

VOLUME 14 ISSUE 6

JUNE 2026



# Pre War BUICKS

The E-Magazine

BUICK CAR CLUB OF  
AUSTRALIA

PRE WAR DIVISION



"Not wanting to pre-empt any ..."



## Editor's Comment



A thank you to all the readers who wrote in about our last Special Edition about the Y Job, some very complimentary we might add!

With that in mind, we plan to produce more this year and, as we have previously noted, they will feature Buicks of note. Some for very good reasons and others, well let's just say they may have passed their best years.

Not wanting to pre-empt any particular edition, our final for the year will bookend two very notable Buicks, the first being the Y Job and the last being the Buick Bug.

Larry diBarry sent us the above photo from the 2016 50<sup>th</sup> Anniversary of the BCA in the US taken at the Nicola Bulgari compound at Allentown, Pennsylvania. It includes both of these remarkable Buicks, and we could not wait to share it with you.

On the other hand, for the Special Edition on the Buick Bugs, you will have to wait.

We will be pushing the 2027 Art Deco Festival in Napier NZ for the rest of the year as it will be featuring Buick as the festival marque brand next year. February 17-23, 2027.

Neville Smith and his committee are working hard to make this a most memorable event for all Buick enthusiast, so keep it in mind, a holiday must be due to us all by then!

Finally, our thanks to Greg Lange from Saginaw in Michigan who was able to correctly identify the ambulance on page 18 as not being a 1912 vehicle.

We failed to properly fact check that story but are now in agreement with Greg that it is a 1915 Buick, a four-cylinder Touring export model that had been converted to ambulance duty.

We always appreciate input from the readership such as Greg has provided. We are always open to learning here at Pre War BUICKS.

Please enjoy this edition of Pre War BUICKS.

## 1914 Buick Restart



Here's a clip that appeared on our screens about April of last year and we thought it worth a review here.

Under the Jennings Autosport brand, this chap decides to get a 1914 Buick Tourer to come to life after a very long period off the road. At least 85 years of barn storage and shuffling between would be restorers has left the Buick in good condition, body-wise, but perhaps a bit less in the mechanical side.

He does get it going, so perhaps not all is not lost.

Enjoy the video [HERE](#).

## 1931 Dominion Sedan

In 2012 the grandson of the driver second from left was looking to find this car as a tribute to his grandfather who died in Normandy during WWII.

As far as we can determine, the car has not been found.

There was much chat on the internet, and all confirmed that the car, and the car alongside it, were both 1931 Buick Dominion Sedans. This despite the grandfather's car missing some Buick clues including the bumper bar, which was optional in England at the time, the headlight stanchions and the identifying cross bar.

It was generally agreed that the Buick may have been involved in a front-end collision and that would explain the missing front-end pieces of hardware.

The photo may have been taken in Scotland as the Buick was first registered there in 1932.

The Dominion Sedan was Buick's lightest car for 1931 utilising the smallest of the three available straight eight OHV motors newly introduced for the 1931 model year. Displacing 220 cubic inches, this engine developed 77 brake horsepower and rode on the 114-inch wheelbase chassis. In other markets this car was marketed as the Series 50 and was Buick's lowest priced line of cars.

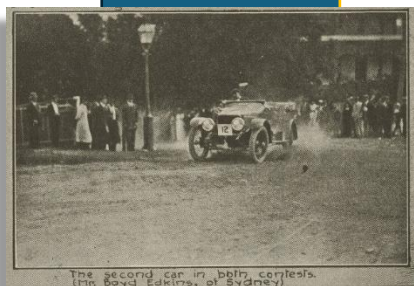
Nevertheless, in a write up of performance in *The Motor* magazine in October 1930, this very model received an excellent review both for performance and for the luxury feel it delivered. The quoted top speed was 65 mph.

The selling price in Great Britain was £395 with wire wheels an option for an additional £12 and the sliding sunroof option adding £10.

**First  
registered in  
1932 in  
Scotland**



## Boyd Roberston Huey Edkins



**“Second place  
at Brisbane.”**

We received some photos via Jeff Randell taken back in 1915 at a hill climb event held locally in Brisbane.

The event, reported in *The Queenslander* the following week, detailed the Automobile Club's Hill Climb Contest that was held on Saturday 17<sup>th</sup> April 1915 and up a course that included the steep incline of Cooksley Street and turning into Queen's Road in Hamilton, a suburb of Brisbane here in Queensland.

The event ended at the pinch at the very top of the incline and *The Queenslander* included a number of photos of the event.

While there does not appear to be any Buicks involved, we did note that a well-known Buick identity, Body Edkins, came second on the day.

Of course, at that time Edkins was yet to become involved with Buicks and was driving a Vauxhall on the day.

His involvement with Buick came when the company he established, Boyd Edkins Limited, absorbed another company, McIntosh and Sons Ltd, that was the agent for Buick motor cars.

Boyd Edkins was no stranger to auto racing and his second placing at that Brisbane event foretold on many automotive adventures yet to come.

