



Pre War BUICKS

The E-Magazine

BUICK CAR CLUB OF
AUSTRALIA

PRE WAR DIVISION



“try to make
just a little
time . . .”

Editor's Comment

The 2027 Australian Buick Nationals have been announced by the Victorian Buick Car Club and will be held at Warrnambool over Sunday 3rd October through Saturday 9th October in 2027. A copy of the Expression of Interest form is included at the end of this edition.

As I write this, we are preparing for another event, the East Coast Meet that will be held in South West Rocks in New South Wales. This will be our fourth event this year and we are certainly putting some miles on our cars. While we were forced to miss the biannual Riviera Nationals in March because of a medical issue that restricted our ability to drive long distances, we have not been short of optional events to fill the gap and being in multiple clubs also manages to fill our driving diary.

We are off to the country almost immediately upon our return from South West Rocks and so I am hopeful that all of this travel does not play too much havoc with Laurene's knees! We wouldn't want to miss another opportunity to catch up with the Victorians next year!

As promised last month, we have included some photos from the 2026 Pre War Tour of South East Queensland for your information and recommend you consider coming along in your pre war car next year when we understand that we will be rising to new heights, that is, going up the range a bit when Ben and Toni Tanner take us on a tour up there.

With so much going on in the pre war Buick world, it seems that retirement is the only way to ensure you have the time to make it along to them all.

Who would have thought!

That said, please try to make just a little time to enjoy this edition of Pre War BUICKS.

1933 Model 88-C Auctioned

We all got a bit excited last year when a barn-find auction uncovered a large number of pre war cars on two Montana farms. In total there were some 500 vehicles up for grabs, not all pre war, although there was plenty enough!

Of particular interest was a 1933 Model 88-C 5-passenger Convertible Phaeton.

With a mere 124 built that year, even in its current condition you surely weren't going to get this car for the original selling price of US\$1,845!

That indeed turned out to be true as it sold for US\$27,000.

Van De Brink Auctions did the selling way back in July of 2025 so it's way too late to get your finances in order however you can still enjoy some of the magic of barn-find cars in a video [HERE](#).

Enjoy!



A Racing Pre War Tourer

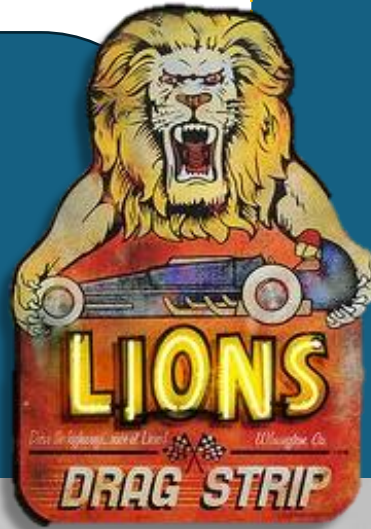
We had to include these photos of a 1925 Tourer at the Lion's Drag Strip in California in the late 1950's.

How quick was it, well we don't know.

We couldn't even find another car like this in an extensive internet search, so we are prepared to suggest that this was not the norm at Lions!

In any case, enjoy these pre war racing Buick photos. They have to be rare!

John Milner
lives on at
Lions!



Still has his
trunk and
spare wheel in
place!



“My thanks to them all.”

2026 Pre War Tour of SEQ

This year was the fourteenth event to be held under the Pre War Tour of SEQ banner and with looming fuel crisis averted for at least a few more months, the turnout was better than expected.

This year the feature was the towns and villages of the Brisbane Valley.

A circuitous route was planned from just west of Ipswich and reaching as far into the valley as Moore.

At the peak there were eight pre war cars plus a back-up vehicle that, as usual, was not required to see any action but was certainly a reassuring comfort for the participants. Our thanks to Dave and Colleen for forgoing the thrill of a pre war car for the comfort of the Range Rover!

This year we had to move the tour from the normal Friday to Sunday format to a mid-week event due to the unavailability of accommodation at weekends at our host town, the Brisbane Valley capital, Esk!

A good array of pre war cars this year included twenties, thirties and even a forties Buick so, while we are yet to entice a teenager Buick onto the run, there was still enough variety for us to cause plenty of interest in the small villages we dropped into during the three days.

Minimal use of the major road system enabled plenty of slow driving to ensure time to soak up the countryside between towns, even a bit of gravel road, but not too much, was thrown in to get the vibe right for the tour.

It's one thing to plan an event but it takes participants to make an event and we were blessed with a great group of pre war Buick enthusiasts who not only managed to show up, but they also participated with vigour. My thanks to them all.

