

# The SILVER ANNIVERSARY BUICK

## NEWSLETTER

FOR: The Enthusiastic Owners of  
1929 Buicks Everywhere

Volume XXXVI - Issue III SEPT. 2022

Note: No Issues published in 2017  
(Established 1987 - Well into our 36th year)

### HI 1929 BUICK OWNERS

Well, I made it to Spokane and back in the 29 without too many problems. More in this issue.

For those coming, a **Hershey** (Oct. 2-6) meeting spot is also listed in this issue.

At the moment the **29 McL-Buick** is in my rental garage waiting for me to fix about 15 things that went wrong on my trip. Still hoping to get the high speed rear end installed one of these days. In the **37 Cord**, I'm trying to eliminate a coolant in the oil situation so I can drive it to Auburn, IN and have the engine rebuilt this coming winter. The **53 MG TD** has all of the gauges, which were cleaned and repaired, this past winter, re-installed and is running just fine.

My short term goal with the 29 is to solve my long-running vapor lock problem. More, to come.

### FEATURE 29 BUICK STORIES



*Justin Rousselot and his model 57*

**SIMON LOVELL'S 29-47X:** Is starting to restore his father/uncle's sedan.



*Simon Lovell's 47X*

### 2023 BCA NATIONAL - SPOKANE

The 2023 BCA National was held mid-July, in Spokane, WA. I decided to drive my 29 McL-Buick model 44, roadster to the meet.

Marlene and most people I told about the trip thought I was crazy. It's a 2,600 miles, one way.

So, here's the day-by-day story of my trip:





<<https://forums.aaca.org/topic/400498-2023-bca-national-meet-spokane-washington-july-11-15-2023/#comment-2554525>>



*Your Editor heading West in his 29-44*

Also at the meet was **Peter Robichaud** with his very original 57.



*Peter Robichaud's very original model 29-27*

Others 29'ers at the meet were: **Dave and Ann Johnston** (27), **Tom Skinner** (46S), **Gerald Peterson** (48) who got 400 points and the highest point pre WWII car award for his 23-39 and **Derek, Suzanne and Luke Thille** (51).

Also, a few pictures of my 4,596 miles trip.



*Waiting for the Ferry across Lake Michigan*

*Driving into a tornado in North Dakota*



*Oil Change in Kellogg, ID*



*Driving through the canyons of Wyoming early in the morning*

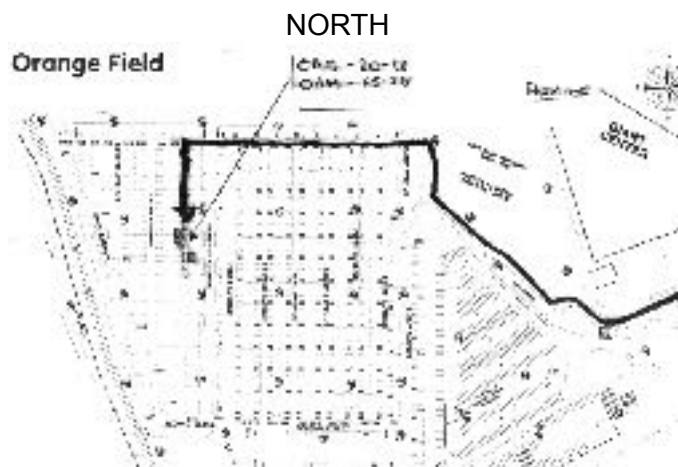
## HERSHEY GATHERING SPOT

I'm coming to **Hershey** again in 2023. Remember, the meet starts and ends one day earlier than in years past. Set-up day is Monday and the car show is on Friday, this year.

For 1929 Buick owners coming to Hershey (Oct. 2-6) this year, visit your **NEWSLETTER EDITOR** on our **ORANGE FIELD** spaces:

# OAG - 20-22

Near lights 121 & 122



Location of spaces OAG 20-22 & OAH 25-26

If I'm out wandering and you want to get hold of me try my cell: 416-580-5802 or leave a message with anyone staying on the spaces. So, come and meet me on our **Orange Field spaces**:

- Tues., Wed. & Thurs. at **4:00 PM**
- Fri. at **11:00** (Note: I leave by 12)

if you have a couple of 29 Buick items for sale, feel free to put them on my tables. See you at Hershey, good luck parts hunting & pray for good weather !

