



Reatta Road



VOLUMN 21—ISSUE 1

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Spring 2017



DIRECTOR'S MESSAGE

Anne Gibson



We have had some beautiful weather in the Carolinas so far this winter and it has put me in the mood for planning our travel to the Buick Nationals in July. We have attended most Buick Nationals since 1982 (evidently some not in a Reatta) and I always plan side trips on the way to or from (sometimes both). When we had children at home I tried to make these trips educational or if we had too much whining, I included amusement parks. Now that the children are grown and it is just us in the Reatta, I look for places of interest to me or my husband or hopefully both (not just car museums). This year in planning I have already found 2 I am excited about. The first was discovered when watching "American Pickers" – they visited a workshop for "The House on The Rock" in Spring Green, WI, which is about 2 hours due west of Brookfield. This is a massive attraction built on a rock and opened in 1960. Even more attractive in this same area is "Taliesin" designed by Frank Lloyd Wright and his home from 1911 to 1959. Both are open to the public (with substantial fees) and look of interest to both of us. I am sure between now and July I will have discovered more spots and the 5 day Buick trip will probably last a couple of weeks.

If you haven't secured your reservations for Brookfield, you might need to look for another hotel in the area as I noticed in the latest Bugle that the host hotel is full. This is a good sign that there will be a great representation of cars there (I hope a lot of Reattas). I am looking forward to meeting Reatta owners that I haven't met in past and seeing old friends as well. I am sure that Jim Finn is busy planning another great Reatta Rendezvous for our division.

For the coming year both Jim Finn and Ed Farnell have decided they want to retire from their respective positions of Asst. Director and Secretary/Treasurer. We have another member who has decided to run for Asst. Director and I plan to run again for Director. This leaves the nominating committee in the hunt for a Secretary/Treasurer, probably the most valuable position in the organization.

If you even have an inkling that you would like to step up and serve in any of these positions (especially sec/treas), please contact a member of the nominating committee listed in this newsletter. Also if one of the nominating committee members contacts you about a position, please consider it. A couple of years ago when I was asked to run for director, I first thought "no way." Then considering – I am partially retired, I was in education for 38 years, if there is one thing I can do, it is direct, so yes if someone thought I could do it, maybe I can. I have enjoyed being director and meeting many more of the division members and learning the responsibilities that go along with the job. You never really know if you can do something until you try it!

I still have about a dozen Reatta license plates and recently came across a Christmas ornament for sale by the division. License plates are \$10 each plus shipping and the ornament is \$5 plus shipping. Please contact me if you are interested.

The newsletter has a new look thanks to our new editor, Elizabeth Lane. Please send any ideas or articles to her.

NOTE-the password for the members only section of Reatta.org will be changed. The new password and its effective date are elsewhere in this newsletter.

Take care and start getting your Reatta ready for Brookfield!

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Deadline for the next issue is May 1st

Hi All –

In January I started as your new editor of the Reatta Road and I would like to introduce myself. I own a 1990 black Reatta with a black convertible top. I fell in love with the car and my husband, Tom Lane, bought it for me for as a Christmas present. Of course, getting the car home from the Philadelphia area through New York City the Saturday before Christmas was interesting.



We have lived in Connecticut for 41 years in a small town called Salem. We have 3 sons: William (wife: Michele, daughters: Lucy, 7 Lena, 5 and Lincoln born in November) in Bolton, Ct; Benjamin (Wife: Janna) in Littleton, CO; and Richard (wife: Carrie, daughter Emma, 9 months, and son Scott , 3) in Glendale, AZ.

My background for the last 35 years is in publications and communications. I have worked for newspapers, weeklies, corporations, and volunteer organizations. This included proofing, editing, layout, writing, etc.

Some of the ideas that I have for the Reatta newsletters are:

- A column on Reatta businesses. (Do you have one near you?)
- A column on tips and tricks. (Have you figured out something that would help other people?)
- A spotlight on members and their cars. (We are all proud of our cars.)
- Bios on all the officers in the club along with phone numbers and emails. (Some of us need help.)
- Publish a club roster.
- Calendar of events Reatta centered. (Local shows that allow Reattas to participate.)
- Some older articles. (There are a lot of us that are brand new Reatta owners that love reading the older articles on the car. Maybe some of the long term members could send some things for the newsletter.)