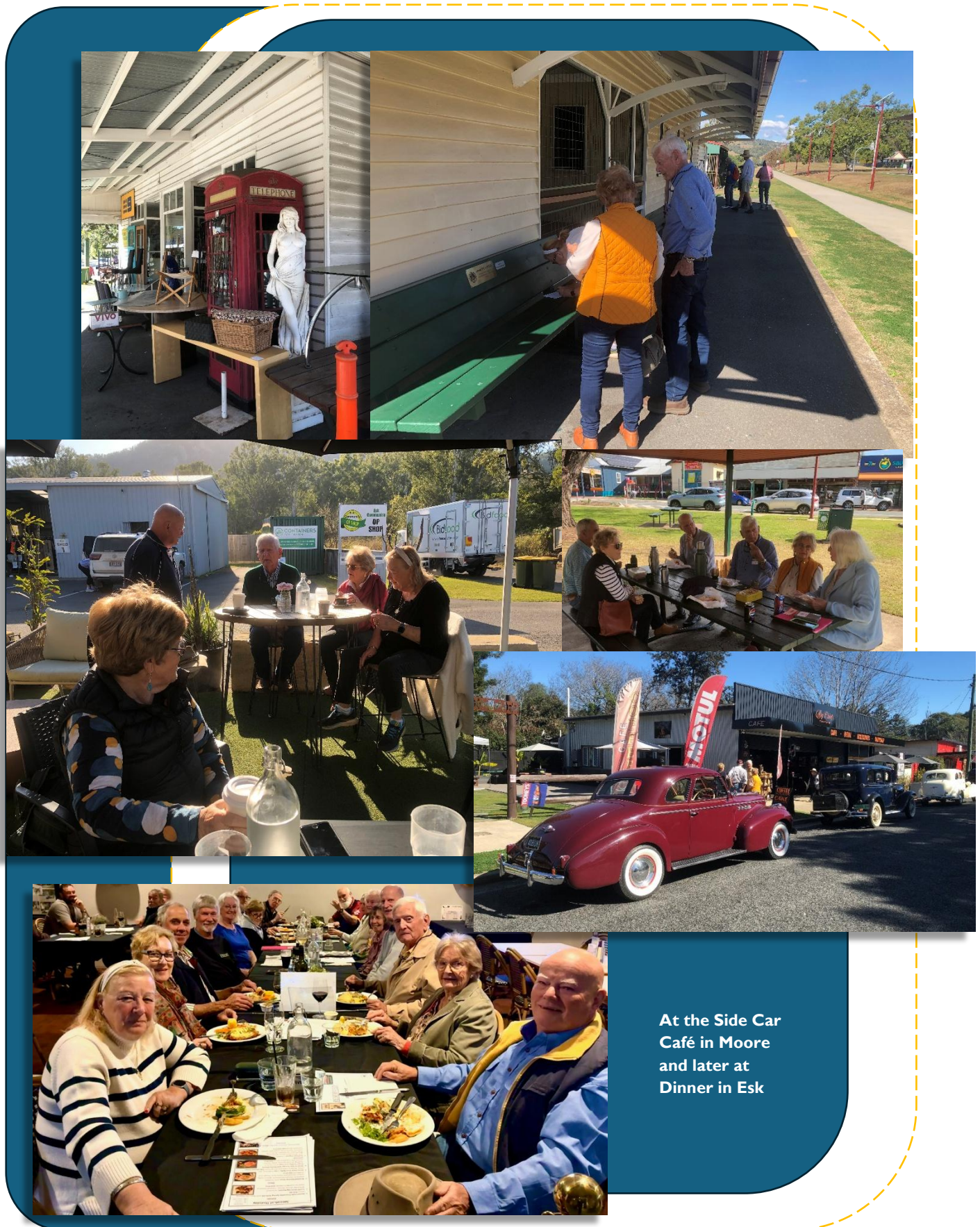
A thank you must also go to Emily and the team at the Esk Caravan Park and Rail Trail Motel for looking after us in Esk and to Brendan and the staff of the Grand Hotel Esk who fed and watered us each night!

Buick Club events coordinator, Peter Tight, managed to induce Ben and Toni Tanner to run the next year's event, so it is looking good for the ongoing success of this event into the future.

Enjoy these few photos of the event and perhaps consider joining us in 2027 when the Pre War Tour of SEQ rides again!



Pre War
Buicks



At the Side Car
Café in Moore
and later at
Dinner in Esk

2026 Pre War
Tour of SEQ



Record Car .. Perhaps

Here's an interesting photo of a racing Buick with claims plastered on the side including "This car is the holder of the World's Stock Car Record – covering 113 ¾ miles in 97 minutes". That's an average of about 70 mph over the 97 minutes.

The car is a modified Buick 16. If it is, then the bonnet appears to have been shortened and the dashboard tilted forward, but that aside, the Model 16 was certainly the go-to car for racers of the day.

It was powered by the 338 cubic-inch, 32.4 horsepower engine which transmitted power to the rear wheels using a three-speed selective gearbox and leather faced cone clutch.

It rode on a 112-inch wheelbase chassis and 34 x 4 tyres.

While this car was larger and heavier than the more popular Model 10 for racing, it did provide an additional 10 horsepower to haul its 2,620 pound bulk around! Clearly, this roadster model pictured is somewhat lighter than that.

Back to the record. You may know that at the dawn of the motoring industry there were many ways to achieve a record. Different organisation had their own world records. We went to investigate and by the time that this car was produced, the "world" record was already higher than the 70-mph claimed by this car, so all that we can admit to is that this was certainly a fast car for the day.

"it did provide an additional 10 horsepower"



A second annotation claims that this very car was the winner of the Giant's Despair, Algonquin Hill Climb!

That particular hill climb race is carried out over a one-mile stretch of road in Laurel Run, Luzerne County, Pennsylvania. The road rises 650 feet (200 m) over the one mile (1.6 km) distance, and the gradient reaches up to 20%.

The six corners include one of 110 degrees and is called the Devil's Elbow.

The race was first held in 1906 to coincide with the local town, Wilkes-Barre, centennial celebrations.

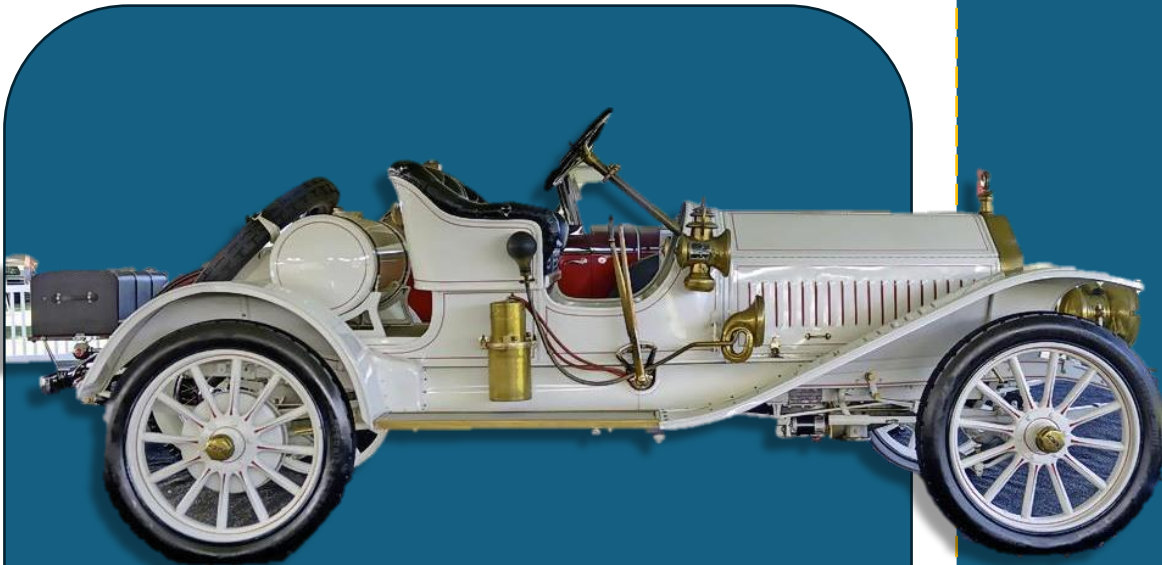
The first race was won in 2 minutes 11.2 seconds by Hugh Harding in a British Daimler 35.5 horsepower model.

