. Look for an evite shortly and do try to make it. I am headed back to Michigan to spend Thanksgiving with some old friends and seeing as how Michigan is the birthplace of our automobile history, I hope to check out one or two museums while I am back there.

Keith Brumbley

Director



Minutes 10-10-12

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

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: Terry has been making some additions to our website. Check it out!

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

Mike reported we sold a pair of earrings from our ad in The Bugle.

Old Business:

Reminder about our next club outing on Saturday, October 20th. We are going to breakfast in Sonoma, then The Jelly Belly Factory in Fairfield, and finally The Western Railway Museum in Suisun. Check your evite for all the details.

Keith reported our outing to the Badger collections were very impressive. We saw 14 very old cars and a huge machine shop.

Stan reported some paint damage on Ollie, his 1950 Plymouth. It was caused by spilling some gas on the paint, then the sun blistered the paint. Poor Ollie! ☹️ He also needs 2 more hubcaps, possibly from 1953 or 1954.

Keith said he went to the Reno Air Races. He said the planes were smoking fast and flew an average speed of 504 miles per hour.

Terry went to a SF Giants games and also saw the Blue Angels flying.

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:

Keith brought a model he built of a 1931 Cadillac V16 Roadster.

The Rip City Riders car show was attended by Don and Lois, along with Mike. There were about 325 cars there. Don said a 1950 Oldsmobile won.

Stan reported Liz, his 1949 Buick, won first place in her class (49-54) at the car show in Ukiah.

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.

Rich and April have a new 1963 Buick Riviera that they purchased in Santa Clara. Rich is going to be installing seat belts in it. April thinks her name will be Olivia. Unfortunately, they have sold Franklin, their 1939 Buick. He will be moving to Fresno the end of October. ☹️

There was a discussion about our club Christmas party. Stan will check with Gail to see if she is interested in hosting. April and Rich are willing to host if no one else wants to.

Keith was asked by Pete Phillips to write an article on his 1964 Riviera for the January issue of The Bugle.

Terry is going up to Oregon for a car show. He will take pictures and write an article for our next newsletter.

Terry is headed to Australia November 3rd-19th. He will be scuba diving, experiencing the solar eclipse, and looking for Buicks! He will have a slide show for us at the Christmas party of his trip.

Lois wondered what the statistics are of club cars and how many are male and how many are female.

Don and Lois went to Las Vegas. They stayed at the Paris, went to the Barrett-Jackson auction (where they saw a 1956 Buick Special convertible in two tone green), and took in a show by a ventriloquist.

April expressed an interest in club shirts for ladies. She asked where our past shirts were made. It will be less expensive to go with our past printer; Perkowski's in Ukiah, as they already have our fabulous art work on file.

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: 7:48 PM.

Raffle: 50/50 of \$16 won by David.



BCR Outing October 2012

by Keith Brumbley

Our club outing for October was a trip out to Fairfield to the Jelly Belly Factory and then on to the Western Railway Museum which was right down the road from the Jelly Belly Factory. First we met up in Santa Rosa and drove out Highway 12 to Sonoma for some breakfast at the Breakaway Café. I had Rebecca, David and Terry in my car and Rich and April with their daughter and son in law in their car. After breakfast, we drove over to the Jelly Belly Factory in Fairfield where they make many, many, many different flavors of jelly beans and other candies too. The factory is not running on the weekends, but we took a tour and they showed how all the candy is made and packaged. After browsing through the gift shop and buying a few treats, we were off to the railroad museum a few miles down Highway 12. The Western Railway Museum has many old street cars and rolling stock dating from the early 20th century. The neat thing about the museum is they have quilt a few miles of track that goes out in the country side so you can ride on one of the old electric street cars and imagine what it was like back in the day. We rode on one from the 1940's out to a pumpkin patch they had set up for the kids with lots of games and activities to do. We rode back on an early 1900's street car that originally ran from Petaluma to Sebastopol. For me that was the highlight because it was so nicely restored with all its fancy woodwork and glass. Riding on that old streetcar out in the country really brought you back in time when that sort of transportation was a common sight before the advent of the automobile.

Photos by Terry Eggleston and Keith Brumbley





This piece of art was made entirely out of Jelly Bellys!