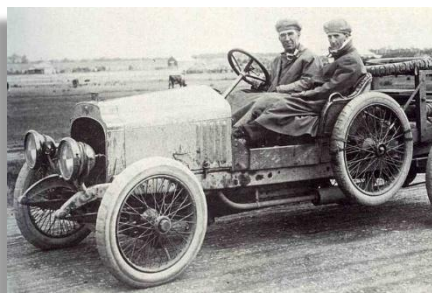
In particular, Edkins became famous for setting speed and distance records across the east coast of Australia both before and after the Brisbane event.

The previous year, 1914, Edkins had set the record time for travel between Melbourne and Sydney, reportedly twice that year, and he reset it again on March 18, 1916, when he drove his Vauxhall, named *50 Bob*, to a blistering, for the day, time of 16 hours and 55 minutes. This just eclipsed his previous record time of 17 hours and was the first time that a car took less time than the train did to cover the distance.

We also must remember that at that time less than 150 km of the 900 plus kilometer trip was on bitumen sealed roads and that the road between these two cities included both bush tracks and creek crossings!

One hundred and ten years later, a reenactment of that trip was planned with a restored *50 Bob* Vauxhall auto in 2016.

Edkins also made a record breaking run from Brisbane to Sydney in 1923, in the same year he turned 40. He also held very many hill climb records across Australia.



**16 hours and 55  
minutes in 50 Bob**

So, who was Boyd Edkins?

Born Boyd Robertson Huey Edkins in 1882 at Mount Cornish Station in North Queensland to parents, Edward Rowland Edkins and Edwina Marion, nee Huey, he was educated at King's College in Parramatta, Sydney.

He initially worked for Kingloc Ltd in Camperdown; a company that dealt in farm implements before joining the firm of Mr. George Innes in 1908.

Innes was a pioneer motorist who held the agencies for Vauxhall, Humber and Darracq automobiles.

Edkins established his own firm just prior to the outbreak of World War I, selling Vauxhall, Humber and Mercer automobiles and after the war, he transferred this business from Milford Street to Wentworth Avenue and renamed the firm Boyd Edkins Ltd. The firm was selling Vauxhall, Humber and Crossley cars at that stage.

Later still, Edkins picked up the agency for Oldsmobile automobiles and was the NSW state distributor for these cars until General Motors Australia Pty Ltd was established in 1926.

With an increased in capitalisation, Edkins picked up the Buick agency and again moved location to Phillip House in Phillip Street with a service station outlet in Olibia Lane, Surry Hills.

When the Marquette was released by Buick, Edkins took over that distributorship but relinquished the agency for Oldsmobile and Vauxhall cars.

His other achievements included automotive related positions including President of the Motor Traders' Association of New South Wales, a position he held for initially three years in a row and then again after a two-year break.



"Edkins established his own firm ..."



#### PROMINENT MOTORIST'S DEATH. HOLDER OF MANY RECORDS.

Mr. Boyd Robertson Huey Edkins, one of the most prominent and popular motorists in Australia, died at a private hospital in Darlinghurst yesterday afternoon, after five weeks' illness, at the age of 46 years. He was renowned for his sportsmanship, and during his career established a number of important motoring records.



Mr. Boyd Edkins was born at Mount Cornish Station in North Queensland, and was edu-

“succumbed to  
chronic  
nephritis . . .”

He was also a councilor of the National Roads and Motorists' Association; indeed, he chaired their inaugural meeting in 1920 and was often consulted by Police on matters of traffic policy.

He was a long-time member of the Royal Automobile Club of Australia.

His automobile business became a source of stress, and it was noted that issues around the importation of cars into Australia and the need to finance the full cost of his imported cars before they could be unloaded from ships often left him often scrambling for funds.

Edkins succumbed to chronic nephritis on 23 January 1930, a man who, at only 47, still appeared to have plenty to offer the motoring world here in Australia.



The 2016 reincarnation of 50 Bob driven on the Melbourne to Sydney re-enactment of Edkins' 1916 adventure and record setting run of 16 hours and 55 minutes.

*Then...its Real Greatness  
is Revealed!*

**SILVER ANNIVERSARY  
BUICK**  
*The Result of 25 Years Experience*

It is in the chassis that Buick reveals its real supremacy. Do not let its new beauty hide from you its true greatness. Twenty-eight major mechanical improvements are presented in the new model, resulting in a new and flashing performance, unique even in Buick.

There is more power, there is more speed, there is a new responsiveness, a quicker get-away, and a new ability to pick up speeds on heavy grades.

Now thrill await you! Drive the new Buick! Your dealer will arrange a demonstration.

*Metropolitan Distributors:*  
**BOYD EDKINS, LTD.,**  
109-119 PHILLIPS STREET,  
SYDNEY.

