

Buick

for

1947





Comfort is a keynote of Buick

No mere utility is the Buick you drive. It is planned as one of the good things of life in which you travel with ease and dispatch, surrounded by a happy blend of deep comfort and satisfying beauty.

The interior illustrated above with its deep, broad seat exemplifies the point. Here is room—and restfulness—and appointments in the finest of taste. Here you ride untroubled by weave or roll or sway, knowing the steadiness that only a car of generous size can give you, floating over the road's roughness

with the matchless gentleness of Buick's all-coil springing.

A joy to enter, a thrill to drive, a gracious setting into which to welcome your friends, Buick stands not just for a motorcar but for the highest standard of personal transportation.



Here you find the thrilling lift of *Great Eight Power*

No doubt about it—the power plant is the very core of automobiling satisfaction. And here is power in more than satisfying measure—the sparkling, thrilling power of a great Fireball straight-eight.

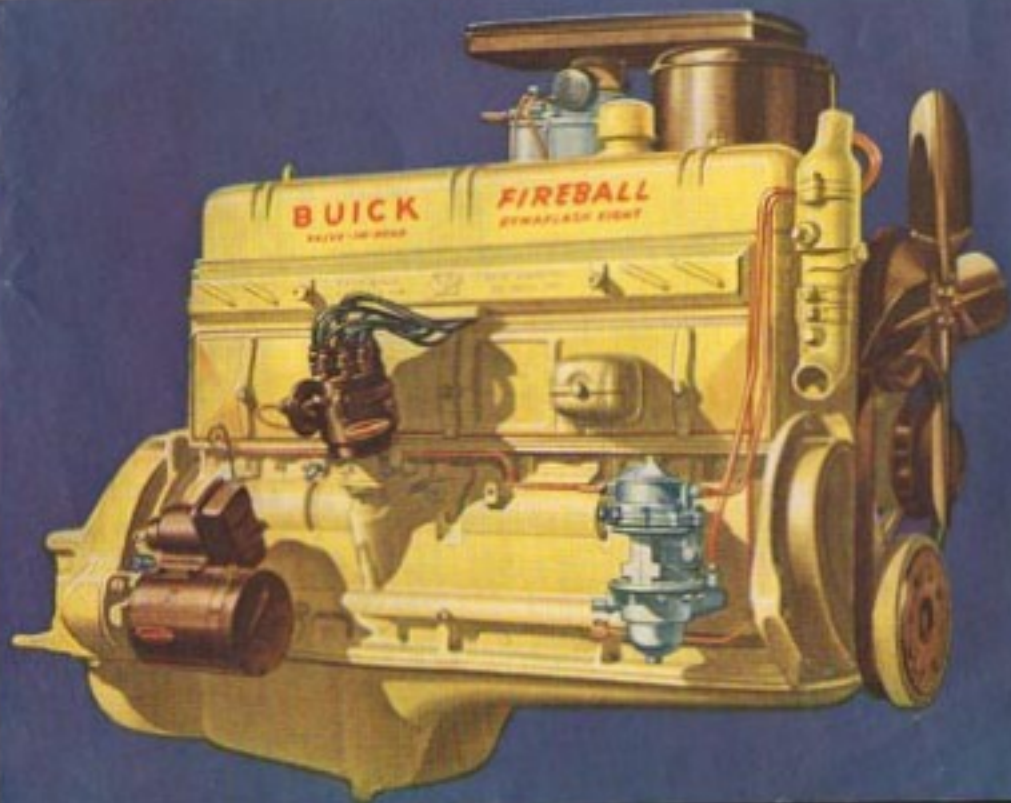
Buick power is valve-in-head power, which means that it starts out advantaged by the most efficient engine design known.

It is Fireball power—each combustion chamber is skillfully designed to extract the utmost in lift and life from each fuel charge.

It is power made smooth from the start and kept enduringly young by Accurite cylin-

der boring—a method used exclusively by Buick. From the first mile, these engines have the smooth, ready "feel" that you normally expect to find after hundreds of careful "break-in" miles. Yet long after you would expect that lively, new-power feeling to disappear, you find them still eager, still responsive, still "young" and spirited.

Engines of two sizes, 110 and 144 horsepower, are found in the Buick models illustrated here. They differ only in size—both are Buick power in character, in efficiency, in their ability to thrill and delight.