Ironstone Concours d' Elegance

Ironstone Winery

Murphys, Calaveras County, California

Friday & Saturday, September 21st & 22nd

By BCR Members Richard & Carolynn Hansen

In addition to being members of the Buick Club of the Redwoods, the two of us belong to a tight-knit group of friends that refer to themselves as the Vintage Automobile Touring Society, or VATS for short. This merry band of misfits is in fact more of a knife & fork club than a car club, but cars are without a doubt the common denominator. The group meets often, but there are no “meetings”; just food, fun and friendship, and of course the occasional excursion. One such excursion is our annual trek to Murphys, California for the Ironstone Concours d' Elegance that is held at the Ironstone Winery, located in the Sierra Foothills of Calaveras County. [<http://www.ironstonefoundation.org>]

For those of you that have never attended or heard of this event, it is without a doubt one of the most enjoyable cars shows of the year. Though referred to as a Concours d' Elegance, this show is not your typical white glove, 100 point judging kind of car show. However, entries are limited to stock, non-modified cars; no hot rods, street rods or customs. The show, as they put it, is reminiscent of the Concours d' Elegance shows of the 1930's, where each car was judged on its overall elegance and style rather than for its minutely detailed physical perfection. Rather than awarding first, second and third prizes in each class, judges are asked to designate a percentage of the cars in each class to receive a ribbon indicating an “Award of Merit.” From that group, judges choose one vehicle designated as “Best of Class.”

Festivities for the weekend event get underway with their Friday evening Gala, starting off with wine tasting and hors d'oeuvres, followed by a wonderful sit-down dinner and silent auction. The proceeds from the auction, along with revenue from the event is raised and donated to help support local 4-H activities,

as well as the building fund for the California State FFA and regional FFA High School Educational Programs.

Come Saturday morning the cars are staged on what is perhaps one of the most picturesque venues; nestled in amongst vineyards and lakes on a landscaped rolling field of grass. Cars are parked by class in pre-assigned parking spaces. The grounds are soon filled with everything from brass era cars to elegant classics, finned cars of the 50's to sporty sports cars of Europe, along with vintage race cars and yes even Buicks.

Entrants are treated to a free continental breakfast, and come lunchtime entrants are provided with a wonderfully delicious lunch buffet, all of which is included in your entry fee. Throughout the day the air is filled with music from a live jazz band, making for a very relaxing and enjoyable time for one and all. Then around three o'clock the class winners are gathered and placed in a queue so they can, one by one, drive up on the amphitheater stage to receive their award. This of course culminates with the presentation of the Best of Show winner.

As with any car show excursion much of the fun occurs in the journey to and from, as well as the time in between. The Vintage Automobile Touring Society's journey to Ironstone was no exception. This particular journey started bright and early Friday morning September 21st when everyone rendezvoused at Ukiah's Burger King parking lot at 6:30. We traveled south on US 101 to Santa Rosa and then it was eastward bound on Hwy 12 through the Valley of the Moon and on towards Napa, then Suisun City, then Rio Vista for a pit stop. From there it was on to Lodi and then up the hill to Murphys via Hwy 49.

Upon arriving in Murphys we parked our cars at the hotel and then walked to historic Old Town Murphys where we had lunch at the Murphys Grill; after which we spent our afternoon window shopping and treating ourselves to ice cream. Once situated in our hotel homes, we enjoyed a bit of R&R and then come dinner time it was off to Angels Camp for dinner at Crusco's, where we had a fantastic Italian meal.

Saturday morning came early, with a quick bite to eat at the café next to the hotel, then down to the winery with our cars. Once parked we set-up an encampment in a nice shady spot near the edge of one of the lakes. Of course we all walked the grounds and view all the beautiful cars, including the cars in our

class, which was the Pre-War un-restored (Preservation) class. Like our 1937 Buick Sport Coupe, there were numerous cars in the class that have survived all these years without the help of restoration.

Time goes quickly when you're having fun and soon the show was over. Everyone in our group went home empty handed when it came to awards, which was not the case the prior year when we all received Awards of Merit, but we did leave with smiles on our faces. But the day wasn't completely over. On Saturday evening we had reservations at the V Restaurant in Old Town Murphys. Our party was treated to dinner in the wine cellar, where we had an incredible meal with outstanding service from a twenty-something waiter that was top-notch... What a fantastic end to a fantastic day.

Sunday morning found us having breakfast at the café and then it was homeward bound. Our journey home took a slightly different route with us traveling on Hwy 116 to Petaluma, where we stopped for lunch at In-n-Out Burgers. No car show outing is complete without a burger stop. Fancy Italian meals and five star restaurants are great, but there's nothing like a good burger and some fries.

Our journey ended where it started, at Ukiah's Burger King parking lot. I'm pleased to say that our '37 Buick drove like a dream; reaffirming our love for this amazing automobile.