**GENERAL MOTORS (Australia)  
PTY. LTD.**

*Then...its Real Greatness  
is Revealed!*

**SILVER ANNIVERSARY  
BUICK**  
*The Result of 25 Years Experience*

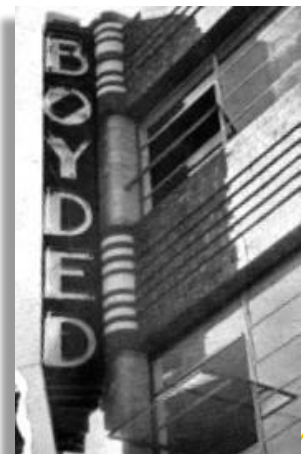
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PTY. LTD.**



## Torque Tubes Galore

**B**uick introduced the torque tube drive in the 1907 models that also received four-cylinder engines for the first time that year.

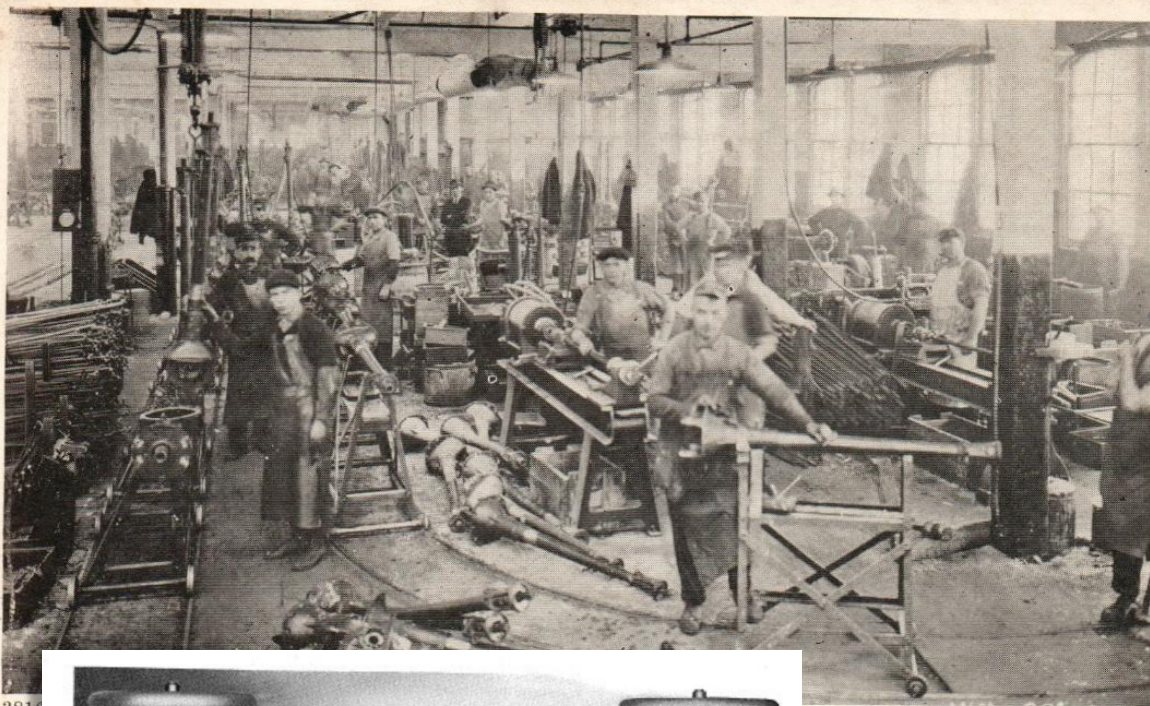
The two-cylinder models continued to use chain drives.

Our photo, taken in the Flint works, shows a gang of men working on the rear axle assembly and torque tube drive system that would be installed into the 1915 models.

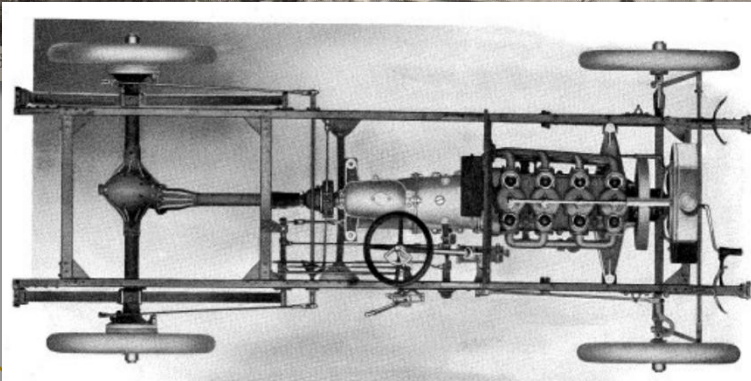
The purpose of the torque tube is to solve any issues associated with holding the rear end in place during acceleration and braking. It is designed to eliminate axle tramp or axle wrap which is where the axle housing is subject to lifting excessively under acceleration and dropping down under braking.

Buick introduced the torque tube ahead of Ford. Indeed, Buick only began using open drive shafts in any Buick car for the first time in the 1961 model year!

