

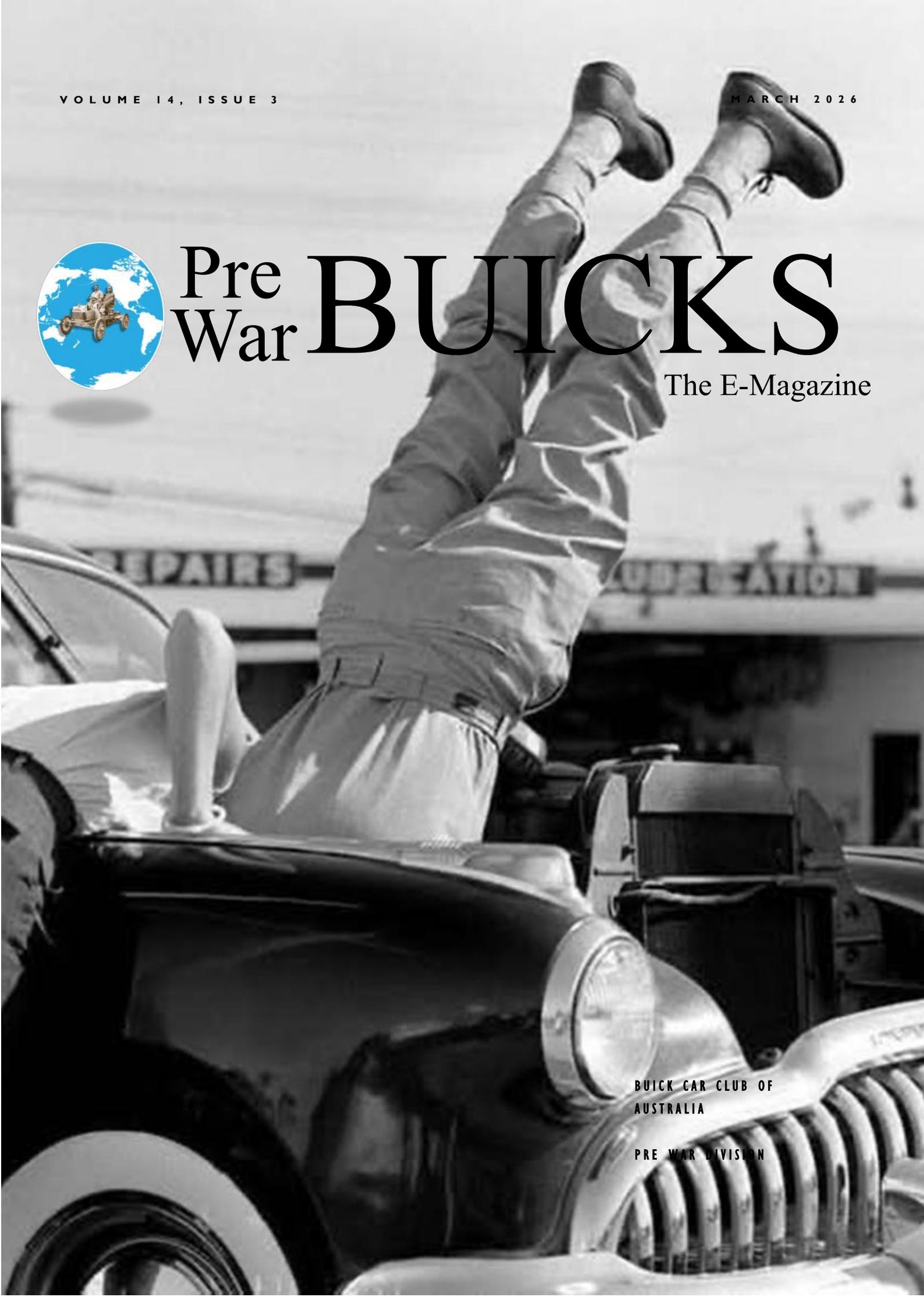
VOLUME 14, ISSUE 3

MARCH 2026



Pre War BUICKS

The E-Magazine



BUICK CAR CLUB OF
AUSTRALIA

PRE WAR DIVISION



*Our Intrepid Editor John
Forster*

*The Ring of Fire
Tour announced.*

Editor's Comment

Okay, caught us, the cover isn't a pre war Buick, however, it is an interesting photo that we wanted to share, so there it is.

As this edition goes to print, or should that be, to the ether, the 2026 Art Deco Festival will be wrapping up in Napier. We hope to bring you some items of interest from that event over the coming months.

You may recall we did a Special Edition on our experiences at Art Deco 2025 late last year, and at this time we are able to share some exciting news regarding the 2027 event.

If you attended the 2026 Art Deco Festival in Napier this time around, we know that you will have had a great time. The featured make in 2026 was Rolls Royce, and that should have been something special indeed.

On the other hand, you may be holding off this year to ensure your spot in the 2027 Art Deco Festival to be held over the 18-21 February 2027.

Art Deco 2027 will see the featured make title handed to Buick!

What a magnificent sight this will create at Napier with many, many pre war Buicks expected to attend and to be displayed, no doubt led by local Buick aficionado, Neville Smith and his garage of mid-thirties Buick cars.

Of course, in 2027 there will be even more to enjoy, with a planned rally, The Ring of Fire Tour!

This will see not only pre war Buicks, but any and all Buicks welcome to travel a route that starts in Napier on Tuesday 23rd February and taking in Tongariro, Taupo and Rotorua over a four day period ending on 26th February.

If you want more detail, Neville Smith is the contact in Napier, and he can be reached at

neville.smith@xtra.co.nz

This edition will be the last one using the current format as Microsoft advised a year ago that they would no long-

er be supporting Microsoft Publisher, now revised to be not after October this year. We decided to keep with the original dead-line and will leave it after this month's edition.

While you will notice some changes in layout, the content will remain as always, dedicated to pre war Buick stories from across the world.

Please enjoy this final Microsoft Publisher version of Pre War BUICKS.



1941 Roadmaster Gets a Wash



We check out a 1941 Buick Convertible on page 4 of this edition that was sold at auction and so fittingly we thought we would connect you to a video

that features a similar 1941 convertible.

Not only that but JB Donaldson shows us how to do a safe and quick cleanup of this Buick Roadmaster Convertible.

You will note his car features an array of extras including

power top, auto-seek radio, factory for lights and a whole lot more.

Enjoy this 14 minute video [HERE](#).

Very Expensive Buicks, Apparently!

Capital Exotics rents high end cars out of Washington DC, plus two other states under similar names.

Our interest was awoken when we came across their website and on it we found they have assembled a range of the 10 most expensive lists for a range of brands.

Buick, being our interest, we dove in to see what they consider to be the ten most expensive Buicks, and most importantly, did any pre war Buicks get onto the list!

Well it was hard to argue with their claimed most expensive Buick, the 1938 Buick Y-Job which they suggest would have a value of US\$10 million, if it ever become available for sale.

With an estimated value of US\$3.3 million, another concept car on the list, the Buick Wildcat II, came in second.

They then cover a range of Buicks from the Y-Job all the way into

the muscle cars of the seventies and eighties.