There is no record that Buick ever won the hill climb outright, however the following is reported in Wiki regarding a Buick success at the Giant's Despair.

During its first years, the race was used as a proving ground by the biggest names in the automotive industry. Louis Chevrolet raced the hill in 1909 driving for Buick. He won Event No. 2, Gasoline stock cars, selling from \$851 to \$1,250 in a time of 2:34.4 sec, his car being the only entry in the class. He is chiefly remembered for an accident: "A Buick with Louis Chevrolet driving, turned turtle on the course and narrowly missed a group of people. Chevrolet was not badly injured."

Perhaps our photographed car is that racer . . fixed up of course.

"winner of the
Giant's
Despair, . . ."



A nicely restored 1910 Model 10 Roadster, although they were not produced in white at the time of manufacture.

A Glimpse into
1920s Life

Model 22-48 Coupe

The Buick in the photo is a Model 22-48 Coupe. It rode on a 124-inch wheelbase chassis and was painted in Buick Blue. This was Buick's most popular body style in the 124-inch chassis range and cost US\$2,325.

This story comes to us via Jeff Randell in Western Australia and is reprinted as received. It tells an interesting tale of life in the mid-twenties in the American logging industry through the eyes of the Schafer family.



The Schafer Family and the Promise of the American Dream: A Glimpse into 1920s Life

In the early 20th century, family photographs were more than just keepsakes. They captured not only personal memories but also glimpses of a broader societal narrative, preserving the essence of an era. One such photograph, from the mid-1920s, features the Schafer family—John Schafer, his wife Neta Smith Schafer, and their young daughter Bernice. Posing proudly beside their sleek 1922 Buick Six automobile at a logging camp, the image serves as a window into a time of transition, resilience, and the pursuit of the American Dream.

Life in the Logging Camps

The photograph's setting—a railroad logging camp—reflects John Schafer's connection to the timber industry, a cornerstone of the American economy in the early 20th century. Logging provided the raw materials that fueled the construction of homes, railroads, and growing cities, but it was no easy life. Workers in the camps often faced rugged terrain, demanding physical labor, and isolation from urban conveniences. Yet, there was a sense of pride and purpose in their work. Families like the Schafers, who likely lived on-site or nearby, navigated a life defined by hard work and perseverance.

Logging camps of the 1920s were often bustling with activity, embodying the spirit of progress that characterized the era. These camps were not just workplaces but also temporary communities, where families formed bonds and found ways to balance the grueling demands of labor with moments of joy and togetherness.

The Buick Six: A Symbol of Progress

In the Schafer family's photo, one striking element stands out: the 1922 Buick Six parked proudly beside them. For the Schafer family, and many others of their time, owning an automobile like the Buick symbolized more than just transportation. It represented independence, mobility, and participation in the rapid modernization of American life.

The 1920s saw a surge in automobile ownership as cars became more accessible to middle-class families. Vehicles like the Buick Six offered newfound freedoms, allowing families to travel beyond their local surroundings for leisure, connect with distant relatives, or simply enjoy the novelty of the open road. For the Schafers, the car may have also signified their aspirations—a tangible piece of the progress they hoped to achieve.

This shift from reliance on horse-drawn carriages to automobiles marked a transformative era. It wasn't just about getting from one place to another—it was about experiencing life in ways previously unimaginable. The Schafer family, photographed with their Buick, reflected this exciting evolution, bridging the gap between traditional ways of life and the modern promises of technology.

Tradition Meets Modernity

The Schafer family's photograph captures a moment in which two worlds converged: the enduring traditions of labor and family life, and the dawning promises of modernity. The logging camp, with its rustic setting, contrasts with the sleek lines of the Buick, embodying the balance of old and new that characterized much of the 1920s.

John Schafer's likely role in the timber industry underscores the hardworking ethos of the time, while the presence of the car hints at a lifestyle that extended beyond the confines of work. The Buick opened doors to leisure and exploration, a reminder that even in a world of tough labor, moments of joy and connection were within reach.

The Promise of the Roaring Twenties

The 1920s, often referred to as the "Roaring Twenties," was a decade of optimism and transformation. Economic growth and technological advancements, including the mass production of automobiles, created opportunities for families like the Schafers. The photograph, taken near the end of this prosperous era, captures a sense of hope and possibility. Though the Great Depression loomed just a few years ahead, families continued to look forward with optimism, embracing the progress of their time.

For the Schafers, the promise of the American Dream is evident in the photograph. Their pride, their car, and their togetherness tell a story of resilience and aspiration—qualities that have long defined the American spirit.

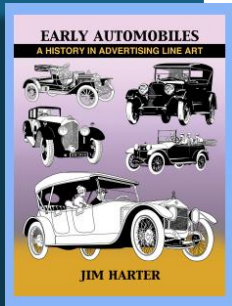
A Timeless Reflection

The Schafer family's photograph is more than a snapshot of their personal history; it's a timeless reflection of a nation in transition. Their life, set against the backdrop of a logging camp and framed by the emerging comforts of modernity, speaks to the enduring themes of hard work, family, and hope.