WHEN BETTER AUTOMOBILES ARE BUILT . . . BUICK WILL BUILD THEM



MODEL 71—
the handsome and popular
ROADMASTER Four-Door Sedan
seating six in perfect comfort.

smartest place to put your money

Buick

Here are the nine stunning models that make up the Buick line for 1947. They are cars in three series, of 121, 124 and 129 inch wheelbase, each series in its own price range. Each model measures up to "big-car" standards of performance, roadability and roominess. Each puts a bonnetful of Fireball power at your command, travels with the smooth and easy stride of BuilCoil springing, handles with a lightness that quickly wins a woman driver's heart. Choose any one, as your tastes or the measurements of your garage may dictate, and you may be sure you've put your money in the smartest possible place.



MODEL 76-C—the stunningly handsome
ROADMASTER Convertible Sedan. Seats six.
Top, door windows and front seat positions
are power operated.



MODEL 76-S—the companionable
ROADMASTER Sedan. The clean, soft lines of
a two-door model conceal a rear compartment roomy
enough for a full-width, full-depth seat.

SERIES 30 *Super*
124 INCH WHEELBASE



MODEL 31—the style patterning
SUPER Four-Door Sedan. Its long swift lines tell
you of sparkling performance—in generous room
assures ample comfort for six.



MODEL 36-B—the SUPER Sedan.
Here again are tapering body lines that artfully conceal
a roomy rear compartment with a fold-down seat.



MODEL 39—the smart and strolling
Buick Estate Wagon. Its utility makes it an unexcelled
“handyman about the place”—its smartness a carriage
suitable for any social gathering.



MODEL 36-C—the lively SUPER
Convertible Sedan. A perfect year-round travel com-
panion with room for six, and power-operated top,
door windows and front seat adjustment.