1937 Buick in Pre-War Unrestored Class



Pre-War Packards



Jaguar XK 120 Fixed Head Coupe



Ironstone Winery Lower Field



Ironstone Hedge



Best of Show 1933 Cadillac

A VISIT TO HOOD RIVER, OREGON, THE WAAAM, AND TIMBERLINE LODGE

By Terry Eggleston

Over the weekend of October 15th, I ventured north to Hood River, Oregon for the 1st Annual (hopefully!) WAAAM Car Show. WAAAM stands for Western Antique Aeroplane and Automobile Museum. My son in law, Glenn, was master of ceremonies and principal organizer. He had been working on this for a long time and I felt honored that he wanted me there to share in the festivities.

I flew into Portland and made the beautiful one hour drive east to Hood River. This quaint little enclave sits on the south bank of the mighty Columbia River. It is primarily a vacation spot; I found the area beautiful and the natives friendly. I met up with my daughter and son-in-law at the WAAAM; I toured the facility and loved seeing the display of classic and antique cars, trucks, and airplanes. I hope the photos do it justice. It is mostly run by dedicated volunteers and docents who are very knowledgeable of the exhibits.

The Show was on Saturday. As you can see, the weather was an issue. Despite being cloudy and windy most of the day, rain only fell briefly and lightly. As always I enjoyed walking the aisles of cars taking pictures and visiting with the owners. Ever notice how much we classic car owners love to tell the world about our gems?!?!? I particularly liked an early 50's GMC diesel flat bed hauler. The owner told me that he done most of the work himself and had completely restored this beauty. Everything worked; he had driven it over from Astoria which is near the Oregon coast west of Portland.

I really had good time watching Ruthie. She is a feisty mid-80's charmer who had her large-wheel motorized tricycle that her now late husband had put together for her. It featured a Maytag washing machine engine. She needed a little help getting up into the saddle, but once there she put on quite a show.

Rebecca would have liked the 1972 Airstream at the show. This kindly couple had recently purchased this RV and were on their maiden voyage. It had

the typical 70's carpet coloring, plus all the amenities for a weekend away. I also liked the tear-drop guy attached to his color-matched late forties Chevy!

They also fired up a one-seater Piper Cub from the mid 1920's....after watching how hard it was to start and the rather Spartan accommodations, I gained even more respect for those aviation pioneers of yesteryear.

I took a break and made the hour drive to Timberline Lodge at the southern base of Mt. Hood. This beautiful structure was built in 1937 and dedicated by FDR. You movie buffs will recognize the exterior from the Jack Nicholson 1970's movie "The Shining". I had lunch in the Cascade Dining Room and then wandered around taking pictures. There is a fireplace hearth made from railroad ties. I loved the huge chimney that filled the main lobby chamber. Directly behind the hotel is a great view of Mt. Hood, but this weekend fog restricted viewing. I have included a couple of pictures of my 2010 visit to show the mountain and what the exterior of the hotel looks like when you can see it!

I made the drive back and watched the awards ceremony. Glenn did a great job and deserved the accolades he had received.

It was a great trip and I will probably go again next year!