In their Buick, we see the dream of mobility and freedom. In their setting, we glimpse the grit and determination of an industry that built America. And in their faces, we find the quiet confidence of a family ready to embrace whatever the road ahead might bring. Through their story, the Schafer family reminds us of the timeless pursuit of the American Dream, rooted in perseverance and the belief in brighter days to come.

"A Symbol of Progress . . ."

Auto Wood Engravings



“Well worth a look . . .”

If you have admired the wood engravings that were employed by advertisers from the late 1800s into the early twentieth century, and you admire automobiles of that era, there is a book that you possibly need to get a look at.

Author, Jim Hartner, has assembled possibly the best collection of auto engravings ever seen in the one publication.

Early Automobiles, A History of Advertising Line Art 1890 – 1930 is published by Wingspress, San Antonio and also as an on-line book [HERE](#).

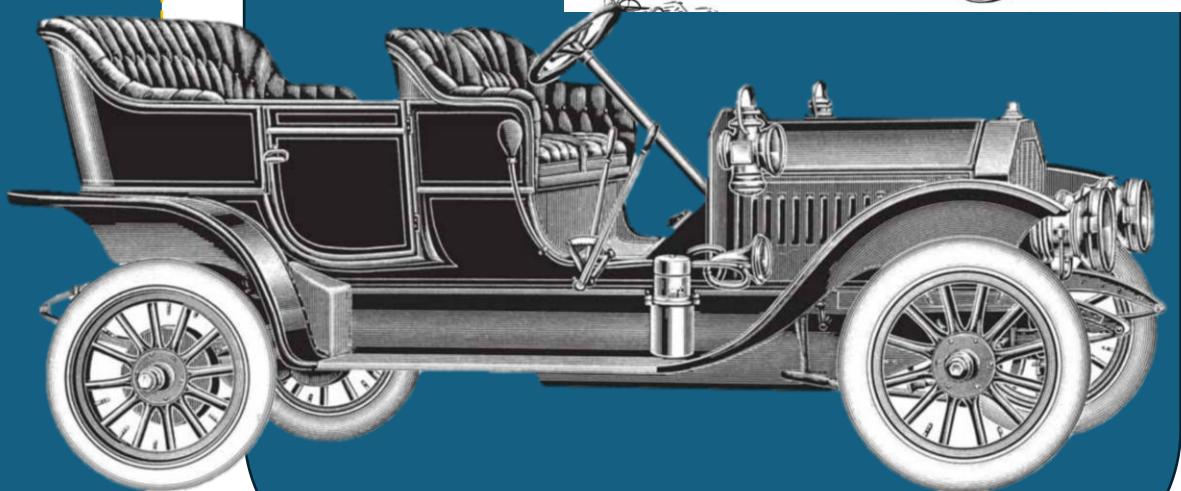
It not only has a vast number of wood engravings of these early automobiles, but it also carries some interesting information about a range of automobile manufacturers and the people who were prominent in the industry at the time.

Naturally, William C. Durant gets a run in this section along with General Motors.

Well worth a look if you have that interest.



1924 5-Passenger Sedan



Buick Model 17, 4-cylinder, 32.4-hp Touring Car, priced at \$1,750, Buick Motor Co., Flint, MI. Buick produced 14,606 cars that year.

1910 McLaughlin Buick

We were sent in these few photos by Jeff Randell of Frank B. Hand Jr and his 1910 McLaughlin Buick Touring.

They were taken in October 1956, however beyond that piece of information, we know very little. Other than that, we certainly needed to share them with the readership!



"we know very little."



The Children, of Course!

What could be better than owning a 1937 Model 81 Roadmaster 6-passenger sedan, well getting home to see the kids must rate pretty highly, we guess!

This photo was taken in 1944, pretty exciting times.

The Roadmaster rode on a 131-inch wheelbase chassis, was powered by Buick's 320 cubic-inch straight eight OHV engine that produced 130 horsepower at 3400 RPM that year after Buick upgraded the existing 320 motor with a power-booster camshaft and a counterweighted crankshaft amongst other minor refinements.

This car carries the accessory side mount spares so it would have cost a bit more than the standard model priced at US\$1,518. Buick produced 14,637 examples of this model for domestic sale and an additional 344 were exported.

So, which would you prefer, the Buick or the children, don't answer, someone might be listening!

"which would
you prefer, "



Home on leave . . .

1941 Model 90 Touring Tubb

The *Grand Ole Opry* was known for touring stage acts around the US during the war and afterwards.

Later in this edition we take a look at Bill Munro and his band but first let's take a look at Ernest Tubb and his Texas Troubadours!

In both cases the band travelled in style, and by style we mean top of the line Buicks.

Ernest Tubb is seen with his band beside a 1941 Buick Limited Touring Sedan, what better car could you imagine for touring!

A pioneer of what we call country music, Tubb also introduced, or at least made popular, the honky-tonk style of music.

Tubb was born 9 February 1914 in Crisp, Texas and passed away 6 September 1984 at the age of 70. His biggest career hit was *Walking the Floor Over You*.

No, I'm not sure I recall it either, however I do remember the 1941 Limited.

Tubb was
twice married
and had five
children.



From the Readership

What to do when we get seventeen pre war Buick photos in one email . .

Well, of course the logical thing to do is to share them all with the readership and thus the next few pages are those photos. The captions are as provided, you may seek additional information, and we wish you well of course.