The top ranked pre war Buick, apart from the fantastic Y-Job, and coming in at very credible Number 3 is the 1932 Buick Sport Phaeton which they value at US\$1.2 million. Here's what the website says about this Buick:

The 1932 Buick Series 90 Sport Phaeton was a luxury vehicle designed for the elite. It has a robust steel body, elegant chrome details and a spacious open top design. This car has a 5.6 liter inline eight engine that generates 133 horsepower. The car could hit 60 mph in around 20 seconds with a top speed of 85 mph. Its luxurious interior and handmade design made it among the most prestigious Buick models. Today collectors highly value this car for its elegance and historical significance.

The Convertible Phaeton was a five-passenger automobile designated the Model 98, it cost

US\$1,850 when new so purchasers look like making a good profit on their investment! Of course that won't be too many folks as Buick only produced a mere 268 examples of this masterpiece car. No point looking in your barn here in Australia for one, Buick made no export models.

The other pre war Buick in this top ten is the 1939 Roadmaster Model 81-C Convertible Phaeton with an estimated value of US\$900,000.

The Model 81-C was new for 1939 and sold 311 examples, an additional 53 were built for export.

Check out the full list [HERE](#).

"No point looking in your barn . . ."



Roadmaster Model 81C Convertible Phaeton



1932 Model 98 Convertible Phaeton

A Recycled D-44X

“If you think that they are all gone . . .”

Just to prove a point, the point being, they are still out there, Peter Stone picked up this ready to roll 1916 Model 44 Roadster in December 2025.

Peter drove it on to his trailer for the trip home and said that it just needed a little tidy up and he would be off and motoring!

1916 was the year Durant returned to Buick and General Motors and with his return production soared from 43,946 in 1915 to 124,834 this year. A new record that would stand until 1923.

Also new for 1916 was the D-44.

The D-44 rode on a 115-inch wheelbase chassis and was powered by the new light six of 224 cubic inch capacity. This engine produced 25.35 horsepower under the SAE rating system.

It weighed 2600 pounds and cost US\$985 in the USA. In Australia these Roadster were listed at £365 when introduced but had risen to £410 by May of that year.

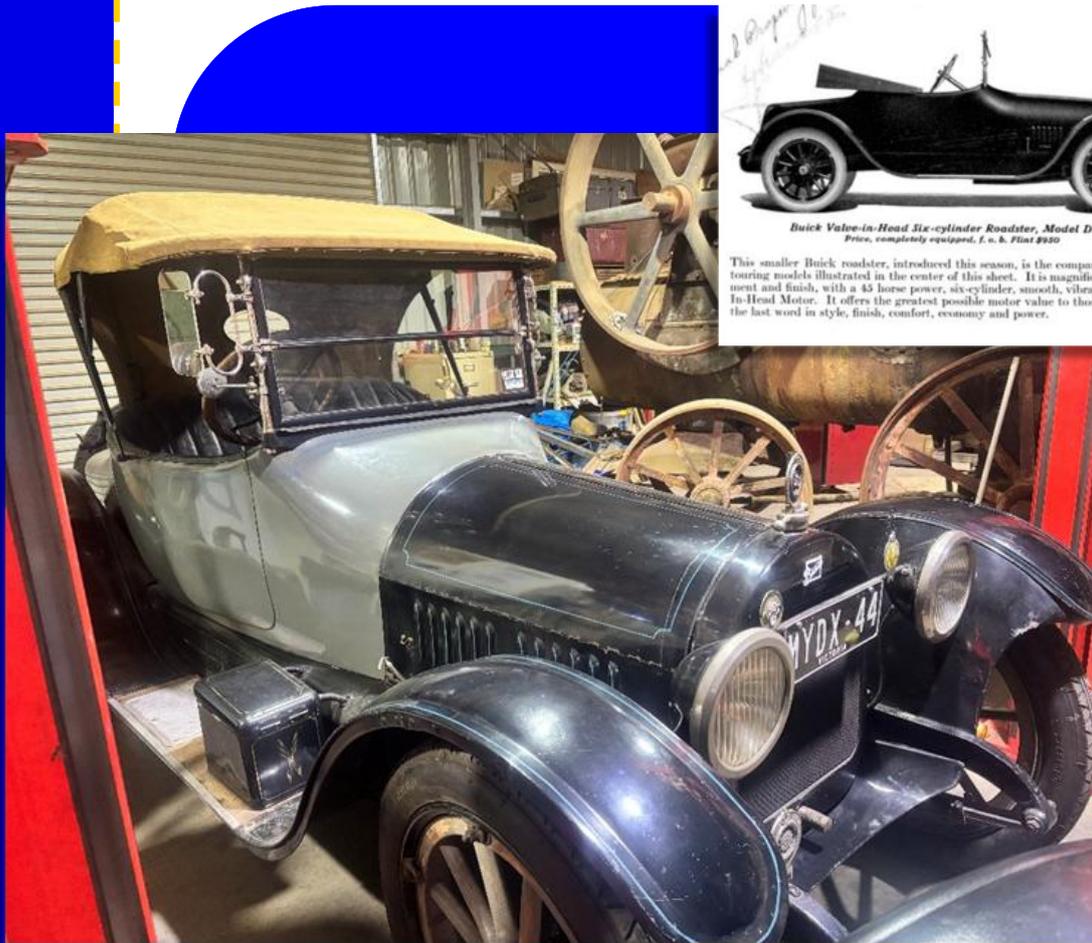
Interestingly, when new these Buicks used plain tread pattern tyres on the front

wheels and non-skid pattern on the rear.

While the D-44 originally would have been painted in Delft Blue with black mudguards, Peter's car is a lighter colour that still looks the part.

Updated previously, perhaps we can consider this to be a recycled Buick . .

If you think that they are all gone, perhaps not. See you out on the road looking for that elusive recycled pre war Buick!



Buick Valve-in-Head Six-cylinder Roadster, Model D-44
Price, completely equipped, f. o. b. Plant \$985

This smaller Buick roadster, introduced this season, is the companion car to the touring models illustrated in the center of this sheet. It is magnificent in appointment and finish, with a 43 horse power, six-cylinder, smooth, vibrationless, Valve-In-Head Motor. It offers the greatest possible motor value to those who demand the last word in style, finish, comfort, economy and power.



*Export Model
D-44*



Racine Tyres and a 1913 Buick

Good for 8,000 miles . .

This story came to us via the west and was uncovered on the internet, however we are unaware of the author's name at this stage.

Believed to be a Model 30 Roadster, this Buick is powered by the 201 cubic-inch four cylinder engine that developed an impressive 25.6 horsepower.

It rode on a 108-inch wheel-base chassis with 34 x 3.5 inch tyres.

The interesting signage on this Buick includes claims for tyre endurance. The cords good for 8,000 miles and the fabric good for 6,000 miles. I guess at least you know what bit is going to wear out first!

For more than a decade, prior to the Great War, the Los Angeles Saddlery and Findings Co.

was the biggest supplier of saddles, harnesses, and tac to the carriage trade, west of the Mississippi. From its massive, multi-story building in Los Angeles, items of all description were shipped to anywhere around the world. The massive 450-page 1912 mail-order catalog contained everything anyone could possibly want. When automobiles began chugging onto the scene, rather than fight the trend, the company embraced it and started stocking an excellent selection of goods and accessories for the automobilist. By 1916 or so, auto supplies constituted more than 50 % of their total business. The locally owned retail store in Salt Lake was no exception.