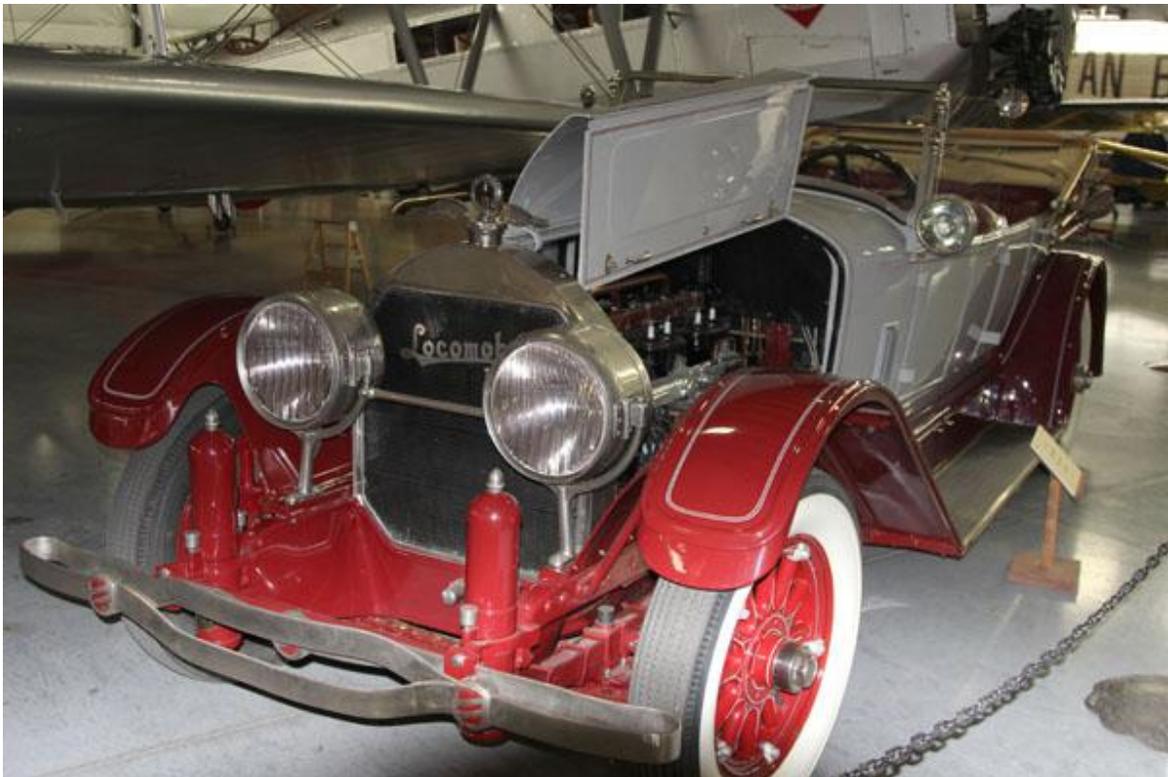




















Glenn, my son-in-law



Studebaker

1941 Studebaker Champion

Owners: Robert Wolf & Gayle Rogers

Beast, Oregon

Model: 41-412000 - 412000

Production: 1941

Painting: 2-Door

19" Front-end Drive

1941 Studebaker, Inc. 2000 Broadway, South Bend, Indiana





















Mt Hood



Timberline Lodge







Cascade Dining Room





Olivia, the New Girl on the Block!



Hello, I'm Olivia, a 1963 Riviera.

I'm new to the Club and Sonoma County.

About 10 weeks ago a couple came to The Showroom in Santa Clara to give me a once over.

They looked under my hood, poked at my stuff, crawled under my chassis, and they even looked in my trunk. A bit embarrassing, but they were very professional and discreet.

Then they took me for a ride. First the Mr. got behind the wheel; we drove around the block, then up on the freeway for a short distance. All went well. Then the Mrs. got in the driver seat for one more fun around the next block.

There was a pause for a moment, when they changed drivers the Mr. thought the loud squealing noise was coming from my engine and showed some concern, but it was only the noise from the nearby Santa Clara Power Plant less than ½ a block away making noises.

The ride went well. Back at the shop, they looked under the hood again. Not sure why. Then the questions started. Too many to list.

The really important issues were all addressed.

1. My numbers matched.
2. I'm well groomed and have been cared for well over the years.
3. Original interior, nice paint, and I even have my original spare tire that has never been on the ground.
4. And then there is something about my wheel covers that are pretty rare, because all the other 1963 Rivieras got them broken when someone had to change tires.
5. Many unique extras that make me special.

They left without another word, not even a friendly pat on my fender.

I'm thinking, "Oh well, I won't see them again".

I then heard through the shop talk grapevine that they called and made an offer to take me home, and then I heard "No Deal!" Next, I heard they called again with another offer and well, the rest is history.

I now reside with my new owners Rich and April Kahnberg in Santa Rosa, CA.

I now live in a garage with a bunch of handsome guys. Two of them I've met, but two I don't even know what their names are. They are way over there with covers on them; they seem to sleep all day.

I met Franklin, a 1939 Buick Special (who I just heard has a new home). He is moving to Fresno the end of October. I hear it can be pretty warm down there, I hope he stays cool.

And the other guy, Neo (a 1966 Riviera, a Riviera like me!) has been pretty quiet. He hasn't made much noise since I've been here, but based on that rear end that I have to nose up to in the garage and those mufflers, I'm thinking he can be heard a few blocks away if he wanted to really make some noise.

I started my Riviera career in Cupertino, CA with a lady named Lucille. She kept me a long time.

I've been to work a few times with the Mrs.; out a dusty road with The Buick Club with many other fine looking cars, and just recently, we drove all the way to Fairfield. Other than a few annoying things that can be fixed, I think I proved worthy to my new home on Carr Ave and the family of automobiles there.

I've even gotten seatbelts since I've been here. I heard last evening that I'm getting a new locking gas cap which sounds exotic and so new age. I bet it will be shiny.

You'll see my picture in the club newsletter from time to time, and I think I've already made it to the club website with a few other Buicks from the Big Buick Family.

See you around!

Olivia, the 1963 Red Riviera

(C/O April and Rich Kahnberg)

Franklin says goodbye!



