

# The SILVER ANNIVERSARY BUICK

## NEWSLETTER

Circulation: To the Enthusiastic Owners of  
1929 Buicks Everywhere

Volume XXX - Issue IV DEC. 2016  
(Established 1987 - Ending our 30th year)

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Please send your subscription renewal in before  
the next issue - Jan. 13 / 17

### DEAR FELLOW 1929 BUICK OWNERS

Well, it's kind of grey and cool as I write this after a long, hot summer, in this part of the world. My 29 is away for the winter. It was running quite roughly so will have to look into that when spring comes. Tentatively planning attending the BCA National in Wisconsin and then the Buick Heritage Alliance sponsored BCA Great Lakes regional in Columbus, OH, next July.

**NEXT ISSUE CLOSING DATE:** I'm traveling at the end of Jan. (Brazil, Panama and Colombia) so the closing date for the next issue is **Fri. Jan. 13 / 17.**

**BENSON IS BACK:** Brian Shields, Benson's third recent owner, let me know that the car headed off, from LA by ship to Argentina, in mid Sept. for "**The Rally of the Incas**". This rally starts in Buenos Aires Nov. 13 and travels south through Argentina, west to Chile then north to Peru, finishing in

Lima on December 9th. The run is approx. 6,500 miles (10,500 Km). Benson has already competed 2 grueling 12,000+ kms (7,500+ miles) Peking-to-Paris rallies reported on in earlier **NEWSLETTERS.**



*Benson on his way to the start of The Rally of the Incas*

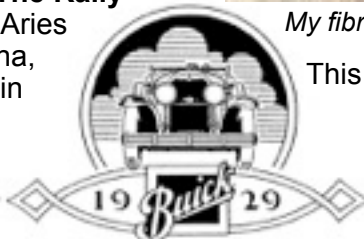
Good luck Benson. We look forward to a full report.

**An update on my Roadster problems.** It was off the road for about 2 weeks while we explored the problem experienced on the way home from the BCA National in Allentown, PA. As expected, it turned out that the fibre cam gear had let go. I had put this one in at the engine rebuild about 50K miles ago. The first one lasted about 90K miles but likely easier miles that my pounding along the highways at almost 60 MPH. Here's what the damaged gear looked like.



*My fibre cam gear - with most of the teeth chewed off*

This is the year of the cam gear problem for me.



**GEOFF & MARY BUICK** (55X) from New Zealand write: Our trip to the USA was arranged around the Buick Meet in Allentown, PA, so it was a couple of weeks before we arrived there, after driving up the coast mainly, from Miami. The meet was fabulous and we met a lot of other Buick fans including Bill. The first thing Bill wanted was a photo of him and me and he called it "McLaughlin Buick." Other members were staying at the same hotel as us, so we (including friends Sandy and John Griffin, Buick 24 & 25 owners and Mike Hanning who owns several Buicks, all from NZ), met up with them in the evenings, but couldn't believe that it was 105.8 deg F (41 deg C) at 8 o'clock at night!!! We made contact with several others at the meet who have photos and parts to help us with the restoration of "Annie" our 1929 55x (named this after Geoff's grandmother Annie Buick.) We were also delighted to meet Mr. Bulgari and talk with him for a short time. What a wonderful venue, kind host and an amazing collection of cars.



*John & Sandy Griffin, Mary & Geoff Buick, Tony Bult in front of Tony's 29-55*

After the Meet, the four of us headed off up to Wisconsin and went to see Tony Bult and his 55. Tony spent a lot of time going through his spare parts and eventually parted with some of them to both Geoff and John. We're very appreciative of Tony for this and all the information we gained.



*Don Mayton and his 29-55X*



*Geoff Buick sitting in Don Mayton's 55X, in the correct driver's position for his 29-55X, in New Zealand*

We headed off back across Lake Michigan to call in on Don and Carol Mayton who also own a completed 55X. Great to see and have a run in it. After driving both these cars, it's made us more determined to get ours 29-55X the road !

**TIM WILKINSON** (25) updated his disastrous tour report from the last issue (where he had to truck his 29-55 home from France after coolant gushed all over the windscreen). He found that the problem was the same as mine - a damaged fiber cam gear. He writes: "I remembered I have a spare gear in a parts engine. I emptied half the old garage to get access to the old engine. Tricky to get a proper look at it, but, I think with a bit of a clean up this fiber gear will do. The teeth are in very good shape, no visible wear - I think I have a solution !

I gave up trying to "pull" the damaged fiber gear off the camshaft. I decided to remove the camshaft and work on the fiber gear out of the car. So I removed sump and oil pump. And, have drawn the camshaft about 6 inches forwards out of the engine. But it is fouling on something. I'm guessing that the camshaft must be catching on the crank somewhere (balance weight ?) and I need to rotate the crankshaft a bit.

Got it. It just needed to rotate the crankshaft so that the oil pump drive gear cleared the balance weight. I then pressed the old fiber gear off with a hydraulic press that I bought back in 2010 to press the hubs into the new wooden wheels on Benson. It took a significant amount of pressure to get the fiber gear moving, once moving it came off quite easily. I think that given the amount of pressure required the fiber gear would have broken before coming off even with the heavy duty puller.