**First used in  
the 1907  
model Buicks.**



3816



**1907  
Buick's first  
torque tube  
drive**

# A Taste of New Zealand



An appetite  
whetter for  
the Art Deco  
Festival in  
February 2027

Avid '36 aficionado Neville Smioth has been out and about in NZ touring in his Phaeton and putting it all up on Facebook so that you could follow him this time.

The trip took place in the days leading up to Anzac Day and Neville provided this report.

## A bit of info

Over the past 15 days we have travelled over 1828 miles (2941 km) we have covered some of the remotest

sealed roads in the South Island. The highlights were the roads from Haast to Jackson Bay and Hanmer Springs

to Kaikoura. The 34 cars that were on "Packard Untouched Road" Rally, only 28 cars finished. The 2 Buicks were in the cars that finished without any mechanical issues. The only problem we had was a broken exhaust bracket which was repaired very quickly by Pit Stop in Nelson. The journey started and finished in Napier "the art deco capital of the world"

Discovering the West Coast of the South Island was definitely a highlight. The many one way bridges, rivers

Native bush, mountains, glaciers, and contrasting landscapes make this a very unique travel experience. The best small town on the West Coast is Westport

Oil consumption was 1.5 litres. Petrol consumption worked out at \$.82 cents per kilometre. So the petrol bill was around \$2480. Not bad with the Mullins trailer and 4 adults in the car. Petrol prices fluctuated throughout the 10 days

1936 Buick face book page now has 6500 followers and has had an astounding 325,000 views over the past 21 days. 76% of all views were from USA with only 4% being New Zealand

The next Buick Rally will be based in Napier for the 2027 Art Deco

As a result of the recent posting on the 1936 Buick page we have had at least 10 enquires from around the world. Mainly from Australia

Be interesting to see response once brochure goes out

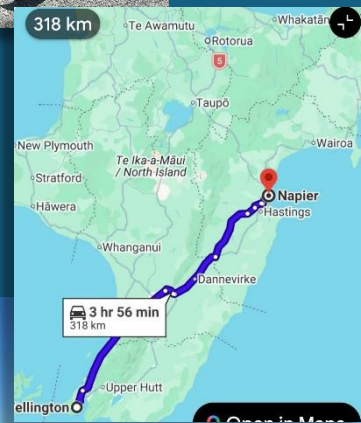
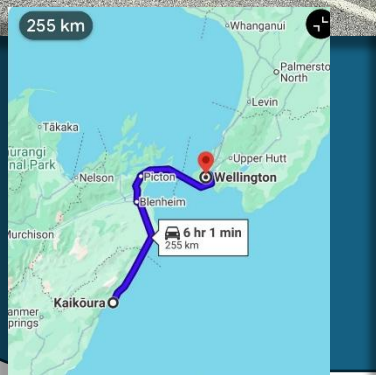
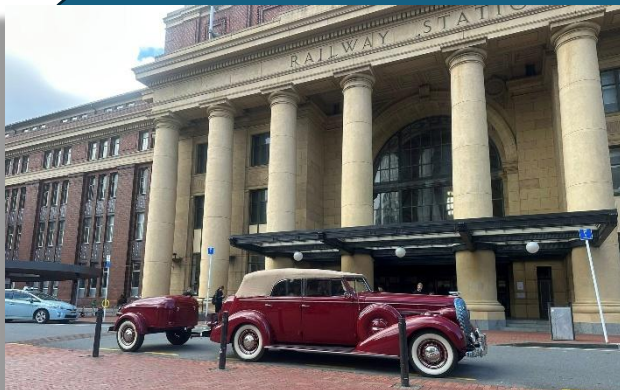
Cheers

Neville,

If you want a better took at the photos and some videos of the trip, then go [HERE](#).

Our thanks to Neville for sharing the trip with us and a reminder that the Art Deco Festival in Napier to be held on 17-23 February 2027, will have Buick as the featured marquee. Don't miss out and you can contact Neville [HERE](#) for additional details.

See the next page for some photos!



A taste of New Zealand

“pretty girls  
sell . . .”

## Electronic Ignition . . . ?

It was big news back in 1973 when Chrysler Australia, and no doubt in other markets also, produced a commercial for television showing a new model Valiant being doused with high pressure water being sprayed from four fire appliances. This was to introduce their new electronic ignition systems.

But, as we all acknowledge, there is nothing new under the sun, particularly when it comes to advertising some might say.

When we received the photo below of a 1941 Roadmaster being doused by two attractive ladies utilising a fire hose we were immediately reminded of a Chrysler TV ad from 1973.

Perhaps the Buick photo eclipses the Chrysler ad, as they say, pretty girls sell, at least to some.

You can do the comparison if you wish by viewing the Chrysler ad [HERE](#). It's less than a minute of your time so worth a quick look. The memories may come flooding back from those halcyon days we older guys call **the seventies**.



# 1932 Sport Phaetons, Rare!

1932 and the Depression was really biting, sales at Buick were down, and down everywhere else as well of course.

It was in this environment that Buick created some remarkable cars to encourage sales.

The 1932 Sport Phaeton Model 32-55 was amongst those. It was a very attractive car yet sold only 69 examples for domestic consumption and when combined with the 37 export cars, remained as Buick lowest selling model that year.