Later that same year, after a business trip to Wisconsin, owner and manager Louis A. Bailey, along with business partner Charles McKinley, decided to strike out on their own. With a contract firmly in hand from the Racine Tire and Rubber Compa-

ny, they incorporated the Horseshoe Auto Tire Co. of Salt Lake and opened offices, both retail and wholesale, as the exclusive distributor for the well-regarded Racine "Good Luck" Horseshoe tire in Utah, Idaho and Wyoming. Almost immediately, advance order business was brisk.

Back in Racine, the factory, now working in a new building that was double the size of the previous one, was working day and night to keep up with demand from distributors, Mr. Bailey among them. Finally, in February, two carloads of tires, 1500 tires to a boxcar, arrived in Salt Lake. The inventory totaled \$30,000 worth of tires. More than half were already pre-sold.

The photo depicts Louis Bailey's little roadster, I believe a Buick, newly converted into a salesman's sample car and rolling advertisement for Horseshoe tires, parked at the steps of the state capital building. The distinctive horseshoe tread design clearly visible. The photo is dated January 1917 and marks the moment of departure on a trip to Idaho to entice hardware stores and repair garages to become part of his distribution network. The little car, which was several years old at the time of the photo, was Bailey's car of choice and quite reliable negotiating the muddy roads of rural Idaho. Bailey returned two weeks later with a briefcase full of contracts with businesses eager to sell Racine tires.

Louis Bailey was very successful with his tire business. So successful, he purchased a new Buick every year, for many years, to use on his business trips throughout the west.

Eventually, the business grew away from the auto parts trade and into the new and exciting field of radio, becoming one of the largest Philco distributors in the west. The photos on the next page reside in the collection of the Utah Historical Society.





*Louis A.
Bailey's Buick*



1941 Model 76-C to Auction

This 1941 Buick Roadmaster Series 76-C Convertible Coupe was offered without reserve at the Academy of Art University Collection auction on Saturday 15 February 2025. Broad Arrow Auctions handled the sale.

This example had travelled only 190 miles since an extensive restoration was undertaken.

Sadly, you are now too late to bid but you can still admire this great car.

The Model 76-C would have to be considered to be one of the standout Buicks this year in terms of its attractiveness.

All 1,854 examples made for US consumption were fitted with standard power operated tops and external mirrors, as were the additional 24 export models.

Priced at US\$1,457 in basic format they sold well and now commend a high resale figure. This example sold for

US\$117,600.

The auction catalogue notes are on the next page.

“Sadly, you are now too late . . .”



Chassis No. 14098440
 Engine No. 74284869
 The Roadmaster has long held the title of most prestigious Buick, instantly conjuring thoughts of a luxury car simultaneously offering outstanding value and bullet styling through the bold use of materials and design. It wasn't all style as Buick's famous 320 cu-in "Fireball Dynafash Eight" with its valve in-head formed one of the most efficient and responsive engines of the era with the straight-eight cylinder engine producing 165 horsepower running through a three-speed manual transmission with Synchronesh. An independent front suspension with coil springs at all four corners, hydraulic brakes, and lash-free steering all coalesced to form a highly developed and well-engineered automobile without peers

on most roads. Originally finished in Lancaster Gray over a red leather interior, this prize-winning Buick Roadmaster Series 70 Convertible Coupe features a full and comprehensive restoration in cream yellow. Likely finished in the early 2000s, the exterior still presents nicely with excellent paint, brightwork, and trim. It rides on body color steel wheels with bright trim rings and Buick branded hubcaps shod with BF Goodrich Silvertown wide whitewall tires. The Black cloth soft top with tan interior lining fits excellently and is trimmed with oxblood edging and a glass rear window. Inside, the fully restored interior features a body color and engine turned dashboard set with art deco inspired gauges and a three-spoke cream steering wheel. The split fold-

ing front bench seat is neatly upholstered in oxblood leather with wear commensurate with the mileage shown on the odometer. Buick's Sonomatic radio and glovebox round out a well-equipped interior that seats six. The winner of both an AACA Senior National First Prize and Senior Grand National First Prize in 2000 and 2001 respectively, this top-of-the-line Buick entered the Academy of Art University Collection as not only a prize-winning example but as one of Buick's most decorated post-war road cars. Offered with just 190 miles since restoration, this exceptional Roadmaster is sold with a boot cover and a full-size spare. The original web link is [HERE](#).

**1941 Model
 76-C**





1941 Model 76-C



Oil Field Class

This photo was taken in the oil fields of Northern Texas in 1918.

Depicting a very classy looking lady beside what appears to be a 1915 C-25 Buick Touring car, the photographer has apparently made the elemental mistake of capturing his own shadow in the scene.

The C-25 Touring was powered by the 165 cubic-inch four cylin-

der engine that produced 22.5 horsepower. The C-25 was available in only one colour scheme, a blue-black body with black mudguards.

Often confused with the C-37, the C-25 had exposed door hinges while the larger C-37 had hidden hinges.

It rode on a 106-inch wheelbase chassis and cost US\$950 when new.

This was Buick's most popular car this year with 19,080 produced out of the total Buick production that year of 43,946 vehicles.

Where there's oil, . . .



1917 D-44 Gets a New Home

I have a couple of veteran cars and had been after a 16/17/18 6-cylinder Buick roadster for some time, I love the long low bonnet and snubby rear and that engine with exposed valve gear, how interesting to watch run!

While doing a search online I saw the 1917 D44 on Facebook even though it was incorrectly advertised as a D45. After contacting the owner who was in North Carolina and doing a few checks to ensure everything was above board, I did a 45-minute video call where he showed me the car.

My main concern was that the 26-inch timber wheels

(34x4") and the wooden body frame were solid and usable which they were. The car was advertised at quite an unrealistic price and due to the AU\$10-12k cost to transport and import it I needed a fair price for the deal to work for me.

After some lengthy negotiations the seller realised this and we came to agree on a much more reasonable price.

The owner had purchased it to restore with his elderly father however his father unfortunately passed on before they could commence.

The car had been freshened up in the 80's and when the owner passed away in around

2005 it had sat in a barn (yes, a real barn!) with 8 other vintage cars until 2021 when it was sold at auction by the family.

During this time the car degraded quite a bit cosmetically however it thankfully remained dry.

I then applied for the permit to import and engaged the services of an importer who I have used previously. The seller who I fostered a relationship with was kind enough to remove the service and park brake linings from the brakes and bag them up as I suspected that they would be old and likely contain asbestos.

*Below
photos: As
found in the
US.*



Once the importer had arranged collection of the car via covered transport it was taken to their holding shed near the port of New Jersey.

As part of the importers supply chain, they do mandatory asbestos testing on cars bound for Australia. If clear or once any confirmed asbestos has been removed, they issue a certificate which is presented to Australian customs during importation. Samples of the brake linings were sent to the laboratory, and it was confirmed that they did contain asbestos, so they were discarded.

The car was then loaded into a container and sailed from New Jersey to Singapore where it was loaded onto another ship bound for Brisbane.

After being unloaded the car required some extra cleaning to pass the quarantine inspection. 5 months after first contacting the seller the car finally arrived at my door.