Early Buick



1909 Buick - 100
M.P.H. Club



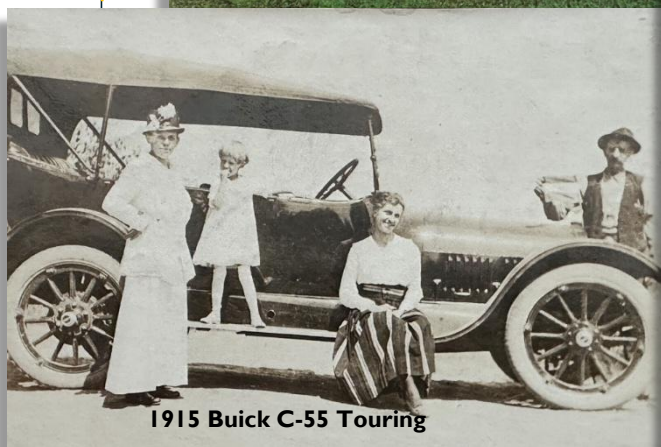
Buick Touring



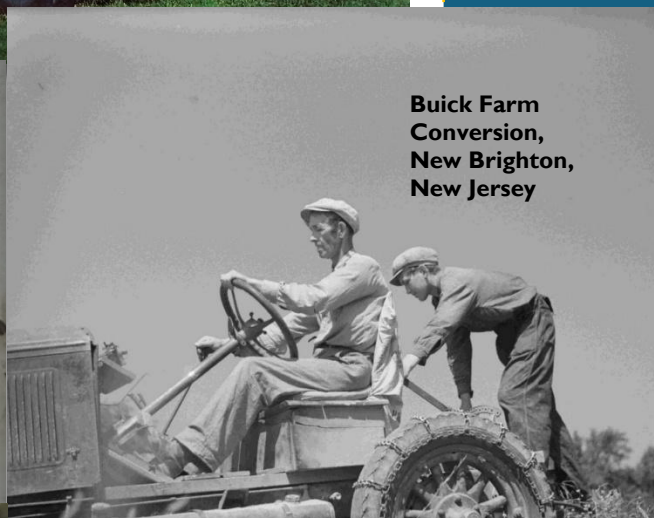
1912 Buick Racer



1912 BUICK ROADSTER



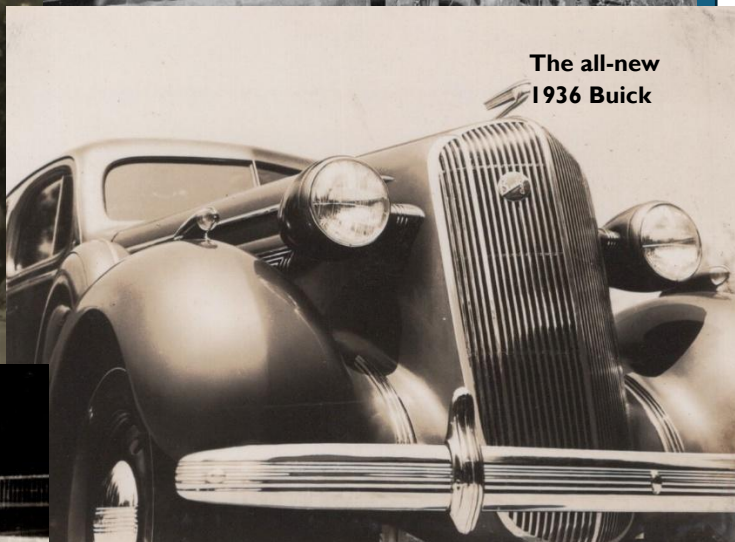
1915 Buick C-55 Touring



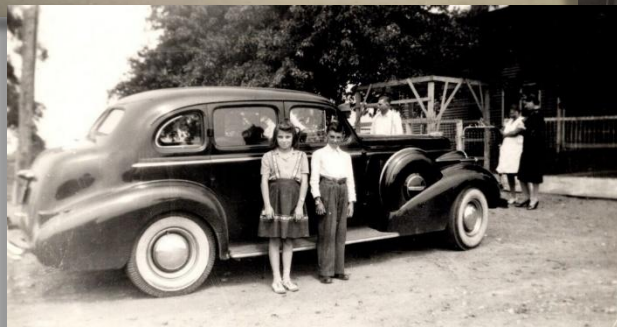
Buick Farm
Conversion,
New Brighton,
New Jersey