It becomes a wonder then that in 2025 two of these cars came across the auction block, albeit at different locations.

Of perhaps even more interest is that the cars represented both a domestic and an export model.

Spoiler alert: the export model had been modified back to LHD, which is amazing considering the rarity of this Holden Bodied example, being one of only two remaining in existence at the time.

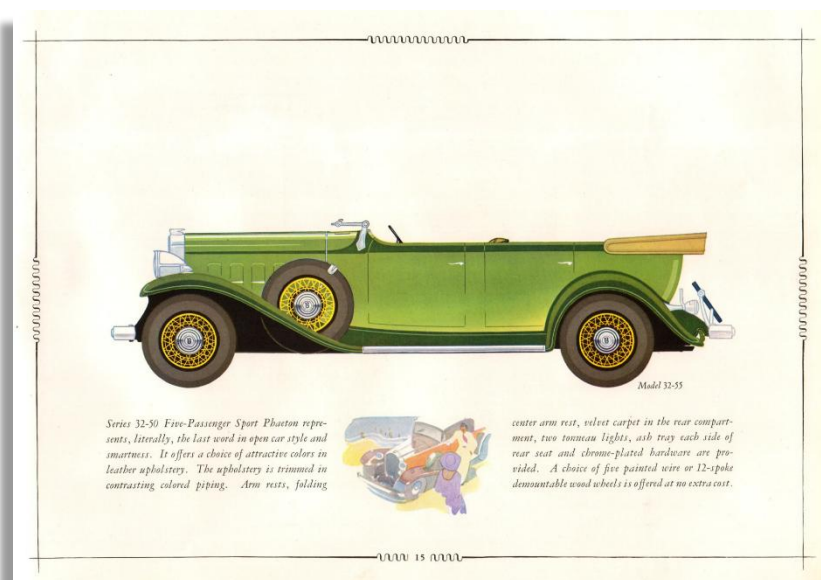
That said, there are believed to be only 5 examples of the Model 32-55 left worldwide.

With such rarity and heritage, we have assembled a quick look at these two cars that were sold last year and while we have no results for the first car we can advise that the modified example has been sold on several recent occasions. Firstly, we see it sold at a Bonham's Auction in 2010 for an amazing US\$133,500 including buyer's premium then at Amelia Island in 2022 for US\$78,400.

At the time of our research, we were unable to ascertain the selling price of the domestic Model 32-55.

Whether the prices were continuing to spiral down we are unsure.

Spoiler alert . .



“hitting record lows”

The Buick Model 32-55 was sold at the time for US\$1,155 and weighed 3,270 pounds.

They came upholstered in a choice of leather and featured contrasting coloured piping trim.

Fitted with side armrests in the rear section, the rear seat also featured a fold down centre armrest, and the rear floor was covered with velvet carpeting.

The Model 55 came standard with dual side mounts and a choice of either wood or wire wheels plus a rear luggage rack.

Riding on a 114-inch wheelbase chassis, power came from the smallest of the Buick straight engines, a 230 cubic inch version that produced a healthy 78.5 horsepower.

For 1932 all models changed from the traditional engine side covers fitted with louvres for cooling to a set of hood doors that were adjustable, the windscreen was raked back at 10 degrees angle and the new for 32, Wizard Control was fitted. Wizard Control amounting to both free-wheeling and no-clutch shifting between second and third. It was discontinued in later years.

Other innovations for 1932 included the replacement of cowl lights with mudguard mounted parking lights, horns moved from inside the hood to outside, and right out front at that!

However, even all these additions could not salvage the Buicks from hitting record lows.

While production for 1932 was below the terrible totals experienced by Buick in 1931, it would turn out that 1933 was to be even worse for Buick.

41,522 cars in 1932 was bad compared to 88,417 in 1931 but at least better than the 40,620 examples of the marque that sold in 1933. This being the lowest sales figure since 1914 for Buick and must have brought the company perilously close to extinction because while its sales continued to slide the industry in general was already reviving, selling an additional 450,000 vehicles across all makes in 1933.

But enough history, let's take a look at our two Model 32-55 Sport Roadster examples.



**Two 1932 Model 55 Sport Phaetons, one with an Australian Holden's body, the other an all-American Flint version.**

The Holden bodied version featured in red paintwork was held in a Quebec collection prior to 2006 for the previous 40 years. It was acquired by the Blackhawk Collection sometime after it was converted to LHD, and the Buick received cosmetic and mechanical restoration in 2007. This included a new interior; side curtains and a boot cover were also crafted.

This Buick has been equipped with dual driving lamps and taillights. Despite having a folding windscreen, it has been fitted with wind wings. A dash mounted clock is complimented with a rear-view mirror mounted clock as well.

It was noted as sold at the Kissimmee Mecum Auction in January 2024.

One of two known to survive, the other export Model 32-55 remains in Australia.

All the way to  
Australia and  
then back to  
the USA via  
Canada!