I then commenced a thorough inspection of the car to see exactly what I had. I am more of a preservationist these days and if the car was still in its original paint, I would have just gone through the car mechanically rather than restore it. However, I already knew that the car had been already repainted even though the original delft blue is visible in many areas.

The body is excellent and straight with no signs of ever having any rust. The guards and valance panels are also very good; the rear guards have some filler in dents and a few small rust repairs at the rear lower edge.

The timber frame and wheels are solid and tight. I removed the crudely fitted vinyl over the seat and found the original leather diamond pleated upholstery underneath for patterns.

The diff and gearbox look very good with virtually no wear so the indicated 37000 miles on the odometer is probably genuine. The

fuel tank was beyond repair so I will make a new one.

I also received an original owner's manual, parts book and sales brochure with the car.

The car is almost complete and is only missing the correct marvel carburettor, 3 of the 4 front floorboards (with the pedal and gear/handbrake surround unfortunately) and has one incorrect headlight surround. If anyone could help me out with these, I would be most grateful, I have attached pictures of these parts.

I am a little tight on garage space at the moment so will start restoring the car by components without totally disassembling it just yet. I hope to have it finished and on the road in about 3 years.

I am just outside Brisbane and look forward to meeting some other early Buick owners.

Kind regards,

Bill Hurman

**Photos: now
home in
Australia**



Rare 1934 Model 56 S Coupe



This fine example of a rare 1934 Buick Fifty-Six S Sport Coupe was auctioned on 15th February 2025 by Broad Arrow Auctions and achieved a selling price of US\$126,000.

The pre auction guideline price of US\$90-130,000 proved fairly accurate and the Buick was offered without reserve on the day.

The Buick was part of the Academy of Art University Collection auction.

The pre auction description is reproduced below and discloses this rare Buick's history, well worth a read.

The photos come from the website.

Chassis No. 2718844
 Engine No. 2878284
 According to an Automotive Research Services report conducted by the late Terry Dunham, this rare 1934 Fifty-Six S Sport Coupe with rumble seat

was produced in Buick's Flint, Michigan plant. The model itself was rare — just 1,192 for the year—accounting for just 1.6 percent of Buick production. Yet, this example is even rarer as one of 541 for the U.S. specified from new with dual side-mounted spares. The report shows that the inline eight-cylinder engine fitted is within range for the model year. Perhaps even more impressive than the rarity of the model is the high quality of the restoration and the story of those behind it. Charles Bidwell had his first ride in a 1934 Buick Fifty-Six S Sport Coupe when he was just a few days old on his way home from the hospital. This early interaction with his family's stylish choice of automobile created a lifelong passion for the Buick brand and, later in life, ignited a quest to acquire an identical 1934 Fifty-Six S Sport Coupe to restore. Once found, Odyssey Restorations of Spring Lake Park, Minnesota was tasked with the restoration of this very complete example. Over the course of 18 months, 4,500 hours went into the restoration—one that became a firm favorite of those at Odyssey.

Once finished, the stunning coupe hit the show circuit, capturing nearly every important award for a vehicle of its type and era including the AACA Senior Grand National First Prize and James Melton award, CCCA Museum Trustees award, and most importantly, the Buick Club of America's Gold Award and twice the Guy Bennett Award for Best of Show. Furthermore, in 2003 this special Buick took home the inaugural Spirit of Buick award, a Bulgari trophy handed out by Nicola Bulgari himself!

Since entering the Academy of Art University Collection in 2010, the car was displayed at the Hillsborough Concours d'Elegance in 2014. Nearly 20 years and some 1,800 miles have passed since the restoration, yet to this day, it remains a stunning demonstration of restorative talents with the paintwork remaining superb according to a Broad Arrow Specialist during cataloging. Surely, this must be one of the finest, if not the finest, Fifty-Six S Sport Coupes remaining. It is offered with vintage photography and Terry Dunham's all-important Automotive Research Services Report.

A bargain at
 US\$226,000





Rare 1934
Model 56-S
Coupe



Electric Start 1912 Model 28

We're not sure when this photo was taken and indeed where this Buick was being stored along with what appears to be many other cars or varying ages, however we do understand that it is a 1912 Model 28 Buick Roadster.

That being the case, you will be looking at a 108 inch wheelbase chassis car powered by a 201 cubic-inch motor that produced 25.5 horsepower.

The Buick would have been available for US1.025 excluding the accessory top that this example has.

While all models featured black upholstery and blue-black mudguards, there were a couple of body colour combinations available on this model.

Wine and Black body and wheels or Buick Gray and Black body and mudguards with gray wheels and a Black hood.

Of course the most interesting item on this car may well be the electric starter seen to the right of the crank position.

We did an article on these available electric starters a

couple of years ago but rarely do we get to see them.



GM pioneered electric start on the 1912 Cadillacs

A rare accessory electric starter .



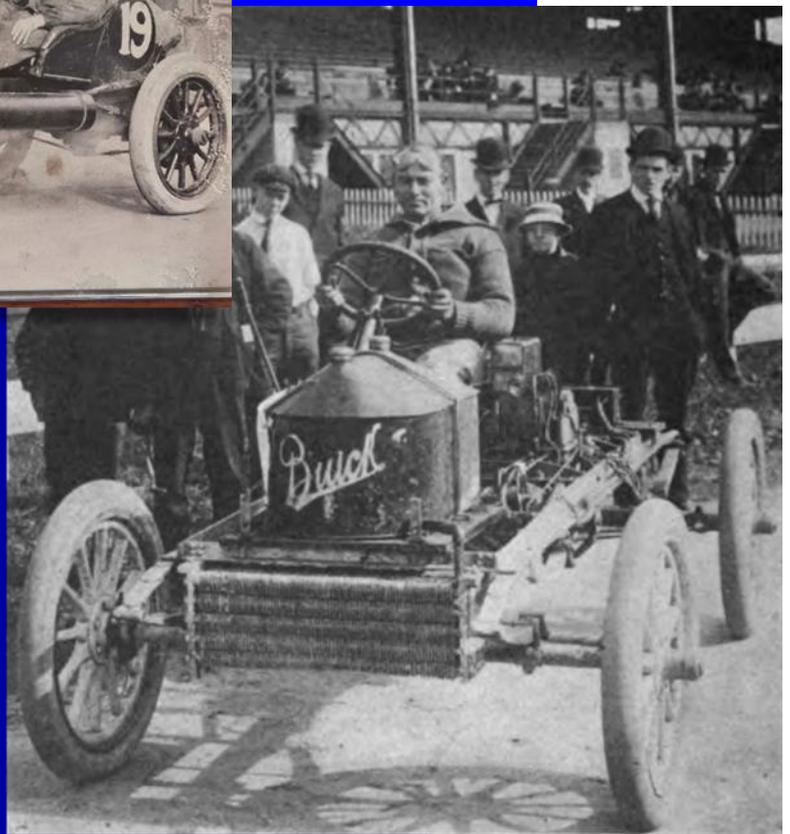
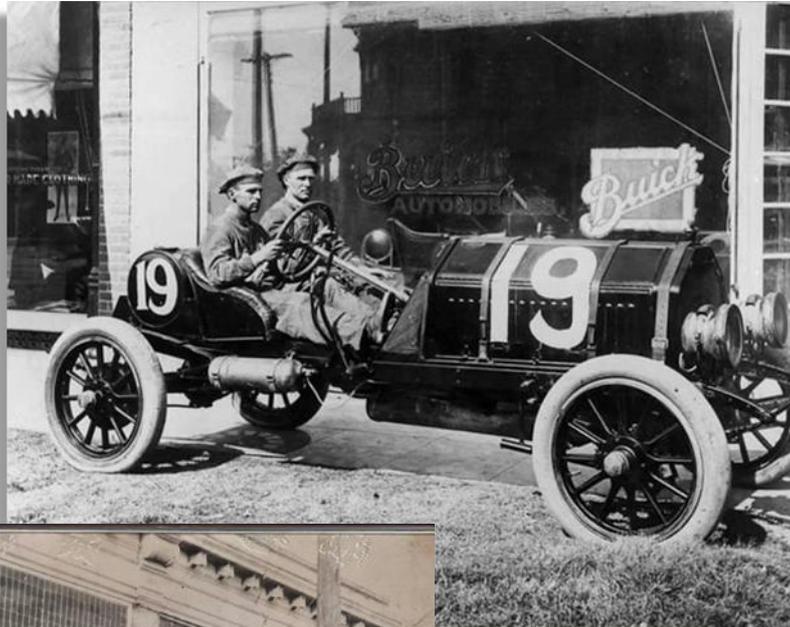
Vintage Racers