Parting can be such sweet sorrow, but exciting at the same time.

My name is Franklin. You've heard from me before a few times in the newsletter over the last couple of years.

I want to say goodbye! It certainly has been fun being a member of this club for so long. As you may know, my club days started out with Stan and Gail, my previous owners, and more recently with Rich and April.

As many of you may already know, I'm moving to Fresno to live with a guy who works for the VA Administration. He just moved back from Washington DC after a few years working there, setting VA policies in the DC area for use all over the US. He saw me a few months back when he came to our garage to look at old radios and I think it was love at first sight. My next home will be in Fresno. I hear it can be warm there, but he has a cool garage for me to rest in, and because I'm his only old car, I may even get out of the garage more often for a roll around town.

I will be leaving Sonoma County soon. I will miss all my friends in the Buick Club. I will also miss all my friends, Olivia, Neo and the Corvettes, here in the Carr Ave garage. I'll miss the Father's Day car show at Juilliard Park and the other events around town. And I guess 2011 was my last trip to Fortuna. So I'm handing over the "never used" emergency tool kit of one of the other Buicks in the garage for their next long trip.

If I ever get back into town, I'll be sure to let you folks know. Who knows maybe my new owner will be interested in joining The Buick Club of the Redwoods and meet up with the group if they do a "Southern" outing.

And finally, I think things happen for a reason: because of me (Franklin); the Kahnberg's met Stan and Gail and found out about The Buick Club of the Redwoods; which resulted in a new group of friends, who they can hang out with once a month and continue the preservation of Buicks.

Sincerely,

Franklin, The 1939

(C/O April and Rich Kahnberg)

The GM Futurliner

Article compiled from websites:

www.wikipedia.com

www.futurliner.com

Parade of Progress

The *Parade of Progress* was the brainchild of Charles F. Kettering. Inspired by GM's science and technology exhibit at the 1933 Chicago Worlds fair, he convinced General Motors management to bring these educational exhibits to the people of America who could not attend the Worlds Fair.

The GM Futurliners were a group of stylized buses designed in the 1940s by Harley Earl for General Motors. They were used in GM's Parade of Progress, which traveled the United States exhibiting new cars and technology. The Futurliners were used from 1940 to 1941 and again from 1953 to 1956. A total of 12 were built, and 9 are still known to exist.

Each Futurliner displayed modern advances in science and technology such as jet engines, stereophonic sound, microwave ovens, television, and many other modern innovations of the time.

Futurliners were built especially for the Parade to carry its animated exhibits. They were the only vehicles of their kind in existence. On a show lot, their 16-foot side panels folded out to form marquees and stage platforms. Lighting towers pushed up from their tops and they had their own public address systems.

1940-1952 FIRST GENERATION FUTURLINERS

In **1940**, 12 first-generation Futurliners were built to replace the original eight Streamliners. The Futurliner caravan consisted of 24 trucks, 11 passenger cars and three station wagons. The old Streamliner caravan consisted of 25 trucks and 19 different passenger car-units. The early show had five major exhibits, while the latter had 15, plus two Army trucks which formed part of the Defense Exhibit. The most spectacular of the new pieces of equipment was the Aer-O-Dome tent. It seated 1,500 people and was built like an inverted umbrella with ribs exposed. In 1946, after a WWII hiatus, several of the Futurliners were in a Detroit parade to commemorate the fiftieth anniversary of the invention of the automobile.

1953-1956 SECOND GENERATION FUTURLINERS

In **1953**, the Futurliners were rebuilt into their second-generation form. In 1956, just three years after their rebuild, the popularity of the show waned and the Futurliners were either sold or donated. Approximately 13 million people in nearly 300 cities nation-wide saw the 12 vehicles roll into their town and enjoyed a free show that provided them with a glimpse into the future.

Twelve Futurliners were built and used by GM to transport the *GM Parade of Progress* show throughout the United States from 1941 to 1956.

The Futurliners transported dioramas and exhibits, featuring futuristic things such as: a microwave that fried an egg without burning a newspaper; a Ping-Pong game in stereophonic sound and; sound traveling over a beam of light produced by a flashlight.

The Futurliner is a massive bus like vehicle, 33' long, 8' wide, and 11'-7" tall vehicle with a whopping 248" wheelbase. An unusual feature of the Futurliner is its dual (side by side) front wheels. Each wheel has its own set of brakes, brake drums and bearings. Nearly all of the Futurliners had problems with their power steering pumps failing, presumably because of the tremendous force required to turn the wheels.