The second Sport Phaeton Model 55 was noted as one of only five surviving examples from the original 69 built.

It was offered at auction in April 2025 by Worldwide Auctions in Auburn, Indiana.

This example had been fitted with dual windshields at some stage, and a set of dual rear mounted wheels has replaced the original standard side mounts, this may have been a factory fitted option and potentially at a reduced cost . . . ?

This one all American.



Dual windcreens, quite the feature back in the day. Possibly even more so now!

## Me and My Roommate

This photo taken on the 16<sup>th</sup> of a month in 1936 depicts a chap's 1932 Buick sedan parked beside his roommate's 1935 Buick Convertible Coupe.

We believe that the coupe is a Model 46-C, Special Convertible Coupe, the least popular of the Special series of Buick for that year.

Buick managed to move only 933 examples domestically that year and another 67 for export.

Selling for only US\$925 it must be considered a bargain, however it seemed that the public didn't think much of the concept and the Convertible Coupes in all series were also the lowest selling models. Only 10 domestically and one for export in the Limited Series,

111 Century examples, all for domestic sale and 170 Super series Convertible Coupes domestically with a mere 17 more for export.

Of course, today they are highly desirable models. That's usually the way it goes I expect.

"Today they  
are highly  
desirable."





Sadly, the polished fuel tank was never an option on this 1913 Model 34.



This out of sequence page belongs with page 24, oops!



## In The Netherlands

GM in Europe imported very many Buicks, and of course some other GM brands, up to the start of WWII and we have featured many of these in our look at *Buicks at War* series from time to time.

Recently we received these photos of a 1935 Buick sedan that is currently in the Netherlands.

We believe this car to be a Century Club Coupe, Model 61. The side mounts, luggage rack and spot lights are all extras.

Originally, this model sold for US\$1,465 in the USA and Buick built 2,762 for domestic sale and an additional 92 for export.

Model 61 from  
1935



## A Fairyland Offshoot?

Here's a photo that won't go away!

Yes, we have included it before, but new information has come to light that we feel must be shared.

This latest photo came with another taken of the Tom Thumb Miniature Golf site at Raleigh, North Carolina in 1930. It was located beside Taylor Buick, as we can see by the wall painted sign on the Taylor building. This is at 124 West Hargett Street.

An interesting fact is that while miniature golf courses had been developed prior to the Tom Thumb concept, these had invariably tried to replicate real golf courses and included impractical features such as real grass. The Tom Thumb courses did not replicate such items as such, although they did initially include real grass, and focused more on the entertainment value of the miniature golf course and they included many features that you would never encounter on a real course such as leprechauns, windmills, tiles, sewer pipes, hollow logs and many other obstacles.

The story of miniature golf is included in a book on amusement parks by Dale Samuelson and Wendy Yegoians.

Garnet Carter, born in 1883, is credited with the invention of the version of mini golf named Tom Thumb which introduced the game to America. He named it after the English folklore character, and it established much of the theme for the courses which commenced operation in 1926.

The original course was established at a 700-acre facility that Carter and his wife, Frieda, built on the top of Lookout Mountain, Georgia and which they named *Fairyland*.

Also of interest may be that during the photo year 1930, the Buick dealer, Taylors Buick, was taken to court when one of the vehicles they were storing burst into flames. It was a suspected electrical short that destroyed that car, but we did also note that Taylor Buick made a number of court appearances during their operational days . . . Perhaps not a good place to store your pre war Buick.

See next page  
for the Tom  
Thumb  
Miniature Gold  
Course photo.



**“only to return  
in the 1950’s.”**

This Tom Thumb course was located at 124 West Hargett Street, Raleigh North Carolina beside the Taylor Buick Company.

This particular course was opened by Thomas J Farrar, an entrepreneur who also ran the nearby Bowling Alley on Davie Street.

Featuring 18 holes, it cost 25c to play a round and it is reported that soon after opening, it hosted a tournament that included a prize of US\$20 in gold and a place in the state miniature golf tournament!

The lure of the miniature golf courses soon wore off, and it had disappeared by the mid-thirties, only to return in the 1950’s.



## All Eight Racers

Not much to say about these two racers other than you already know I have an affinity for them.

That said, they are both straight eight powered modified version of their former selves.

The Buick straight eight came in a number of capacities but it was the 320 cubic-inch Fireball Eight that got most of the attention in the lineup of Buick straight eight engines that ran from 1931 through to 1953.

The Packard straight eight was deemed to be both modern and reliable when it was introduced in 1924 and had a slightly later end date of 1954. It was always claimed that the Packard engine was more refined and lasted longer.

We are a little bit more ambivalent and would happily be seen in either of these racers!

Yummy!



## Abadal Buick 1923

The 1923 Abadal-Buick was a, exclusive, high-performance luxury car produced in Barcelona, Spain, combining American Buick engines and chassis with bespoke Spanish bodywork. Created by racing driver Francisco "Paco" Abadal, these cars were manufactured from 1916 to 1923, with the 1923 roadster known for its sporty, customized design.