SERIES 40 *Special*
121 INCH WHEELBASE

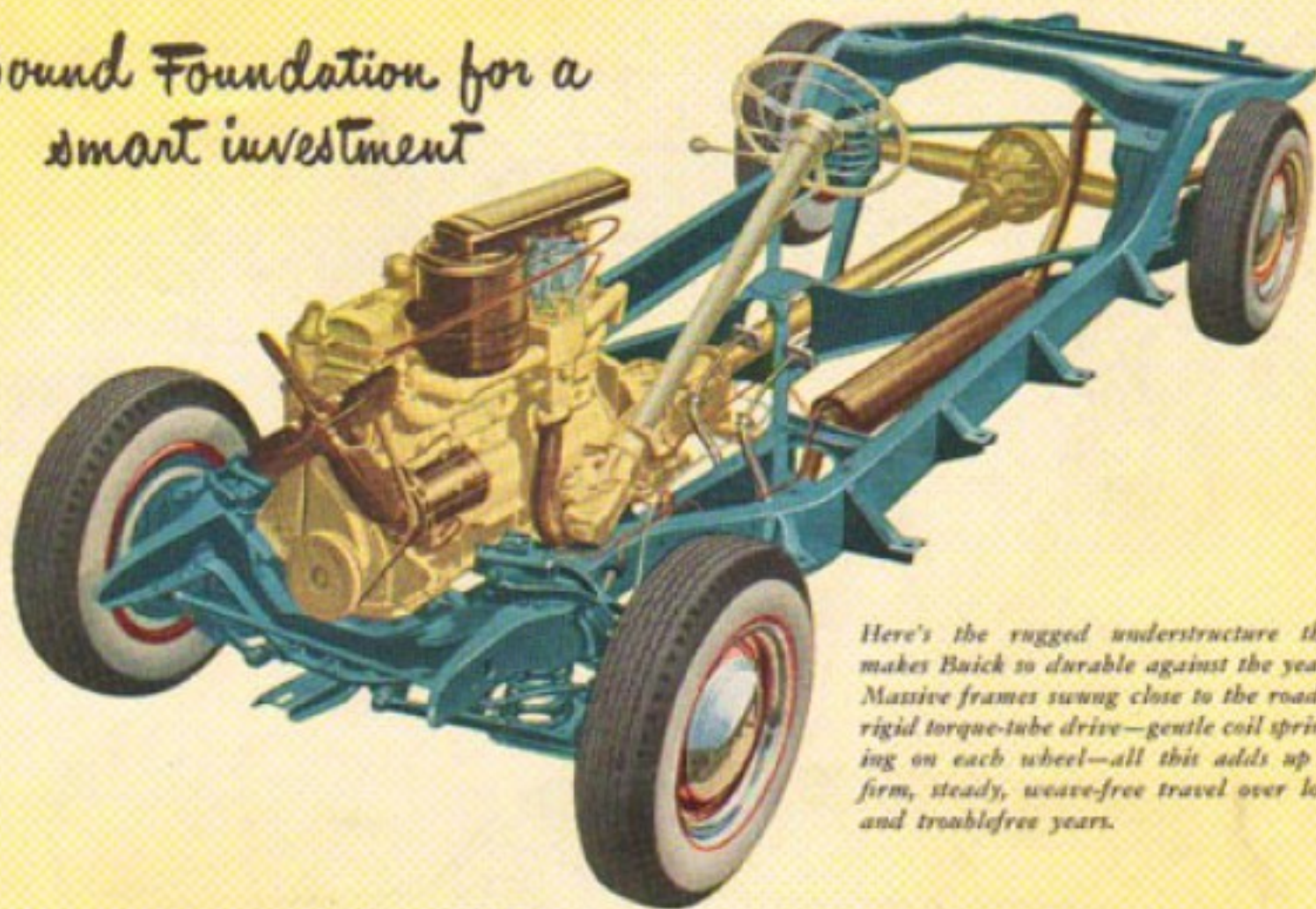


MODEL 41—the compact SPECIAL
Four-Door Sedan. A big car in ride, in handling, in
power—with bumper-to-bumper compartment to fit
most any garage. Carries six passengers.



MODEL 46-S—the SPECIAL Sedan
It is a great favorite with families with small children.
It has back-seat room for them—with the security of a
two-door model.

Sound Foundation for a
smart investment



Here's the rugged understructure that makes Buick so durable against the years. Massive frames swung close to the road—rigid torque-tube drive—gentle coil springing on each wheel—all this adds up to firm, steady, weave-free travel over long and trouble-free years.

S P E C I F I C A T I O N S

Special SERIES 40

BUICK VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE—Bore and stroke, $3\frac{1}{16}$ x $4\frac{1}{4}$ inches. Displacement, 248 cubic inches. Full pressure lubrication to main, connecting rod, and camshaft bearings, and to rocker arms. Oil capacity (refill), $5\frac{1}{2}$ quarts.

FUEL SYSTEM—Thermostatic heat control, automatic choke with idle control. Intake silencer and oil bath air cleaner. Fuel strainer. Fuel tank capacity, 19 gallons.

COOLING SYSTEM—Thermostat and By-Pass Temperature Control; pressure relief valve in filler cap. Water capacity, 13 quarts.

CLUTCH AND TRANSMISSION—Crown spring, single dry-plate clutch. Facing area, 100.6 square inches. All-silent Synchro-Mesh Transmission, helical gears. Handi-shift transmission control.

REAR AXLE—Torque-tube drive, semi-floating rear axle with hypoid gears. Rear axle ratio, 49 to 11. One universal joint automatically lubricated from transmission.

SUSPENSION—Independent front wheel suspension with ride stabilizer. Torque-free rear springing. All coil springs.

STEERING—Exclusive Buick Permi-Firm Steering; 24 to 1 steering ratio.

FRAME—Girder X-type frame, $6\frac{1}{4}$ x $\frac{1}{4}$ x $2\frac{1}{4}$.

SHOCK ABSORBERS—Front, double-acting integral with independent suspension unit. Rear, double-acting end-to-end discharge type.

BRAKES—Four-wheel hydraulic. Buick cast brake drums. Size 12 x $1\frac{1}{4}$ inches. Step-On parking brake.

ELECTRICAL SYSTEM—Delco-Remy, two unit, 6-8 volt. Solenoid starter. Battery mounted under hood. "High-output" generator with voltage and current regulator.

WHEELS AND TIRES—Broadrim, demountable steel disc wheels. Tire size, 6.50 x 16-4 ply.

WHEELBASE—121 inches. Overall car length, 207 $\frac{1}{2}$ inches.