The pre-1953 Futurliners were powered by 4-cylinder diesel engines and 4x4 mechanical transmissions. The 1953 version, however, is powered by a 302 inline 6 cylinder OHV GMC engine. The engine is coupled to a Korean War vintage four speed Hydramatic automatic transmission that is bolted to the backside of

another two speed gearbox. This gives the driver the option of selecting from 8 forward speeds. Complicating this a bit more is another 3-speed PTO gearbox. To shift this gearbox, the driver must leave the cockpit (presumably with the vehicle stopped) and travel to the rear quarter of the vehicle and manually select one of the three gears. With this combination, the driver now has 24 selections to choose from. The restoration crew reports that the rear-end has yet another gear reduction, but they haven't figured out quite how that works yet. In spite of the gearing ratios, some of the original "Paraders," as they referred to themselves, recall attainable speeds of not much more than 40 mph! The Futurliners packed two 45-gallon gasoline tanks!

The original Futurliners, prior to their 1953 refurbishing, had bubble canopies over the cockpit (driver's compartment), similar to a fighter plane of the era. This arrangement was brutally hot for the drivers and the vehicles were not air-conditioned! The cockpit is reached by climbing a stairway to the top of the 11'-7" vehicle. This positions the driver's head at about the 11' level and makes for a terrifying first time experience when going under an overpass!

The vehicle has an incredible 19 access and display doors on it. Two massive 16x5' doors open to expose the display housed within the vehicle. A 16' lighting panel is attached to the top of the overhead doors and a large light bar rises from the roof another 7' up above the Futurliner for additional illumination. To provide electricity for all this lighting, a massive twin 6-71 200KW Detroit Diesel generator was used.

Because the brakes were so poor, one Futurliner rear-ended another and consequently they were instructed to stay 300 feet apart. They all had radio receivers but only the lead and tail vehicle had transmitters. The Futurliners were nicknamed the "Red Elephants."

The name "FUTURLINER" was spelled without the "E" in FUTURE so GM could copyright or trademark the name.

The Parade of Progress was sometimes referred to as a Scientific Circus. It was not only fun to attend but was educational as well and of course, the big selling point – it was FREE!

In 1954 the show provided a total of 26 exhibits for visitors to enjoy. To move the exhibits 44 vehicles were used. They consisted of 12 Futurliners, 10 tractor-

trailers, 4 trucks and 18 passenger cars. Making an "entrance" into a city was important to the Parade of Progress. The parade through the city streets was often times led by a marching band. The 44 vehicle caravan was an impressive sight to see and provided additional publicity for the event which was usually held at a fairgrounds location outside of town.







With lighting provided by the Futurliner "light bars" the exhibits and grounds were well lit at night as well.

The Parade of Progress was halted by WWII. The vehicles were refurbished by GM and the Parade resumed in 1953, and were discontinued in 1956, a victim of the technologies the Futurliners had featured: television.

In addition to the Futurliners, the Parade of Progress included 32 support vehicles.

Following the Parade of Progress, the twelve Futurliners were disposed of by General Motors.

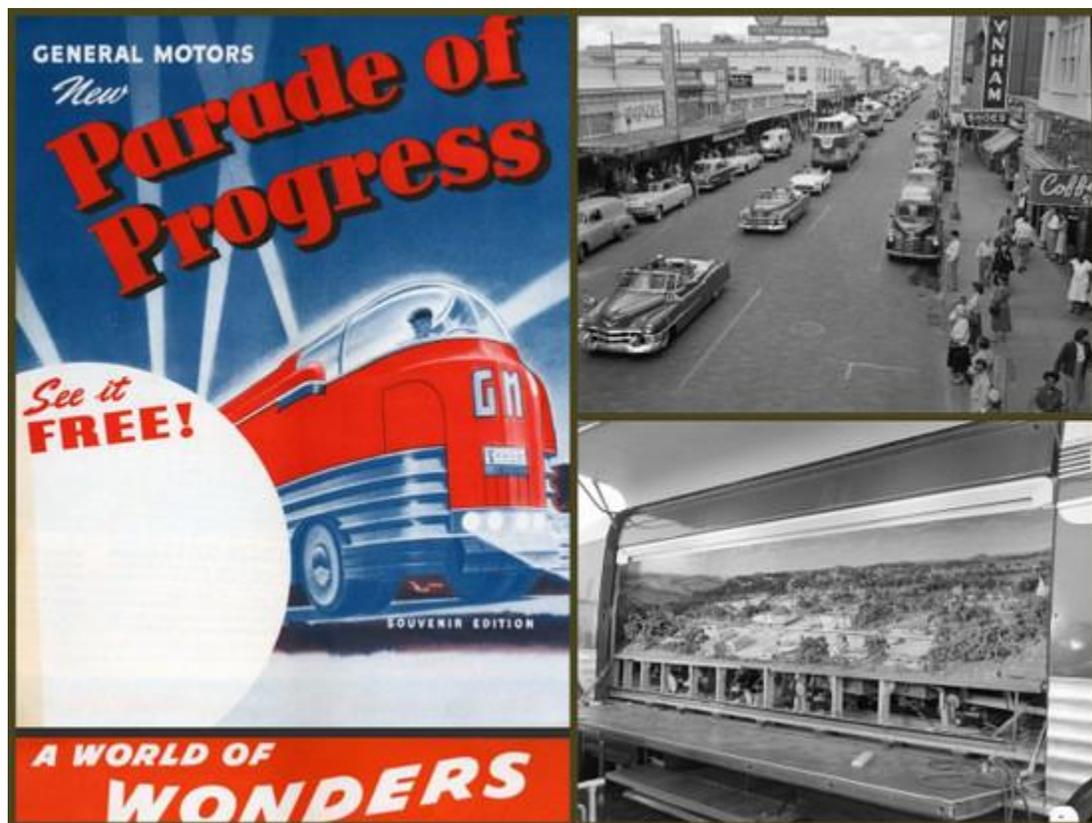
Two Futurliners were donated by GM to the Michigan State Police. Rechristened as "Safetyliners", they were used to promote safety on the roads.