From Jeff  
Randell

- **Production:** The 1923 Abadal-Buick represents the final year of production for the Spanish marque, which was known for re-bodying Buick models with elegant, specialized, and sporty coachwork.

- **Engine & Design:** These vehicles utilized Buick power units. The 1923 models featured a 3.00-meter (118 in) wheelbase, with total car dimensions around 4.60 meters long and 1.65 meters wide.

- **Creator:** Francisco Abadal was a former Hispano -Suiza salesman and racing driver who established his own brand in 1912 before partnering with Buick/General Motors.

- **Legacy:** The brand merged with or was replaced by other ventures in 1923, following a period where Belgian company Impéria also built Abadals under license.

These vehicles are extremely rare, with some reports noting only a small number were produced with the special custom coachwork.





1923 Abadal-Buick racer.



**Just the Bear  
Facts**

## 1931 Model 96-S

**J**ust the bear facts.

Everyone wanted one of the new 1931 Series 90 4-passenger Sport Coupes when they were introduced with the new range of straight eight engines.

The Model 96-S was a sister car to the Model 96-C, the Convertible Coupe, but naturally did not have a folding roof. The landau irons were merely for show and created a very striking appearance for this heavyweight (4,250 pound) car.

Retailing for US\$1,720 Buick managed to shift 2,990 examples of the Coupe for the 1931 model year while also producing three special order versions for export.

The 90 series Buicks utilised the largest of the three available eight-cylinder engines this year, having a 344 cubic-inch capacity, the engine delivered 104 brake horsepower, enough to propel the 130 inch wheelbase cars to a respectable top speed in excess of 80 miles per hour.

While often criticised for the 1931 models design, it being barely changed from the 1930 model year, the 1931 Buicks did boast considerable technological improvements including the use of synchromesh on second and third gears, four-wheel operation of the emergency brake and a host of other features. Body changes would be revealed in the following year models.

Our photo shows that even the bears in Yosemite National Park wanted to get in on the act.

Not sure that I would be too pleased to have a bear paw my new Model 96 Buick, nor would I probably stop to afford him the opportunity!



## Oops . . . ?

You may have noticed some photos of a 1913 Model 34 Roadster in the last edition and on page 16 of this edition, however there was no story. We rectify that with the original story printed below.

The Model 34 Roadster debuted this year at Buick along with its companion car the Model 35 Tourer.

Both were powered by the recently introduced 165 cubic-inch four-cylinder OHV engine that produced 22.5 horsepower.

This example of the Roadster rode on a 90.75-inch wheelbase chassis while the tourer shared a 101.75-inch chassis with another roadster offered this year, the Model 36.

Priced at a competitive US\$900 and presented to the public with much fanfare including a hill climbing demonstrations locally, the Model 34 was only able to achieve the lowly sales figure of 1,400 examples out of the 1912 Buick total production run of 19,812 units.

Originally available in only one colour scheme, Gray body and wheels with a blue bonnet and mudguards, our featured example has been dressed in a red paint scheme with black guards and looks extremely attractive with cream wheels. Perhaps Buick should have gone with a similar scheme back in 1912!

“A quote here.”