**Thank you Ron and April Gill for
your service to the Reatta Club!**

I would very much appreciate any comments, ideas or articles from anyone in the club. This is your newsletter. My email is: buffylane39@sbcglobal.net, phone: 860-859-1125, address : Elizabeth Lane, 39 Cockle Hill Road, Salem, CT 06420.

Birth of the REATTA



Buick Reatta chief engineer Randy Wightman had a good powertrain and platform to start with, but the turmoil of GM's massive 1984 reorganization, combined with an unusually high level of industry-wide engineering activity at the time, made resources tight inside and outside GM.

Thus, program manager Frank Colvin assembled a multinational consortium to get the Reatta done. From England, he chose Hawtal-Whiting for product engineering and Lamb Sceptre for manufacturing engineering. Japan's Ogihara Iron Works was chosen for die design and engineering.

Prototypes built by Aston Martin Tickford using body parts from Abbey Panels (both in England) were tested at GM's UK Proving Ground. Dynamic development was done in the U.S. by Cadillac engineers because, as Buick Engineering was folded into Buick-Oldsmobile-Cadillac in 1986-1987, the program transferred to Cadillac (the only GM divisional engineering group that kept its brand identity, for a while); it retained responsibility for its own as well as Buicks' and Olds' E-cars.

Among other good things, this development work resulted in some added engine-compartment structure that made Reatta a crisper-cornering car than its Riviera parent.

Wightman's biggest challenge was coordinating all these activities in various parts of the world. "We ended up doing so many things in so many different places," he says, "that it required a lot of travel, phone conferencing, and fax communications. We had language and geographic barriers, and cultural barriers even where we spoke the same language."

Another major challenge -- because the E-car plant didn't need the added complexity of Buick's small-volume specialty coupe -- was finding a facility and developing a process for building the car. The eventual answer was a novel concept: a dedicated "Craft Centre" in a 50-year-old former axle foundry and forging plant in Lansing, Michigan.

Here, the Reatta would be virtually handmade by groups of "craftspeople" working in "stations" instead of along a moving assembly line. This low-investment process was developed and managed by J. Robert "Bob" Thompson, who succeeded Colvin as program manager.

Spotlight On My Reatta

N. Cassingham, Member 48918

I first saw a Reatta in a parking lot at Hallmark Cards in Kansas City. I was struck by the smooth lines, aerodynamics, the symmetry, and the shape. More and more I was impressed as I drove by each day to work. I was surprised to find it was a Buick. A few months later an ad appeared in the newspaper of one for sale a distance away. I called and after a few questions said "I'll take it".

It was a maroon 1989 coupe. After paying for it and driving it home, I said "this is not a sports car, it is a roomy touring vehicle". There were funny little pictures on the dash. The steering wheel was adjustable as was the driver's seat. It had front and rear defroster, cruise control, climate control, antilock brakes, 4 speed automatic drive with overdrive and ample trunk space, auto sun roof and power windows. The drive was smooth, quite like floating. When Buick decided to design a two seater, one requirement was that it had as comfortable ride as a Riviera.

Will it go? On a long stretch of Kansas Turnpike I tested it. The Reatta is red lined at 6000 RPM. The Highway Patrol stopped me and he said it took him three miles before he caught me. It was very embarrassing; fortunately all I got was a ticket and not a lecture from my wife. Driving was thrilling, very steady road wise, the steering tightens up and very little noise level. The V6 165HP engine was not straining and quiet, too. When lifting my foot off the accelerator the car coasted forward not slowing, all gauges normal, ride seems a lot slower because it is such a solid auto. That was nineteen years ago, I still smile when I think about it.

I drive my car a lot. It is a claret red metallic 1989 coupe and it sits outside summer and winter, rain or snow. I use it to go to the grocery store as well as the airport parking lot, anywhere I travel. It is so very dependable and looks modern. The 90 degree V-6 has the smoothness and performance of a V-8 and Buick called the car "sporty elegance". The car is rated 0-60 in about 9 seconds. The car weights 3,350 pounds, a little heavy, solid considering the 2015 Buick 4 door Encore weights 3,237 pounds.