At least one Futurliner was purchased by Oral Roberts and used as a portable stage during evangelical crusades of the 1960s. This vehicle may have been taken to Central or South America. 9 Futurliners have been found and documented

with history. Of the 12, one was wrecked (considered totaled) during the 1956 parade year and was not replaced. Futurliner #11 sold for a record US\$4,000,000 (plus premium) on Jan 21, 2006 at a Barrett-Jackson auction in Arizona. Too large to ship, it was driven to its new home in Chandler.

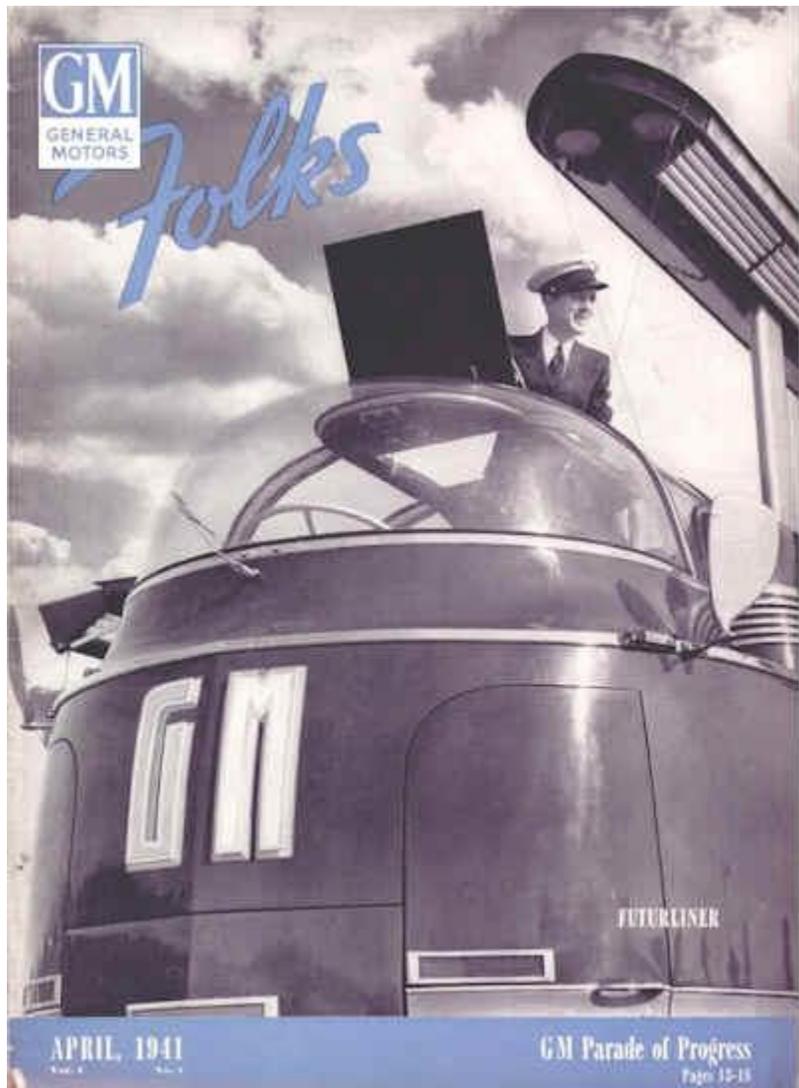
Futurliner #10 is believed to be the most accurately restored of the Futurliners. As of summer 2008 Futurliner #8 was delivered to its new home in Sweden, the new owner plans to restore it over a 10-year period. It's the first and only Futurliner in Europe.