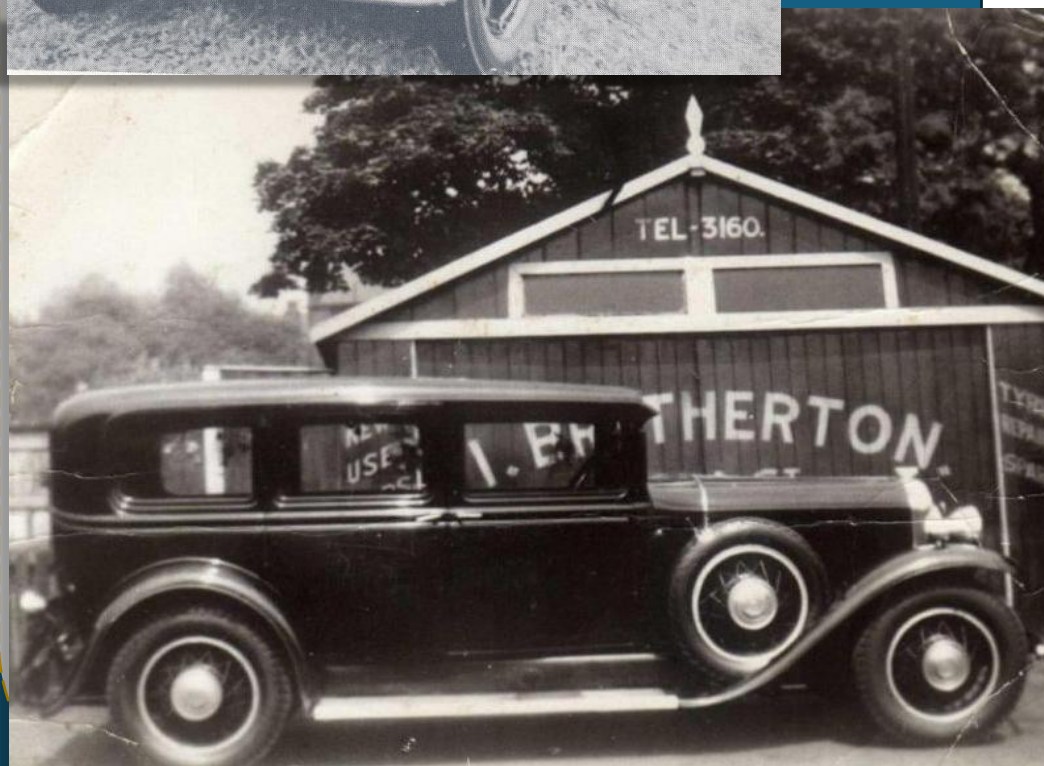
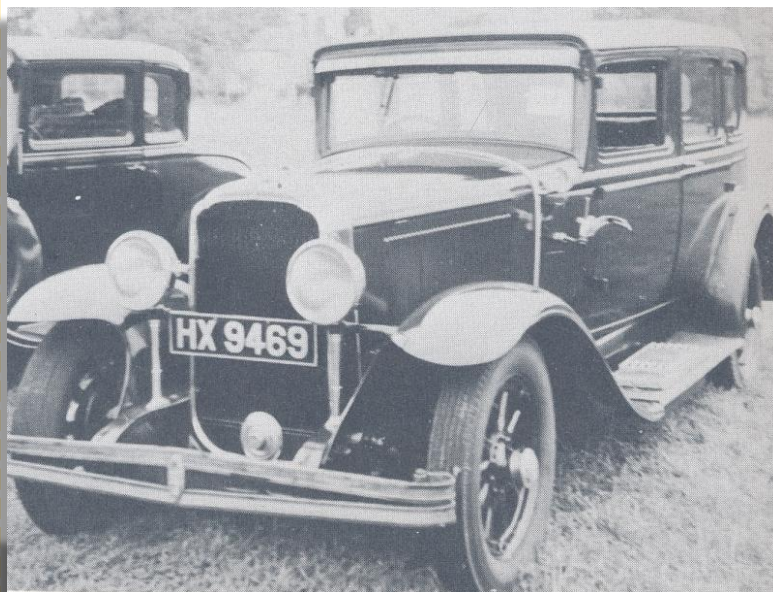
## Canadian Built Buicks in GB

We featured a couple of Dominion model Buicks at the start of this edition and so thought it appropriate to include another at this end of the magazine also.

However, instead of the lowest price Buick we have gone to the other end of the Buick price range and present you with this export model 90 Series sedan.

Enjoy!

“the other end  
of the Buick  
price range.”





Welcome to  
Scotland

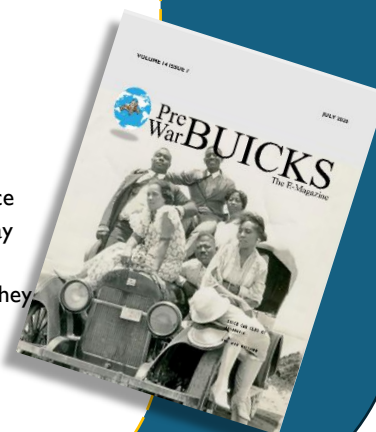
## What Next in the E-Magazine

**We** start off next month racing, not stock Buicks, but the kind that enthusiasts have been working on since day one, and always with the same aim, beat the other guy.

We then delve into why mysteries abound in the old car world, a mirror reversed photo on the web almost had us scratching our heads before we realised the error.

Before revisiting an antique car show held in 1949, we take a look at a very nice 1911 Model 39 Touring. We follow the first cars over the Hornibrook Highway then take a look at the demise of one of NZ's best hotels before checking out what constituted a roadside picnic area back in the twenties. Not as lavish as they are today but, with little traffic to spoil your outlook, absolutely acceptable!

Join us next month when we present the July edition of Pre War BUICKS!



The Buick Car Club of Australia Qld Inc.

Web:

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

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

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](mailto:prewarbuicks@gmail.com)

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

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

## The Last Word in Action Buicks



If you are an ardent fan of the 1940s and 1950s serials that were shown at the picture theaters before the main film, then you would have noted that Buicks featured heavily in them. Many of these films were made by Republic.

The fact that Howard Motors in California was the major Buick distributor on the west coast of the US and had access to many of Hollywood's movers and shakers in the film industry may help to explain the connection. We have delved into that issue previously so won't go there again, well not here anyway.

So, it came as no surprise to us when Charles Jekofsky emailed us with the link to one of the *Spy Smasher* serials last year to show us some Buick cars in action. A great set of twelve episodes and every episode riveting, well to us old folk in any case.

We could just as easily have gone to one of the Batman serials, the Green Hornet serials, Flash Gordon, Buck Rodgers, you name it and you could just about be assured of seeing at least one pre war Buick, and in some cases, many more.

The *Spy Catcher* serial can be viewed [HERE](#)