Super SERIES 50

BUICK VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE—Bore and stroke, $3\frac{1}{16}$ x $4\frac{1}{4}$ inches. Displacement, 248 cubic inches. Full pressure lubrication to main, connecting rod, and camshaft bearings, and to rocker arms. Oil capacity (refill), $5\frac{1}{2}$ quarts.

FUEL SYSTEM—Thermostatic heat control, automatic choke with idle control. Intake silencer and oil bath air cleaner. Fuel strainer. Fuel tank capacity, 19 gallons.

COOLING SYSTEM—Thermostat and By-Pass Temperature Control; pressure relief valve in filler cap. Water capacity, 13 quarts.

CLUTCH AND TRANSMISSION—Crown spring, single dry-plate clutch. Facing area, 100.6 square inches. All-silent Synchro-Mesh Transmission, helical gears. Handi-shift transmission control.

REAR AXLE—Torque-tube drive, semi-floating rear axle with hypoid gears. Rear axle ratio, 49 to 11. One universal joint automatically lubricated from transmission.

SUSPENSION—Independent front wheel suspension with ride stabilizer. Torque-free rear springing. All coil springs.

STEERING—Exclusive Buick Permi-Firm Steering; 24 to 1 steering ratio.

FRAME—Girder X-type frame, $6\frac{1}{4}$ x $\frac{1}{4}$ x $2\frac{1}{4}$.

SHOCK ABSORBERS—Front, double-acting integral with independent suspension unit. Rear, double-acting end-to-end discharge type.

BRAKES—Four-wheel hydraulic. Buick cast brake drums. Size, 12 x $1\frac{1}{4}$ inches. Step-On parking brake.

ELECTRICAL SYSTEM—Delco-Remy, two unit, 6-8 volt. Solenoid starter. Battery mounted under hood. "High-output" generator with voltage and current regulator.

WHEELS AND TIRES—Broadrim, demountable steel disc wheels. Tire size, 6.50 x 16-4 ply.

WHEELBASE—124 inches. Overall car length, 212 $\frac{1}{2}$ inches.

Roadmaster SERIES 70

BUICK VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE—Bore and stroke, $3\frac{1}{16}$ x $4\frac{1}{4}$ inches. Displacement, 320.2 cubic inches. Full pressure lubrication to main, connecting rod, and camshaft bearings, and to rocker arms. Oil capacity (refill), 7 quarts.

FUEL SYSTEM—Thermostatic heat control, automatic choke, automatic idle control. Intake silencer and oil bath air cleaner. Fuel strainer. Fuel tank capacity, 19 gallons.

COOLING SYSTEM—Thermostat and By-Pass Temperature Control; pressure relief valve in filler cap. Water capacity, 16 $\frac{1}{2}$ quarts.

CLUTCH AND TRANSMISSION—Single dry plate clutch. Facing area, 106.8 square inches. All-silent Synchro-Mesh transmission, helical gears. Handi-shift transmission control.

REAR AXLE—Semi-floating rear axle with hypoid gears. Torque-tube drive. Rear axle ratio, 41 to 10. One universal joint automatically lubricated from transmission.

SUSPENSION—Independent front wheel suspension with ride stabilizer. Torque-free rear springing. All coil springs.

STEERING—Exclusive Buick Permi-Firm Steering; 24 to 1 steering ratio.

FRAME—Girder X-type frame, $6\frac{1}{4}$ x $\frac{1}{4}$ x $2\frac{1}{4}$.

SHOCK ABSORBERS—Front, double-acting integral with independent suspension unit. Rear, double-acting end-to-end discharge type.

BRAKES—Four-wheel hydraulic. Buick cast brake drums. Size, 12 x $2\frac{1}{4}$ inches. Step-On parking brake.

ELECTRICAL SYSTEM—Delco-Remy, two-unit, 6-8 volt. Solenoid starter. Battery mounted under hood. "High-output" generator with voltage and current regulator.

WHEELS AND TIRES—Broadrim, demountable steel disc wheels. Tire size, 7.00 x 15-4 ply.

WHEELBASE—129 inches. Overall car length, 217 $\frac{1}{2}$ inches.

Buick Motor Division, General Motors Corporation, reserves the right to make changes, at any time, without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models. (White sidewall tires, as illustrated, will be supplied at extra cost as soon as they become available.)

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