29-50 made into a Pick-Up Truck



Above 3 Photos are Lars' 29-50 Fully Restored



29-41 parts car



Above 2 Photos are another 29-50 Under Restoration

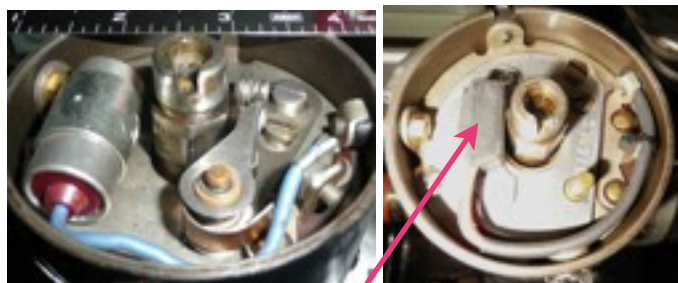


29-44 Under Restoration

**BRAKE ADJUSTMENT IDEA:** Dean Tryon (58) sends the following brake adj. idea: "Use a wood working clamp - one that can be reversed to push out. Put it between the seat and pedal and slowly actuate the brake. If you have all 4 wheels off the ground you can see when each starts to work and when they all are tight".

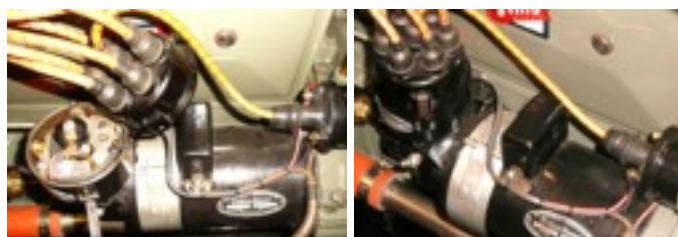
**ELECTRIC FUEL PUMP AUTOMATIC SHUT-OFF:** Bill Bicknell had a small unit on an oil line of his car. When I asked him about it, he said that it was an automatic shut-off for his electric fuel pump. It works on oil pressure. If there's none, then it cuts off the electric fuel pump. Available from Summit Racing (<https://www.summitracing.com>). Part #: HLY12-810. Wiring diagram shows how to override it when you start the car. Not sure where to install on our Buicks but a good safety for people who forget to turn off their electric pump / in an accident.

**ELECTRONIC IGNITION:** Richard Coulombe (44) converted his car to electronic ignition recently and writes: "The "IGNITOR" electronic system for the '29 Buick is: PEX 1168 LS N6. It fits easily inside distributor housing, using same point hold down screw. I added the condenser hold down screw to seat the plate perfectly flat. The tiny module sits



*Before Starting*

*Points & Condenser gone & Electronic Module in place*



*Clean looking inside distributor & neat wiring to coil*

only 0.030" from the cam lobes. No adjustment necessary. The basic principle is simple enough, invisible but it works- very well. As explained to me by their Tech Dept. The module detects precisely when a lobe is directly in front, breaks the magnetic field, thus activating the secondary winding high voltage and spark to the corresponding cylinder. Info <[www.pertronix.com](http://www.pertronix.com)>.

**FAN OIL:** Richard Coulombe (44) writes: The rad fan jammed on my '33 last month... on Tour ! I removed the chewed up belt and kept on going, the water pump being gear driven. Engine temp at road speed was normal. Luckily enough, former owner had left me with a good spare with "oil in it", which I installed. I opened up the damaged fan to fit it with sealed bearings. It is the same design as our 29's and this could be useful to members. Here is how it works.

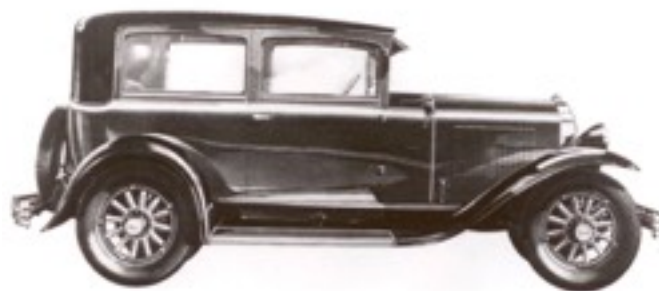
The fan oil filler hole is sealed by a "brass" Slotted Oval 10-32 machine screw, length 3/4". It's head is tapered to seal properly and screws into an tube, same length. The '33 Manual says to fill with engine oil "ONLY". But how can we tell if there is enough oil in there? Turn the fan to have the fill hole at the 6 o'clock position. The tube inside acts then as a 'Stand-pipe', excess oil would drip out; so, have a rag handy. When oil ceases to run out, the quantity remaining in the fan hub is sufficient for lubrication of bearing for approx. 5000 miles

## SUPPLIERS



### FUEL TANK SENDER UNITS:

Replacement in-tank sender units for our King-Seeley gauges are made by KM Lifestyle Mfg., 12 Jacques St., Worcester, MA, 01603, USA. Tel.: 508-792-9500 (M-F 9 to 5 EST). E-Mail: [kmstyle@hotmail.com](mailto:kmstyle@hotmail.com)>. See: <[http://www.mykmstyle.com/King\\_Seelley\\_Fuel\\_Sender.html](http://www.mykmstyle.com/King_Seelley_Fuel_Sender.html)>.



*29-30 Buick Publicity Photo*