## INTERESTING ITEMS

**WHO STARTED GENERAL MOTORS ?** (Continued from last issue) Ken McGee (ex 44) writing for the Goodrich, ON Facebook page:



By 1910, GM was in a financial bind what with Billy's vast purchases which also included supplier companies like AC Delco, Harrison Radiator, Champion Spark Plug and several more.

The Company's directors voted Billy out of the office of President but let him stay on as a trustee. Billy kept himself rich though as he was a master handler of the stock market. It was said he had several telephones on his desk and a stock market ticker tape machine working at all times.

Late in 1910 Billy was introduced to a French race car driver by the name of Louis Chevrolet and on Nov. 6, 1911 The Chevrolet Motor Car Company was formed with Billy as President. Mr. Chevrolet and Billy did not agree on the type of car they were to build. Louis wanted a big luxurious car and Billy, seeing Henry Ford's success with the Model T, wanted to build an affordable car for the masses, and soon Mr. Chevrolet signed off. The Chevrolet car, under Durant became very successful.

By 1915 GM was faltering and Billy was now selling new Chevrolets for \$490.00 which was tough competition for GM. Billy had secretly been trading Chevrolet shares for GM shares for some time and when it was time to elect a new GM President, Billy Durant walked into the shareholders meeting with people behind him carrying baskets full of GM shares and had them dumped on the front desk and announced, "have all the meetings you want boys but I again own General Motors". The year was October of 1916.

An interesting note is that several people who worked with Durant at GM became quite successful, eventually owning their own car Companies. Walter Chrysler was President at one point and when he left, he bought out the failing Maxwell Motor car Company and then formed The Chrysler Corporation. Charles Nash of course, also a top GM executive went on to start the Nash Motor Company.



## DIRECTORY ADDITIONS

1929 Buicks continue to be added to the "DIRECTORY". 2 more 1929 Buicks have turned up since the last issue of the **NEWSLETTER**. There are, by my latest count, well over 1,000 - 1929 Buicks, McLaughlin Buicks and Holden bodied Buicks, worldwide listed in the **DIRECTORY**. The **SILVER ANNIVERSARY BUICK NEWSLETTER** goes out to owners of well over 400 of these 1929 Buicks, in all parts of the World. Not sure why you'd want to own an antique car and not be part of an exclusive one marque Club - but I guess that's for another time.

- If you know or run into someone who owns a '29 Buick, who doesn't get the **NEWSLETTER**, give them the details and encourage them to be added (or re-added) to the mailing list
- Remember, if you change your email or move, send the **NEWSLETTER** your new address so you won't miss any issues
- **If you want an updated copy of the DIRECTORY, either by model or by State/Province (good for traveling), at any time, let me know and I'll email it to you or send me \$3 to cover mailing, etc.**

MDL	LAST	FIRST	ADDRESS	CITY	STATE / PROV.	ZIP	COUNTRY
44	Unger	Shawn	8130 - 240th St. W. - Unit D	Edmonds	WA	98026	USA
57	Rousselot	Justin					USA

Note: The AACA Judging Guidelines has the requirements for fire extinguishers. The first sentence states "The fire extinguisher must be UL – approved or equivalent and fully charged." These are not UL approved, but I don't know if the UL folks would ever evaluate them since they are not a pressurized vessel. They do have approval from the European CE and the RINA Maritime Authority. Not being UL approved may be an issue at a National Meet. They might fall under the "or equivalent" phrase. They are being evaluated. If you decide to buy one, I'd still take the UL approved one to a meet. Personally, I like any type of fire extinguisher that gets the job done. These are available through the manufacturer's websites (or Amazon). Here's two companies' sites for more information. <<https://elementfire.com/>> <<https://firesafetystick.com/>>

**FUNDAMENTAL CARBURETION**, From the Gas Tank to the Combustion Chamber. By: Dean G Tryon, 80 pages, 8.5" x 11" soft cover, 94 color & 19 b/w images, tables and charts with appendices.

Dean has a Bachelor's Degree in Mechanical Engineering and a Master of Science in Mechanical Engineering degree. He was awarded two patents on experimental carburetor and emission controls.

Dean spent his 40 year career with General Motors at the Rochester Products Division in the

Product Engineering Department. He did every aspect of engineering from the test laboratories,