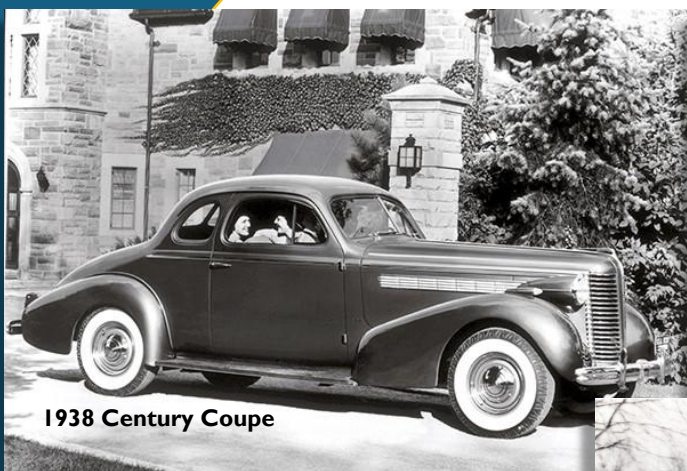
1925 Buick



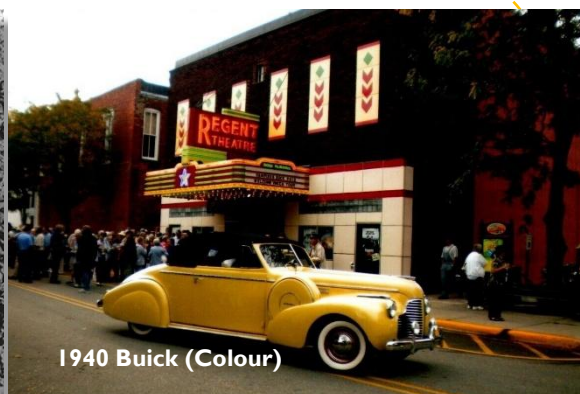
The all-new
1936 Buick



1938 Buick Century
Town Sedan



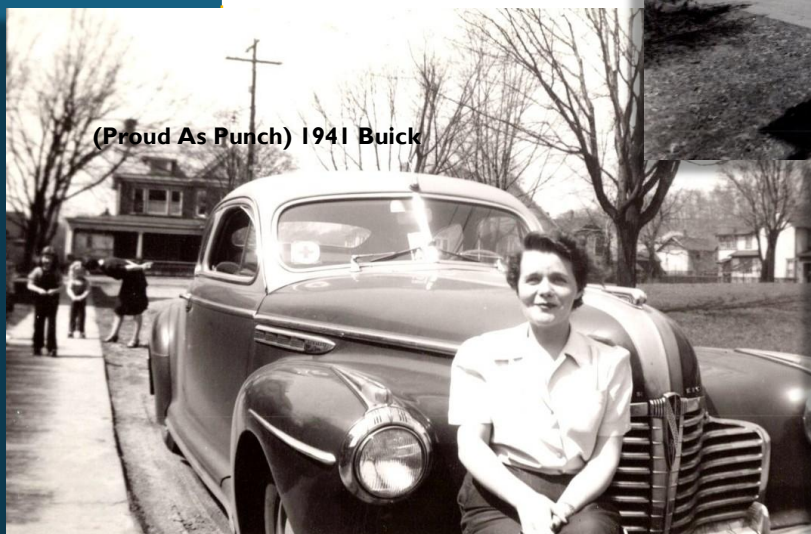
1938 Century Coupe



1940 Buick (Colour)



1939 Buick



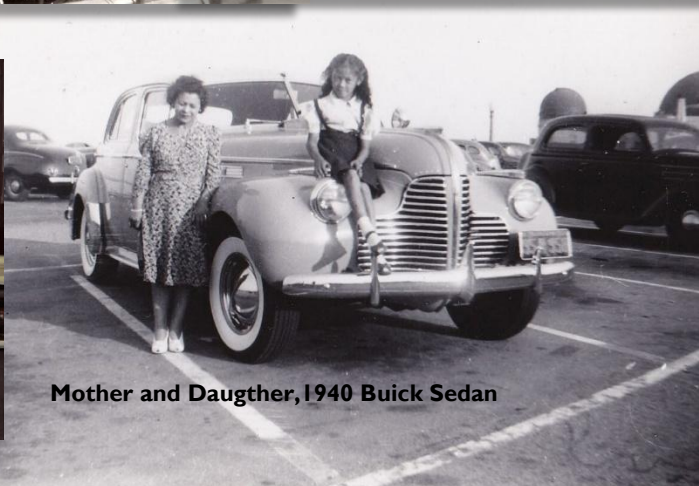
(Proud As Punch) 1941 Buick



Buick in the snow



Buick Phaeton & L-29 Cord



Mother and Daughter, 1940 Buick Sedan

Dyno-Might Be

This photo is a bit of a mystery to me; you may know the full story.

The four women on the Buick chassis are believed to be office workers at Buick in the 1940s.

The company selling the artwork, and asking US\$675 at the time of writing, suggested in their description that they were connected with the transition of women from secretarial work to factory production line work. Maybe, but maybe not. They are sitting on a car chassis and that suggests that the photo may predate the war and all efforts to increase the workforce.

Of interest is the machine on the rear of the chassis.

Possibly part of a dynamometer, it has indicators for speed and engine revs. 2000 rpm being equivalent to 50 mph etc.

Whatever the purpose of this staged photo, we like it. Perhaps you like it too and might contact the sellers at Royal Books in Baltimore MD.

Even better, you may know the history behind the photo, please tell us here at Pre War BUICKS, we'd love to know!

“Whatever the purpose . . .”



Spot the Buicks in NZ, 1918

Here's another photo via Jeff Randell depicting the winners at a New Zealand race meet in 1918.

The local paper, *The Sporting and Dramatic Review*, reported it thus:

The popularity of the motor car with racing enthusiasts in New Zealand. Some of the cars in the members' enclosure on the occasion of the Manawatu Racing Club's summer meeting. It is estimated that the total value of the cars which attended this popular racing fixture was not less than £500,000.

Can you spot the Buicks?

"Can you spot the Buicks?"



THE POPULARITY OF THE MOTOR CAR WITH RACING ENTHUSIASTS IN NEW ZEALAND.—SOME OF THE CARS IN THE MEMBERS' ENCLOSURE ON THE OCCASION OF THE MANAWATU RACING CLUB'S SUMMER MEETING. It is estimated that the total value of the cars which attended this popular racing fixture was not less than £500,000.

We'll kick it off .. is that possibly an 18 in the front row?

Buick Goes Wild

We're going to assume that the driver of the 1935 Buick is more likely to be a lender on 69th Street New York than a borrower. We are of course noting the number of loan companies along this part of the street.

But if you don't need the money, the theatre just over the cross street could see you snugly seated for a mere 25 cents, a bargain! *Theodora Goes Wild* with Irene Dunne and Melvyn Douglas was a 1936 comedy film about a small-town woman who writes a scandalous best-seller and then falls in love with a sophisticated New Yorker who illustrates the book. Nothing new there, I guess!

Regarding the Buick, we believe it to be a Club Sedan, whether a Limited Model 91 or a Century Model 61, you can be the determinator for that. In any case, a rare and desirable pre war Buick, where is it now!

The mortgage belt perhaps . .



“Like Buick, Bill Munro was a trendsetter . .”

Bluegrass Buick

This 1942 Buick Roadmaster Model 71 is seen as being used by Bill Monroe and his Blue Grass Boys for personal appearances during WWII.

Costing US\$1,465 when new, this would have been one of just 5,418 built for domestic use prior to the factory shut down in February 1942 with the onset of the Pacific theatre war.

The Roadmaster rode on a 129-inch wheelbase chassis and was powered by the 320 cubic-inch straight eight engine that came complete with compound carburetion delivering a very healthy 165 horsepower.