Here we have some early Buick racers, always popular with the go-fast brigade within the pre war Buick groups.

The first photos capture Boyd and Henley Ellis at Santa Ana in 1910 in their 1909 Buick racer.

The other photo sees H J Koehler in his Buick that he drove to win the 100-mile race at Empire City on 27th October 1906.

The location of the radiator under the chassis rail indicates that this car is possible one of the very first from the when the Buick plant commenced production.



Right: This Buick racer is very similar to the 1904 model Buick chassis that won its class in the Race to The Clouds event staged in 1904 and driven by a Mr Chase. The first recorded time a Buick went racing!

They've Got The Look!

It's all in the look!

Here's a series of photos from very early pre war to only just pre war Buicks and their owners, generally a bunch of very proud folk but you check out their looks and make up your own mind in that regard.

Below: An early 1920s McLaughlin Buick with people displaying what we are describing as *The Smugness of Ownership*, look.

Almost all smiles,



Not sure if it's better than a puppy however this 1928 Buick gives me that *I'm Glad it's Mine*, look.



The We're Loving This Early Buick, look.



You may not be happy too, standing on the outside looking in!

And finally the If Only I had the Money to Get Into a New For 1940 Buick, look!

1925 Victoria Railways Buick

They have become a recurring theme for Pre War BUICKS articles and when they have an Australian origin, they fascinate us even more.

Jeff Randall has forwarded to us this rail car that was used by the Victorian Railways to ferry management teams around in the late 1920s and into the 30's.

While we are currently unable to confirm if there were more than one of these cars, the photos certainly indicate that Vic Rail did have at least one of these 1927 50 series cars converted for rail use.

While a registration plate would have helped, we guess that this would be superfluous on a car that only ran on the railway system lines!

The Buick is a seven passenger Master Six Sedan Model 25-50, well as a minimum. It

could even be a Limousine Model 25-50-L, however we are yet to make out in any of the three photos we have whether it has the limousine diving glass behind the front seat, so we'll go with our first estimation at this time.

Based on that, we would then confirm that the car would have sold for US\$2,425 in the USA. The cost here in Australia is unknown but substantial as you might expect.

In 1925 Buick exported 164 examples of this model and while the export models were all equipped with dual spare wheels, these would have proved unnecessary for a car that now rode on solid railway wheels.

All Model 25-50 cars came in the standard colour scheme of Limousine Blue with Black mudguards. 1925 was the introductory year for the new

DuPont Duco lacquer, which replaced the previous colour varnish known as japaing.

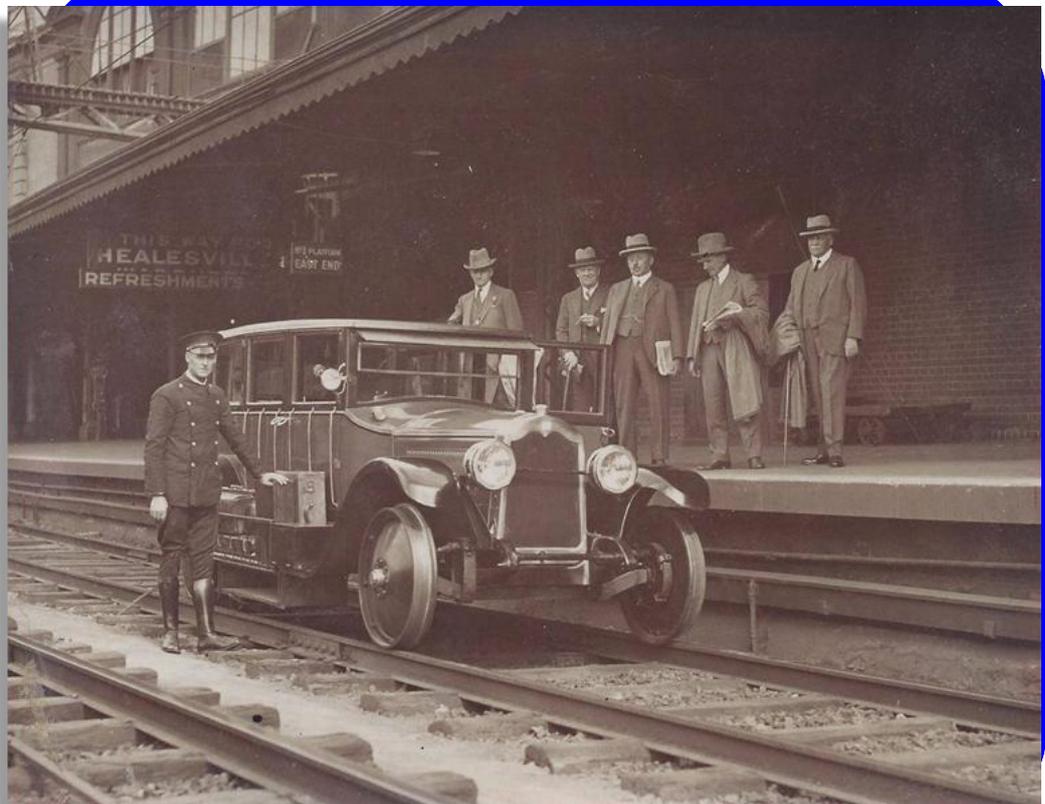
Other improvements this year included the use of the torque tube drive system and single piece windscreens on all Fisher bodied cars.