The design was mainly conceived in England and had a special technique in painting to protect against small rocks that dent. The coupe was introduced at the 1988 Detroit Auto Show. The cost was \$26,700 and \$550 destination charges.

My 1989 was one of 7,009 built that year and a total of 19,314 in all. The convertible was not produced until 1990, and in my opinion a show car and a car for collectors. Also if one has a wife that is fussy about their hair we never will have a top down car.

My point is, it such a wonderful and very affordable car. EBAY has a listing of coupes from \$4,500 down to under \$1,000. My car with over 100,000 miles has been dependable. They have the same engine as the 1988 Electra, Park Avenue, Riviera and LeSabre, so engine parts are easy to find. The coupes still to this day look very stylish. Love looking at it and driving it.

Calendar of Events

BCA National Meet 2017

Brookfield, Wisconsin
July 5-8, 2017

We usually have a **Reatta Rendezvous at the BCA National Meet** which includes a ride in our cars and a meal out. In the past it has been on Thursdays. Our annual meeting has been held on Saturday late afternoon. This is where our new officers are announced.

SE Region Tour

Oct. 18-21, 2017

Sponsored by the Bama Buick Chapter in Anniston, AL. Included is a tour of the Talladega Superspeedway. More details to follow.



Reatta Rally **The Premier Event for Buick Reatta Enthusiasts.**

Good things happening in Southern California and it would be fantastic to have you and your Reatta join us!

The Reatta Rally - SoCal style, will take place Sunday, April 30, 2017 at the All GM Car Show and Swap Meet at Warner Ranch Park in Woodland Hills, CA .

Reatta Rally 2017 (our 6th annual event) will be held within the All GM Car Show and Swap Meet; sponsored annually by the Los Angeles chapter of the Buick Club of America. Hundreds of attendees are expected to display their General Motors cars of all eras at the car show (it is a terrific event you don't want to miss). An area of the show will be sectioned off so we may display our Reattas as a collective (it doesn't matter whether your car is showroom fresh, a daily driver or 'cosmetically challenged' to participate).

TIP: Make sure your battery is fully charged before trying to start your Reatta in the Spring after sitting for the Winter!

2016 Reatta Rendezvous - Blue Mountain Resort

Palmerton, PA



Editor's Note: We had a great time with great friends, food and drinks. If you weren't there you missed an interesting ride in the fog. Hopefully you can join us in Wisconsin. See you there!

Reatta Owners Journal



An online resource
for the Reatta
enthusiast.



Thanks to the Reatta Owners Journal for the
information on this page! Their website is:
www.ReattaOwner.com

1990-1991 MODELS

- Turn on the key and on your ECC (climate control module) push the "OFF" and temperature up (up arrow) at the same time and hold them until the car goes into the diagnostic mode.
- You will see all of the lights on the IPC light up and the trouble codes will then be read out where the mileage usually is.
- Write down the codes as they go by. They go by pretty fast so write them down quickly and watch for the next.
- First you will get the engine codes e.g. Exxx, then you will get the body codes e.g. Bxxx then some IPC codes e.g. Rxxx and maybe an SIR code.
- If any code has an "h" after it that means it is a code in history and not current. No "h" means it is a current code.
- After all the codes have displayed you will get an Ec? this means do you want to diagnose the engine computer.
- Pressing the fan down arrow you will be telling the computer no, the fan up arrow means yes.
- If you did get any Ec codes and you want to clear them, when you get the Ec? push yes and then it will ask you questions, keep pushing no until it asks if you want to clear the E codes then push yes.
- If you have no E codes and/or want to go to the B codes when it asks you Ec? push the fan down button for no and it will then ask you Bc, and you can push yes.
- It will then ask you questions and you continue pushing no until it ask CLR b code and you push the up fan for yes.
- You cannot hurt anything or screw up anything by doing this and if you make a mistake simply turn off the key and start over or push the bi-level button next to the fan switch.

**More detailed info included in the Service Manual or
at www.reatta.net**

How To Access ECM, BCM & CRT Codes

BCM means Body Computer Module - Controls functions like interior lighting, heat and air conditioning.

ECM means Engine Computer Module - Controls the functions of the engine and emission system.

IPC means Instrument Panel Cluster.

