

The SILVER ANNIVERSARY BUICK

NEWSLETTER

FOR: The Enthusiastic Owners of
1929 Buicks Everywhere

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Note: No Issues published in 2017
(Established 1987 - Starting our 32nd year)

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Phil's 29-49X with Body Mounted

PHIL GREEN (49X) sent me pics of his car restoration (above) which is coming along nicely.

Heard from **MARTIN JANSEN** (44X) who writes: Car is going well. Had to modify power steering to activate on tie rod rather than drag-link; a lot better this time. The four speed gearbox is just fantastic, beautiful ratios, a pleasure to drive, a real buzz feeling every time I use it. (Ed. Note: Martin's RESTORATION story was in Vol. 29, Iss. 3, Pg. 2 and his 4 speed GEARBOX story was in Vol. 31, Iss. 2, Pg. 11.)

DAN BURKITT (50) advises that he's taking his car to Charlotte, NC in April to try to get his



Phil Green's 29-49X Rolling Chassis





2 year-old son Ben uninstalling a step plate. Circa 1970

The car served as a focus of family and friends, hobby activities, and motored us on many Buick Club tour outings all over Southern CA. For a few years it was pressed into service in a more mundane role as my everyday transportation vehicle and virtual pickup truck. Our sons Ben and Ted, my wife, Jeananne's little sister and brother, Betsy and Kirk Wright, all spent childhood growing-up time in the old Buick, and we were made immeasurably richer by the many senior citizens who poured-out teary-eyed stories about family, friends, and the good old days they spent in old cars of their past.

There is an old saying about how we would like to 'hear the stories' of past events if some inanimate object could only talk. Well, even though our first old Buick is long gone, its great tales continue to be told in the form of our family folklore about the 'good old days' that we spent in our first old Buick. Those were the days, oh yes those were the days!

One story - In the late 1960s I came out of the grocery store to find a ninety-something year old senior sitting behind the steering wheel. I acted like this was the first time I had seen the car and that he was the owner. The old man (remember I was just 23 years old) related a heartfelt story about how he and his family had come out west during the depression in a 1929 Buick - camping at road-



29-27. Circa late 60's, early 70's

side all the way. Well, he finally got out and wandered into the store to join his granddaughter for some shopping and I drove home to relate the event to Jeananne. Great fun, and just one of many stories connected to that wonderful old car.

Since that first model 27 we have had (all 1929s) a model 26, 44, 46, 46s, 48, 51, 54CC, 57, 58. Still have the 46, 51 and 54CC.

BERT DONNELLY (47) writes: "This summer the



front brakes were done, a Tony Bult '30 Carb installed, the interior completed, and the car was licensed and safetied. I thought this car would be done in 18 months, 7 years ago. The good news is that it is now on the road. We will get there! Here is a first. The engine has a cast brass timing gear.

WHAT DID THEY SELL FOR



John Tuthill (44 & 57) sent me the following "Attached is a picture from an article in a Sacramento newspaper about Bill Harrah and his cars about 1960. As I recall the picture was of him and some of his favorite cars and I should have saved all of it. My understanding is that the 1929 Buick is one he enjoyed driving often."

Ed. Note: The car was also owned by Andy Granatelli of STP racing fame.

This car sold for \$44K in the Jan. 10 Kissimmee, FL Mecum auction. (More on this car in the next issue.)

In the Parts Dept., a set of 3 valve cover wing-nuts sold for \$54., a pair of bumperettes being offered for \$150., a tail light didn't reach the \$125. reserve, another is priced at \$100., and still another sold for \$36., a door lock sold for \$36., a set of bad wire wheels and rear hubs sold for \$350., a set of manifold gaskets sold for \$18. and a standard wooden wheel with hubcap is listed for \$500.

TIRE SURVEY

Jack Austin (26S) suggested we poll our members on their choice of tires. What are people running, black wall vs white wall, tire brands, tire sizes (what's the widest tires that can be run and still fit in side-mount wells) and such. We received the following:

Gauthier Schmitz (44) uses Firestone deluxe champion tiers 6.50-20, in the Netherlands.

Ken Talley (47) uses Denman 650 X 20 blackwall from Coker.

Bill Billado (47) uses 600/650 X 20 black wall Lesters

Lowell Lisker (27) uses Front: Denman Blackwall 6.00-20 4 ply nylon; Rear: General Blackwall 6.00-20 6 ply Nygen

What tires do you run & how have they pre-formed ? Send me info. Thanks !

2019 BCA NATIONAL



This year's BCA National will be held in MIDWEST CITY, OKLAHOMA a suburb of Oklahoma City from JUNE 12-15. Go to <www.buickclub.org> to download and print a 15 page brochure about the meet - hotels, tours, restaurants and things to do in OK. Registration forms can be found in the brochure.

I'm planning to go, driving the 29 if repairs are ready in time. Who else is coming ? We'll have a 29'ers lunch on the Friday, if enough owners are interested. Let me know if you're going and will attend the lunch. They have been popular at Denver and other meets.

FUTURE BCA NATIONAL MEETS:

July 15-18, 2020 - Strongsville, Ohio

• Attached were 134 pages with 40 companies listed on each page (do the math! that's north of 5,000 of them) that are located, quite literally, all over the US, border to border/coast to coast. The companies range from "soup to nuts", small/large, retail, wholesale, banks, public utilities, etc., etc. No persons are named, just the name of the company, (in alphabetical order not geographical) with its city/state of location and if it's a subsidiary of a larger entity or a standalone. Nothing more.

I've put this info to the GM Media Archives, Sloan Museum, Sloan/Kettering Durant-Dort-Factory One have each search their files and have no additional information on what this program might have been.

Can anyone provide us with any further **insight as to what this program was all about ?**

IGNITION WIRES: Wes Klemm (47) asked "I want to replace my spark plug ignition wires. What's the best way to go? Tony Bult advises "use 'Standard OE Plus Performance Professional set 603W'. They have older looking wire and good fitting elbows. Anyone have any other suggestions ?

RESTORATION TIPS

OIL FILLER INSIGNIA: Richard Coulombe (44) reproduced the < KEEP COVER CLOSED TIGHT > insignia with LETTRA SET Stencil of 10 points on a black decal found at DOLLORAMA !



OVERFLOW TANK: Wes Klemm (47) sent info on making a simple overflow tank: Summer temps in Florida dumps my coolant overboard, causing my prolonged trips to experience a temperature rise. The tank captures one and a half quarts from expansion. As the engine cools down, the coolant is drawn back into the radiator with no more loss of coolant. Plus, the engine maintains a constant

temperature without the need to top off the radiator for the trip home.



All materials were purchased at Lowes. The site gauge is made from two plastic barbed hose fittings and clear hose. The tank is white PVC pipe using an end cap and treaded cap fittings for the top. Of course, a stand pipe inside with inlet and overflow fittings at the bottom. Inlet hose is pushed onto the overflow line at the bottom of the radiator. I painted the finished PVC pipe with semigloss black spray paint. Bingo! It looks rugged & looks like it belongs. I didn't think a store bought chrome, hot rod, overflow tank would match the era.

CUTTING CLUTCH PLATES: Martin Shillingford (25X) wrote: After many attempts we eventually got the CAD drawing perfected having cut a few samples by laser. Finding the correct steel was a challenge but I did find a High Carbon tool steel with 1.05% carbon that was also ground, so the plates are perfectly flat & even. In order to keep the steel annealed I had them cut with a water jet.