Like Buick, Bill Munro was a trendsetter. His group first performed as a band in 1938, and he is credited with inventing the high energy, fast tempo, hard-edged style of country music known as bluegrass. The style of music is named after his band.



Wollongong Dealers

There were a number of car dealerships in the Wollongong area in the twenties and thirties that could satisfy a motorist's needs for a Buick, whether it be to buy one or to rent one.

Thirroul is a northern seaside suburb of the city of Wollongong, Australia. Situated between Austinmer and Bulli, it is approximately 13 kilometres north of Wollongong, and 73 km south of Sydney and was the home to the Dene Garage.

The Dene Garage was under the proprietorship of Jack Fletcher when this advertisement was carried in the Illawarra Mercury newspaper of Friday 11 May 1928. It announced the opening of a new showroom for this dealership that offered Buick, Chevrolet, Oldsmobile and Pontiac cars from the GM stables.

Another dealer was Ford and Smith, but don't be confused by the company name, it did sell Buicks. This advertisement comes from 1925. The company was located in Keira Street Wollongong.

We took a Google drive up Keira Street and, while we can't be sure, the building may now be a motorcycle dealership. If so, we can at least advise that that they are still selling motors!

"... it did sell Buicks!"



Dene Garage at Thirroul.

Mr. Fletcher, of Dene Garage, Thirroul, (whose advt. appears on our front page), has added a modern showroom, a feature of which is the unique lighting effect, concealed and free from glare. In this showroom the most modern cars will be on view, and many persons, will assuredly be attracted every Friday night. Being of the progressive type, and a competent motor mechanic, Mr. Fletcher is worthy of every encouragement in Thirroul.

WHEN IN TROUBLE
RING THIRROUL 152

THE "DENE" GARAGE THIRROUL

J. R. FLETCHER, Proprietor

N. R. M. A. REGISTERED GARAGE

PETROL, OILS, ACCESSORIES

BRANCH SERVICE STATION—
Immediately at the Foot of the Bulli Pass

MAIN GARAGE—
Main Road, Thirroul (near to Surfing Beach)

ALL REPAIRS AND OVERHAULS

CIVILITY ——— SERVICE ——— SATISFACTION

112

D & SMITH,
BUICK AGENTS,
STREET, NORTH
STREET, SOUTH.

MOBIL OILS

CARS FOR HIRE ANYWHERE AND ANY TIME.

COUNT THE BUICKS!

PHONES 242-243

Page 112

WOLLONGONG N.S.W.
51½ Miles from Sydney. On South Coast Road

FORD & SMITH

Motor & General Engineers

112 Keira Street, Wollongong.

Repair Work a Specialty. Prompt and Sure.
Petrol, Oil, Tyres, and all Accessories.
Cars for Hire in any part of the State.

Agents for BUICK Cars.

Tel. 242 Wollongong (Next to Crown Pictures)

1910 Beverage Hauler

New York registration number M 11 11 is a bit unusual, but perhaps no more unusual than one of Buick's light trucks wearing an advertising sign for Buick whilst carrying what could possibly be a couple of barrels of alcohol-based beverage, as the US might call it.

Mindful of safeguarding the load, the snow chains are in place on this rear wheel driven unit. The crew are suitably rugged up to fend off the cold and overall, you would have to think it was just another miserable day in wintery New York state.

At the time of writing, I am sitting at the computer in short sleeves as we experience one of our colder winter days here in sunny Queensland . . perhaps Australia isn't a bad place to live after all!

1910 was the first year of production of the Buick Model 2 truck, indeed this was Buick's first foray into the world of commercial vehicles.

It was powered by the well proven 2-cylinder engine of 159 cubic-inch capacity and delivering 16.2 horsepower (or 22 horsepower depending on which source you look up) transmitted via a two-speed planetary transmission and chain drive to the rear wheels.

The pictured example is the standard Open Express Body Model 2 with a rated load carrying capacity of 1,500 pounds under a normal load, or 2,000 pounds at maximum load capacity.

So, naturally, and not dissimilar to other period photos we see, this little Buick light truck with four wine barrels on board. Of interest you might like to know that a full wine barrel weighs in at 600 pounds. You can do the maths from here.

Talk about them building them tough!



From the 1911
Buick Truck
catalogue



Propaganda Car

There are many ways to win a war, propaganda was one and perhaps that explains why these seemingly able-bodied men have time to lounge around Hollywood with their 1940 Super Convertible Phaeton in 1943.

While some actors left Hollywood to fight the war, other elected to serve in war movies and the like to provide much needed morale booster movies and shorts to the fighting men and women.

Now while we say this car is a Super Convertible Phaeton, we could not find any mention of such a car in the available Buick brochures for the 1940 model year, and yet this is clearly a 1940 model and the venting on the side panel was only used for the Super models.

Can you explain the mystery?

Wow, talk about propaganda!

Not in the brochure, a secret model perhaps?



A sped limit of
course applied!

Licence to Thrill

Along with our September edition comes the opportunity to celebrate the issuance of the first driver's license here in Australia.

It was issued to William Arthur Hargreaves of Woodville, South Australia.