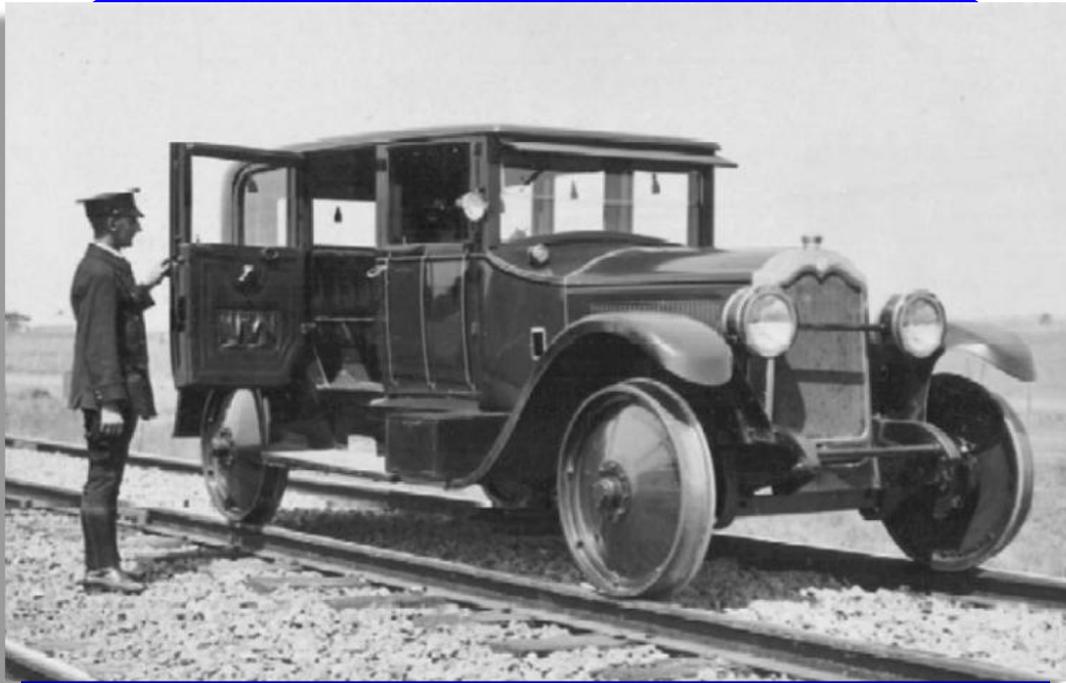
The 255 cubic inch six cylinder engine developing 70 horsepower was carried over from the previous year and this model rode on the 128 inch wheelbase chassis.

Along with use by management and inspectors, this car, and others like it, were used for mail deliveries, notably on the Forrest line in the southwest of the state.

It was locally known as *The Tiger*, as it was painted in stripes for visibility at crossings.

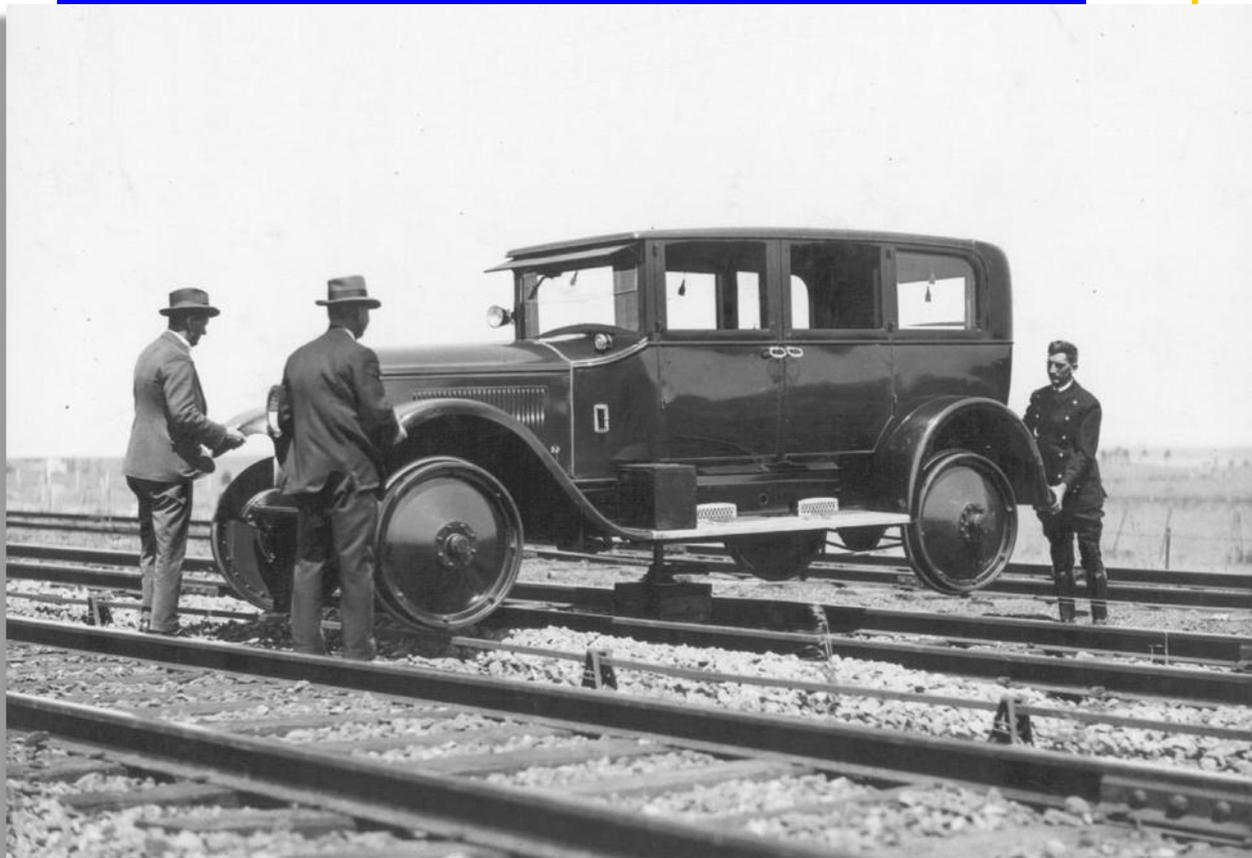
Locally known as
The Tiger . . .





*Model 25-50
used by
Victoria
Railways*

Complete with chauffeur, watch that first step . . .



Demonstrating the inbuilt turntable system that was used to reverse direction on the rails.

In The Mood for a Buick

“... over a million copies each.”

Alton Glen “Glenn” Miller was born in Clarinda, Iowa on 1st March 1904.

Musically gifted, at the age of 30 he joined The Dorsey Brothers and within five years he had established himself as the leader of the Glenn Miller Orchestra and had his first number one hit tune, *Little Brown Jug*.

While *In The Mood*, always seemed to me to be his biggest hit, probably because it’s the one that got played the most, and that may well be the case in more recent musical history. However, his

biggest hit was actually *Moonlight Cocktail*, and that tune sat at the number one position on the music charts in 1941 for ten weeks.

The Glenn Miller Orchestra had sixteen hits between 1939 and 1942, ten of which sold over one million copies each.

Enough musical history, we managed to catch Glenn Miller in Buicks, pre war of course because sadly, after enlisting in the military in 1942 and serving as the leader of a revamped Army band, labelled The Glenn Miller

Army Air Force Orchestra, the plane in which he was travelling was shot down on a flight over the English Channel on 15th December 1944. He was declared missing in action and presumed dead one year and one day later.

Our photos depict Glenn Miller with his wife Helen and her mother with a 1934-35 Coupe and by himself in a rakish 1940 Model 46 Special Business Coupe.

Interestingly both coupes, and the 1940 model being one of 12,371 made by Buick that year.