1988-1989 MODELS

- With the key on, engine running or not, go to the climate screen on the CRT and press and hold the **OFF** and **WARM** buttons at the same time.
- The 'service engine soon' lamp will light and the ECM codes will be listed followed by the BCM codes and then the IPC codes.
- They go by quite fast so you may want to write them down. Any code with a "h" after it will be a code that was current, but is not now, and is listed a "**history**" code. Any code that does not have an "h" is a current code.
- ECM codes will start with a "e" and then 3 digits, BCM with a "b" etc.
- After the codes are listed the screen will say ECM? This means do you want to diagnose the ECM.
- If there were "e" codes push "yes" if not, push "no" and the screen will go to the BCM?
- If there are ECM codes after pushing "yes" it will ask several questions.
- Keep pushing "no" until the question "ECM code reset" comes up and then push "yes".
- You can go from the ECM to the BCM and then to the IPC and clear any codes.
- You can't hurt anything by doing this procedure and even if you make a mistake simply push "end" or shut off the key and everything will go back to normal.

DIAGNOSTIC CODE COMMENTS

(A) (B) (C) (D) (E) (F)	"Service Engine Soon" telltale in IPC "ON". Displays Diagnostic Message on CRT. No telltale light or message. Displays "ERROR" in season odometer. Switches climate control mode to ECON. if in AUTO. Forces Cooling Fans on.	(G) (I) (J) (K) []	Displays "Electrical Problem" Message on IPC. Forces OL Operation. Causes system to operate on bypass spark. Causes system to operate on back-up fuel. Functions within bracket are disengaged while specified malfunction remains current.
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CARS FOR SALE

1989 White with Burgundy Interior. Mileage:143,732. Original Arizona Vehicle (no road salt). No issues. Hand painted small cactus both sides bottom of doors. Computer Dash. Very Good condition. Only driven to car shows. Always Garaged. No Rust. If interested please call **517-507-9991**. Photos available upon request. Also available, factory promo. A mostly Arizona car now located in Charlotte, Michigan. (3/17)

1989 Black/tan coupe. Car purchased new in Boca Raton, FL and has not left there. Car has 89,000 miles. No rust. Excellent exterior, interior needs work. Don Roberge's family is asking \$4,000, which is negotiable. If interested or have any questions, please contact James Roberge at **313-720-5715** or jamesroberge@walter-tools.com. (3/17)

1990 Reatta Burgundy coupe Tan interior. Very nice condition. 71,000 miles. Unique dealer installed crown. No issues. Everything works. Receipts. AC converted. Headlight motors rebuilt. Photos available. Price \$6,800. For more information or to purchase, please contact Jim Walkuski at **330-990-0011** or email: jwalkuski@yahoo.com. (3/17)

1990 MAUI BLUE CONVERTIBLE with gray interior. Of the 154 Maui blue convertibles built only 22 with gray interior. 37,000 babied and pampered miles by a very fussy owner. Always garaged and covered. All original with all options. Have all books, pens, etc. Only selling as I never have time to drive it. Too many other cars. You will not find a nicer Reatta. Price \$16,500. Car located in Montana. For more information or to purchase call Mike Tyler at **406-374-2458** or email: snowymtn@itstriangle.com. (3/17)

1990 This black beauty is equipped with every option available and has been meticulously maintained. It scored 390 points out of 400 at the Buick Nationals in 2013. I have owned this car for 15 years and it had a complete chrome off repaint, new Hartz cloth top, alloy wheels have been refinished and new tires. Car is presently showing 96,000 miles, but is flawless. You will not be disappointed at \$10,200. Contact Ed Farnell at **803-754-6922** or eafarnell@gmail.com. (3/17)

1990 Convertible. One of 117 with Burgundy w/ tan top and interior. 43,00 original miles. Texas car always covered and garaged. Looks and runs great. Top in very good condition. Everything works and have original floor mats and owners package/ manual. Beautiful car, needs nothing needed to drive and enjoy. Price reduced to \$12,500. Contact Vince : chinapuzz@aol.com or **361-271-7639**. (3/17)

1990 Reatta convertible, Red/dove grey/newer black cloth top. New Pirelli tires and sharp after market wheels. Great looking and running car. 149,500 highway miles. Asking \$5,800. Will consider all reasonable offers. Car located in Owosso, Michigan. For more information or to purchase contact Robert Pospisil at **810-444-9292** or email: popatop149@aol.com. (3/17)