Of the other six known surviving Futurliners, one is used as a motorhome and another in advertising. One is in Maine, and one in California is currently being restored. Another in California is for sale and in original condition. Two buses are generally beyond restoration and are in storage .There are still two Futurliners unaccounted for, see a history of the GM Parade of Progress at www.futurliner.com.



Below is the "first" version of the Futurliner. It followed the Streamliner that was introduced in 1936. This particular GM publication is dated April, 1941.

Note the clear canopy. It must have been a beautiful view for the driver but, due to the heat from the sun, it was eliminated when the Parade went back on the road after the WWII.





The "Paraders", as the staff referred to themselves, consisted of 40-50 young men. "They were all college graduates and taken from a cross section of the country,"









The Parade of Progress was cancelled in 1956 and it soon became apparent to GM that the Futurliners were no longer needed. Some were sold but two were donated to the Michigan State Police in 1959 at their request. One of the Futurliners was refurbished, repainted in State Police colors and converted into a traveling display to promote safety and law enforcement. The second Futurliner was kept as a standby.

Both of the Futurliners were sold for \$1,200 each and resided in a truck scrap yard near Kalamazoo for a number of years. They were resold in 1999.



Futurliner takes on a new life as a Safetyliner

Membership Profile ~ none

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





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

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

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

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

Name(s) _____

Address _____

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

Phone: Home _____ Cell(s) _____ Other _____

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

Other car club affiliations and vehicles _____

Optional: Birthday(s) or Anniversary _____

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

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

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



BUICK CLUB OF AMERICA

Application for Membership

BCA Website
www.BuickClub.org

The Buick Club of America is a non-profit membership corporation dedicated to the preservation and restoration of those vehicles built by Buick Motor Division of General Motors Corporation. BCA membership (includes spouse and minor children only) offers you the following:

- Monthly issue of *The Buick Bugle* published by the BCA.
- Advertising privilege in *The Buick Bugle* for Buick-related items.
- Participation in all club events and opportunity to join local chapters and divisions.
- Membership card, and as a new member, one BCA decal. (Additional decals can be purchased from San Gabriel Valley Chapter.)

BCA MEMBERSHIP DUES SCHEDULE

Membership is on an annual basis beginning with the month following receipt of application. Membership is available in increments as follows:

	1 year	2 year	3 year
USA Periodical Class	\$50.00	\$95.00	\$130.00
USA First Class	\$70.00	\$130.00	\$200.00
Can. & Mexico Periodical	\$68.00	\$131.00	\$194.00
Can. & Mexico Priority	\$93.00	\$181.00	\$269.00
International Surface	\$68.00	\$131.00	\$194.00
International Air Mail	\$98.00	\$191.00	\$284.00
E-Membership	\$35.00		

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

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

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

Name: _____

Spouse (if applicable): _____

Address: _____

City: _____ State: _____ Zip: _____
(include zip + 4 digit)

Country: _____

Phone: (____) _____ Check here if you do not want your phone number printed in the roster.

E-mail Address: _____

Sponsoring Member: _____ (not required)

New or Renewal: BCA # _____
(If you are a renewing member, please include your current mailing label.)

OFFICE USE ONLY

Check/Money Order # _____

Visa Mastercard Discover

Date Processed: _____

Expire Date: _____

1st Class Surface Air

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

Buicks Currently Owned (Buick Ownership is not a pre-requisite for membership in the BCA)

Year	Model Number or Type	Body Style (4 dr./2 dr.)	Vehicle ID Number (VIN Number on Registration)

Check or Money Order made payable to Buick Club of America. Foreign country applicants must use bank draft, money order drawn on USA bank and payable in USA currency.) OR

Mastercard Visa Discover **(Check One)**

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 Amount \$ _____
 _____ / _____

Credit Card expiration date Month/Year. Must have this information to process.

Print full name on credit card if different than name on application ()

Authorized Signature _____

Daytime Phone Number _____

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

E-mail:
buickcluboffice@aol.com

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

Classifieds

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

For Sale: 1933 LaSalle 345C Town Coupe.

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

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



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



"Twenty years from now you will be more disappointed by the things you didn't do than by the ones you did do. So throw off the bowlines, sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream Discover."

< Mark Twain >