Glenn Miller with Helen, left, Mrs Burger, right, and their dog Pops



The Other Tarrant

The history of Australia's first petrol powered car, the Tarrant, is well documented however when Harley Tarrant of Clunes in Victoria was busy himself with his new automobile another Tarrant, WJ Tarrant, was just about to open his bicycle shop in Maryborough in Queensland.

His bicycle shop was established in 1898, and he was the owner of the first automobile to appear in Maryborough, and indeed it was one of the first in the State of Queensland.

This combination naturally led to him starting a motor garage in the city and it traded as Tarrant Ford until as late as 2010 and was, at that time, believed to be the oldest operational Ford agency in the Commonwealth.

Our main photo is of the agency in the 1920s and remarkably it

features not only Fords. If you look closely, you'll notice what

appears to be a 1915 Buick Touring.



Tarrant's Motor Works, Adelaide Street. Image courtesy of the Maryborough Wide Bay & Burnett Historical Society.



State Library of Queensland
John Casey Library

Things Go Better With . . . Buick



The photo below features the 1926 Model 26-54 Master Six Sport Roadster was one of 2,501 built for domestic sale and 67 export examples.

The windshield was fixed, as was the sun visor however the top certainly did fold down!

The model came with standard dual spares, side steps, motormeter and wind wings.

Riding on the largest, 128 inch wheelbase chassis, the Sport Roadster came equipped with the largest of

the six cylinder motors on offer that year, 274 cubic inch capacity and delivering 75 brake horsepower.

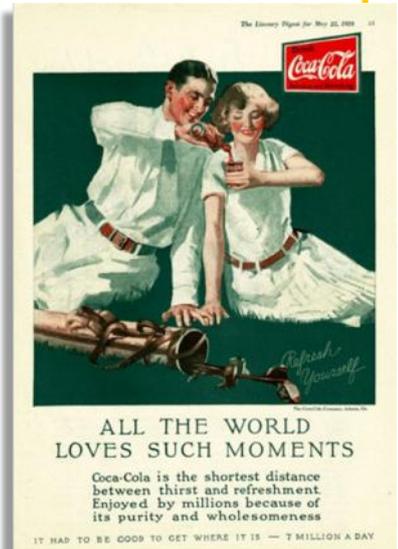
Weighing in at 3,580 pounds, they were all painted Texas Brown with black mudguards and undercarriage.

This example has the non-standard solid disc wheels, a desirable option to many collectors nowadays.

The young lady sitting on the running board is drinking what appears to be a bottle of Coca-Cola. No doubt, *things go better with Coke*, especially Buicks of the pre war kind!

The Coca-Cola slogan for 1926 was *It Had To Be Good To Get Where It Is*.

This could equally apply to Buick, I suggest!



It Had To Be Good . . .



Gawler Garage 1923

It was reported in the local Gawler press, *The Bunyip*, in the Friday 6th July 1923 edition that J C Weber and Son had taken over the Gawler Garage in South Australia that year.

Previously owned by P C Summerton, an additional notice in the paper reported that all debts owed to Mr. Summerton would be put into the hands of a Collector, should they not be settled by 14th July.

The Gawler Garage was a distributor of Buick, Gray and Fiat motor cars. The garage also operated a hire car business, as many early garages did, as well as a range of other business schemes.

At the time of the ownership change Gawler garage advertised Gray cars (ready for the road) at £295.

The Buick Four was on sale for £395 and the Buick Six available for £545.

A Baby Fiat could be had for £575.

The Buicks and the Fiat were sold with 5-cord tyres.

You'll be pleased to know that the garage also boasted of having two first class mechanics available to attend to your motor car.

PUBLIC NOTICE

The Gawler Garage,

J. C. WEBER & SON
wishes to notify the public that they have purchased the above Garage, and hope to keep all the old Customers as well as new ones.

We are Agents for the following

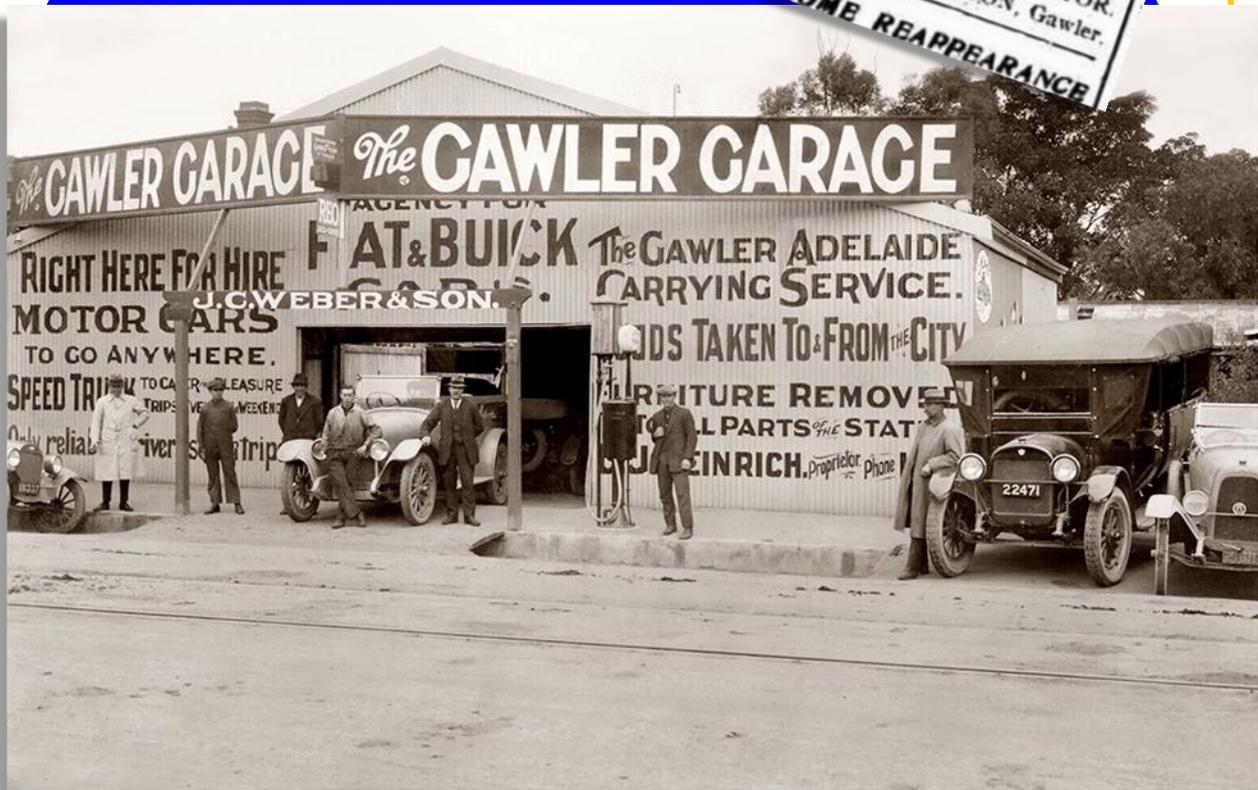
GRAY CARS, ready for the road	£295
BUICK FOURS, 5-cord tyres	£395
BUICK SIXES, 5-cord tyres	£545
BABY FIATS, 5-cord tyres	£575

All work guaranteed at the new Garage by the old mechanics.
Two First-class Mechanics at your service.