Two (2) 1990 Reatta convertibles. 1) red/tan/tan. CD and cassette player. Only 25,500 miles. Excellent car. Price; \$14,000. 2) repainted brown/tan top and interior. Good running car w/ 58,500 miles. Price; \$8,000 . **BOTH CARS FOR ONLY \$20,000.** For more information or to purchase contact John Reusch at **823-843-3655/231-970-1714** or email: buttons1031@hotmail.com. (3/17)

1990 red/red/white convertible, new top & repainted about 5 years ago. This is a rare color combination. 95,000 miles, \$12,000. For more information or to purchase contact John Cavanaugh, **941-350-2157** or john@cavanaughcompany.com. (3/17)

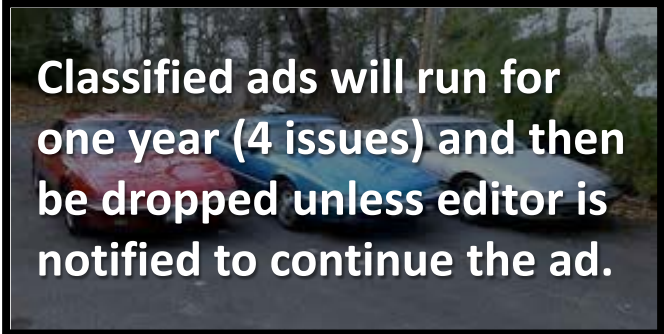
1990 Reatta convertible. Silver/white interior/grey interior. 100,000 miles. Showroom condition. 16 way seats. Asking \$10,000. Will deliver. For more information or to purchase, please call Jeanette Hall @ **810-869-4143**. (3/17)

1990 Buick Reatta coupe - Body is in very good condition, Paint is good, a few chips on the front hood-typical of a car with this many miles. A Colorado car - no rust. A 1990 only color- Driftwood. Interior excellent-no rips or tears in leather seats. Former owner replaced the headliner with correct color. 108,000 miles. Has an aftermarket CD player. AC blows cold, six way drivers seat. I have replaced many engine parts-Mass Air Sensor, Radiator, Cam and Crankshaft sensor, Water pump, Fuel Pressure regulator, Fuel pump, Starter, ECM, Ignition Control Module, Fuel Filter. I also replaced the trunk release solenoid. Has a new windshield very hard to find. **Price \$5000 or best offer.** Contact Jim Cappa for pics or more info; jimcappa@msn.com or **303-594-9735**. (3/17)

1990 SILVER BUICK REATTA CONVERTIBLE. This is the one you want! This car is clean, clean, clean inside and out. The top is flawless, matching tires , hubs all intact, always garage stored. 34,479 miles. The gray interior is very nice. Asking \$13000. Please email kerry@millerproductsco.com for questions or pictures. Kerry **515-205-7783** VIN 1G4EC33C4LB905463. (3/17)

1991 Convertible, red/tan with Hartz cloth top. CD and 16 way seats. A little over 32K miles and in excellent condition. 394 point gold senior at BCA National Meet in Charlotte. \$18,700. Call Ed Farnell **803-360-6806** or email: eafarnell@gmail.com. (3/17)

(Cars For Sale Continued on Page 7)



Classified ads will run for one year (4 issues) and then be dropped unless editor is notified to continue the ad.

CARS FOR SALE (Continued)

1991 Reatta coupe. Red w/ tan interior. 105,700 miles. Car is in great condition. I am third owner. I have original sticker, signed craftsman log and owner's manual package. Car is located in St. Petersburg, Florida. **Price reduced \$7,900 to \$6700.** For more information or to purchase contact Carrie at: carriesteve2@yahoo.com or phone **727-592-2403** (leave message). (3/17)

1991 Reatta coupe, white w/ tan interior. CD player. 37,000 miles, 399 point Gold Senior at 2015 Springfield Meet. \$10,000. For more information, photos or to purchase, please contact Herb Morris at **314-852-0272**. (3/17)

1991 White Reatta coupe w/blue interior. 65,000 miles. Great shape, but could use a paint job. \$3,500 (negotiable). Contact Jim at **919-851-4394** or email: salyardawg@aol.com Car located in Raleigh, NC. (3/17)