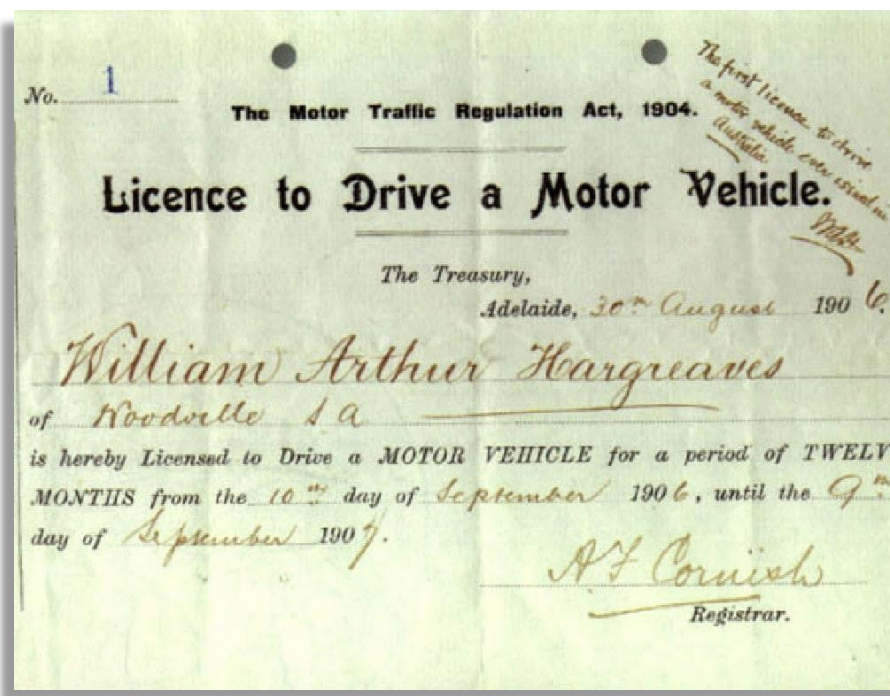
Locals will know that Woodville was the home of Holden at one time, another one of the many GM group of companies, although not at that time.

Hargreaves licence was dated 30th August 1906. It is believed that the world's first licence to drive a motor vehicle was issued to Karl Benz in 1888 by the Grand Ducal District of Baden, Mannheim in Germany after local residents complained about the noise and smell of his Motorwagen!

One source suggests that the first mandatory licensing and testing was introduced later with Prussia the first in 1903. It is worth noting that the United Kingdom also introduced mandatory licensing in that year along with the Motor Car Act of 1903 which provided a licence that allowed the holder freedom of the road, albeit with a speed limit of 20 mph!

Now, over in France, number plates and driving licenses were made available as early as August 1893, along with a speed limit of 20 kph!

So, which county was first, different sources quote different times, however no source suggests a time before the Karl Benz licence date.



Mysterious or Famous ?

We're going to stick our neck out and suggest that this is a 1927 Master Six Sport Touring Model 27-55.

What the hullabaloo was about at the time, we just don't know. Plenty of people, including the local constabulary, are represented in the assembled throng, all keen to be photographed with the car.

Is that a bullet hole in the front passenger door, or perhaps just a bit of photo deterioration over time.

A super low registration number (5) might indicate that this car is famous for something.

Can you help us uncover the full story here at Pre War BUICKS.



What Next in the E-Magazine

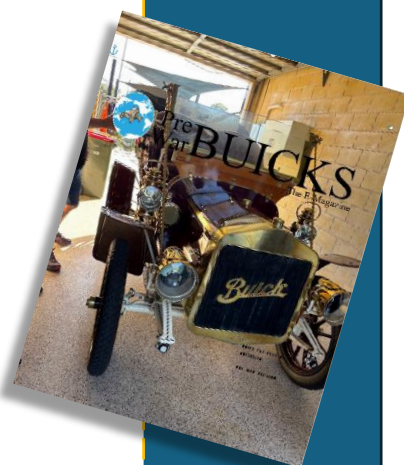
Next month we kick off with a Hero's Welcoming Parade featuring a celebrity flyer and a 1928 Buick, and in video form too, what a great way to start!

We then check out some almost-colour photography before delving into some rural Victoria pre war Buick action.

Then its across the ditch to New Zealand, back to Queensland and then we look back at an artist who made a living drawing cars, but who drowned tragically in 1937. A King who died in a motoring accident in 1939 taking his Buick with him and a famous driver who was crowned King, well King of Indy in 1910.

While we are on racers, we look at the history of Louis Strang, a well-known and revered driver of Buicks in the very early days of both Buick and car racing.

How about a mermaid in a Buick, yes, we have it all next month in Pre War BUICKS, please join us then.





Buick Car Club of Australia Inc (Victoria)

60th Anniversary National Celebration Warrnambool Victoria

3rd – 8th October, 2027

EXPRESSION OF INTEREST FORM

The Event includes the cost of all entry fees, all dinners and 2 boxed lunches.

Please note that the event is based on your attendance for the full week in order to make management and co ordination easy for you to fill out the form and for the organising committee to coordinate.

If you are only to attend some days, we will provide you with the costs.

Cancellation will require 21 days' notice prior to the event so adjustments can be made. A full refund will be made in these circumstances. Please Note: Bookings for events and catering are locked in months prior to the event.

You will need to book your own accommodation.

Participants Details

Surname: _____ First Name: _____
 Phone: _____ Email: _____
 Number attending: _____

Event Cost

Cost per person - Registration Fee included - approximately	\$450
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Please submit your interest to either Dennis or Esther Healy

Email: estden@bigpond.com

Your early response would be appreciated

The Buick Car Club of Australia Qld Inc.

Web:

<https://www.buickcarclubqld.com.au/>

This e-magazine is produced under the auspices of the Buick Car Club of Australia Qld Inc. to cater for the needs of car enthusiasts with an interest in Pre War Buicks.

It is a medium created for the exchange of stories and ideas. Its aim is to support enthusiasts in the preservation and use of the Buick Automobiles built between 1903 and the end of 1941.

The editors welcome contributions at prewarbuicks@gmail.com

The editors reserve the right to include submitted articles or not at their discretion.

When Better Automobiles Were Built
Buick Will Built Them, Pre War

Previous editions of the eMagazine are available here: [On Line Magazine](#)

"Hot rod pre war Buicks"

The Last Word in Rebirths

Jeff Randell sent us these photos of three hot rod pre war Buicks and they certainly display some real attention to detail most worthy, and they demonstrate that pre war cars can be tastefully saved from the wreckers, when enough love and money is applied.

Possibly not for the purist, but here at Pre War BUICKS we enjoy looking at any pre war Buick, even those that are modified or even still off the road cars awaiting a rebirth.

Our cover this month is graced by one of the bonnet mascots, marvellous!