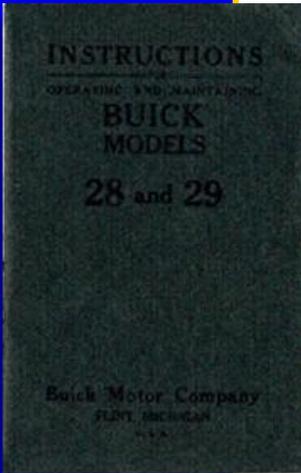
J. C. WEBER & SON.

GAWLER GARAGE.
ALL DEBTS owing to F. C. SUMMERTON, NOT PAID by July 14, will be put in the hands of a COLLECTOR.
P. C. SUMMERTON, Gawler.

A WELCOME REAPPEARANCE



1912 Model 28 Roadster



This Model 28 Roadster appears in a survivor condition.

Originally these cars came in a wine and black colour scheme and, apart from the engine bonnet, this one seems to have remained true to that scheme.

The roadster rides on a 108 inch wheelbase chassis and

was powered by a 201 cubic inch engine. The engine was a carry over from 1911 when the 201 cubic inch engine was introduced. It delivered 25.5 horsepower from its 4 inch square bore OHV four cylinders.

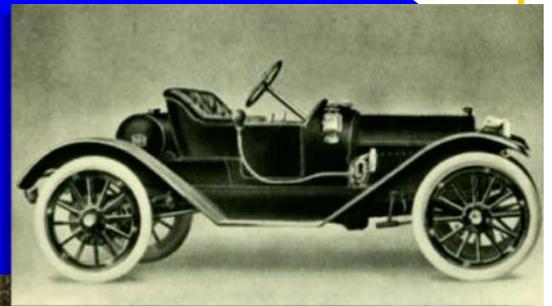
Costing US\$1,025 when new, Buick built 2,500 examples that year. This roadster fea-

tures the accessory top.

This was Buick's last year of right hand drive cars, switching to LHD in 1913.

Sales were up around 50% to 19,812 cars under the stewardship of the Nash-Chrysler management team.

At Right: From the brochure.



Nice Garage, Even Nicer Cars!

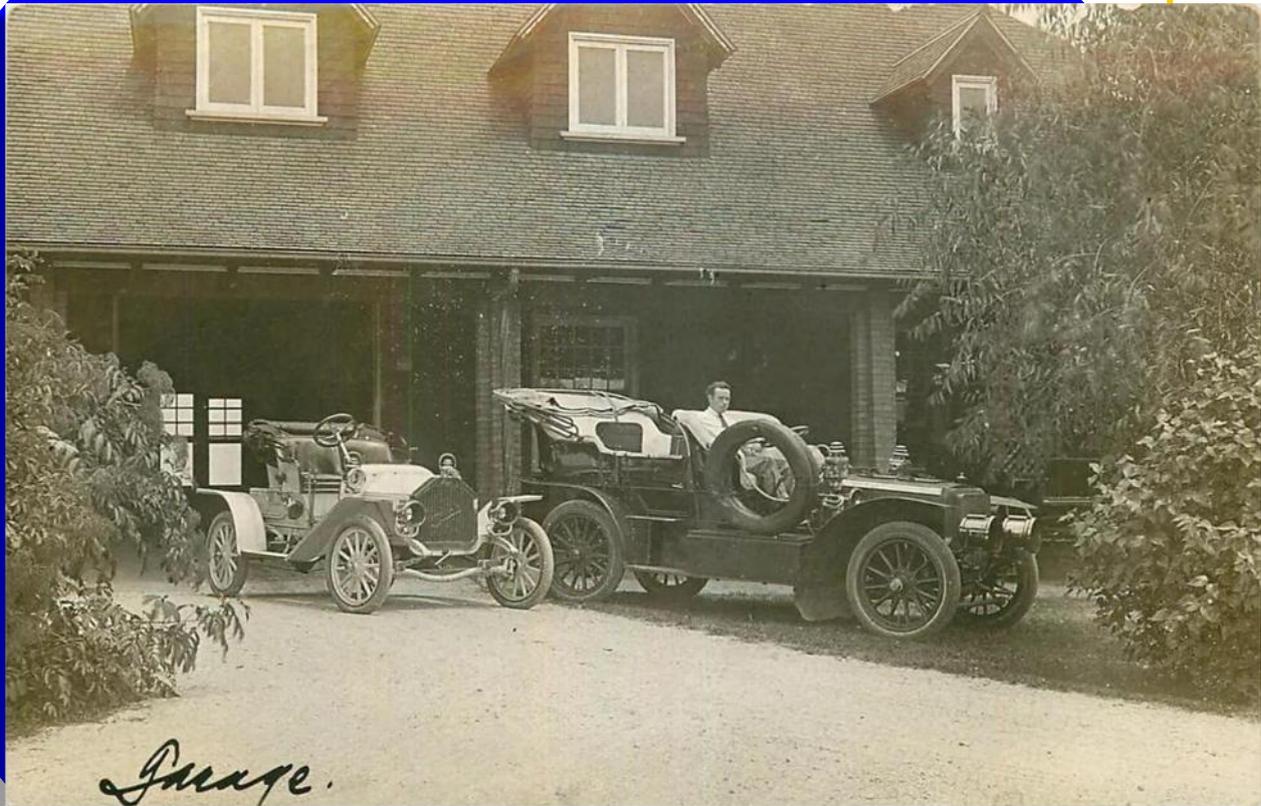
This photo from Jeff Randell depicts what may well be the ultimate husband and wife combination of cars.

A Model 10 for the wife and a gigantic Panhard for the husband. Of course these days it could well

be the other way round, maybe even then and perhaps that is the chauffeur in the driver's seat of the Panhard.

In any event, it is quite a good photo of the very good garage and its contents.

The chauffeur perhaps . .



What Next in the E-Magazine

This one crept up on us over the past year.

Microsoft will soon no longer support our magazine software and thus we have to make up our own format for the EMagazine starting later this year.

But, because we are a bit impatient and therefore can't wait, we're going to try a new format next edition.

The eMagazine will now be done in Word format and then PDF to the readership.

Hope it works, but please let us know if there are any issues with the new format magazine and we'll try to address them.

To start, we present a one-off cover that has us crashing into the new format . . .



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**.

The Buick Car Club of Australia Qld Inc.

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.**

Web:

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

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 Are Built
Buick Will Build Them**

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

The Last Word in Beachside Buicks

Warrnambool is a city of just over 35,000 residents located in Victoria on the world famous Great Ocean Road that has attracted both beach-goers and motorists for over a century.

The Great Ocean Road began construction in 1919, and work continued until completion in 1932.

It stretches 242 kilometers along the south-western Victorian coastline from Torquay to Allansford.

It was constructed as a memorial to the men and women who fell in World War I by as many as 3000 returned servicemen. It is considered to be the world's largest war memorial.

Opened on 26 November 1932 by the State's Lieutenant-Governor, Sier William Irvine. On the day, the

celebrations included a drive of 40 cars and tourists to Lorne.

Our 1934 Buick sedan would have been fairly new at that time and a fitting tribute car for the memorial.