1991 Convertible, reportedly one of only 8 in claret red with saddle top and interiors, 4,000 miles. Always climate controlled storage, \$23,000 O.R.O For more information or to purchase, contact **Lauterbachcars.com**. For pics, email: dean@lauterbachcars.com (Dean Lauterbach, RDiv #140/BCA #13996). (3/17)

REATTA PARTS FOR SALE

Reatta parts.....Large inventory..... Reasonable prices. **Contact Jim Finn at > >>>>>reattas60@gmail.com.** I am pleased to announce that I will be taking over the sale of sun visor clips from Kingsley. Available colors: GARNET RED, FLAME RED, SAPPHIRE BLUE, MEDIUM BEECHWOOD (SADDLE/TAN). Don't forget to mention which color you want when ordering. Clips will fit either left or right sides. The price will remain the same. \$65 plus \$7 for USPS priority mail shipping. (3/17)

Lots of Reatta parts from 175 parts cars. Located in a salvage yard in Tucson, AZ. **Call Roger McCrone at 520-514-0838.** (3/17)

Reatta showroom sign. \$450 OBO, tail light outer glass, very nice. \$100.00, have a number of CD players w/ mounting hardware. **Call Don Kinas at 1-262-781-3913.** (3/17)

Original "Barney cranks" are still available. Steel replacement headlight bellcranks are \$40 ea. (\$35 ea. to BCA members). Kits that include bellcrank, rollers & up-stop instructions are \$45 (BCA members \$40). Rebuilt Reatta headlight motors, \$55 per side (exchange plus \$5 shipping) Plastic wing nuts and receptacles (to hold the cover in the rear of the engine compartment) \$2 each plus \$2 shipping. Rebuilt power antenna W/steel cord \$60 (+\$15 return shipping). Trunk lock cover repair kits \$9.50. Custom Reatta car covers and all other cars in 14 fabrics and several colors, also 7 sizes of motorcycle covers (call for prices on covers). **Call Barney @ 512-869-5114 for info or Reatta tech assistance. Barney Eaton, 20111 Deerfield Dr., Georgetown, TX 78633.** (3/17)

Reatta Division

Buick Club of America

Officers & Key Division Positions

WEB SITE ADDRESS:

www.reatta.org

DIRECTOR: Anne Gibson

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Don Kinas
312 Plaza Lane
Plymouth, WI 53073
262-781-3913



MEMBERS ONLY PASSWORD FOR THE REATTA DIVISION WEB SITE IS:

Buick3800 (CASE SENSITIVE).

PLEASE NOTE THIS WILL APPEAR HERE IN EACH NEWSLETTER. CHECK EACH NEWSLETTER FOR A NEW PASSWORD. IT WILL CHANGE FROM TIME TO TIME.

REATA DIVISION
Secretary/Treasurer
Ed Farnell
440 Langford Road
Blythewood, SC 29016

MEMBERSHIP & DIVISION INFORMATION

Reatta Division memberships are \$10 per year. Membership is for a 12 month period.

Please note that a **pink** highlighter mark on the RDIV number on your mailing label means that your Reatta Division dues are either due or past due. In order to continue receiving the Reatta newsletter, your RDIV membership status needs to be current.

Please make checks payable to: **REATA DIVISION, BCA**

Send all dues payments and address changes (include your RDIV # on your check) to:
SECRETARY/TREASURER, ED FARNELL, 440 LANGFORD RD, BLYTHEWOOD, SC 29016

NOTE: All Reatta Division members are required to be members of the national organization, Buick Club of America, of which we are an authorized division. Please note that a **blue** highlighter mark on your BCA number on your mailing label means that you are not a current member of the BCA. In order to continue receiving the Reatta Division newsletter, your BCA membership status needs to be current. The national organization can be contacted at: **BUICK CLUB OF AMERICA, PO BOX 360775, COLUMBUS, OH 43236, BY EMAIL AT: buickcluboffice@aol.com , phone 614-472-3939 or fax 614-472-3222.**

Please send all classified ads and newsletter submissions to: **NEWSLETTER EDITOR, Elizabeth Lane, 39 Cockle Hill Road, Salem, CT 06420 or email at: buffylane39@sbcglobal.net**