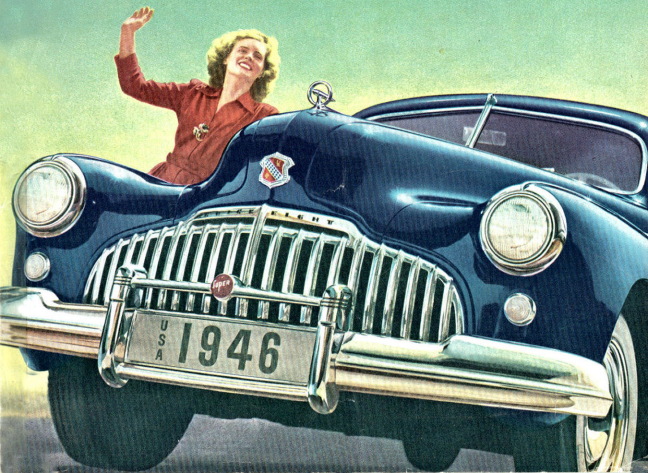


Buick

for 1946



Super is the name . . .

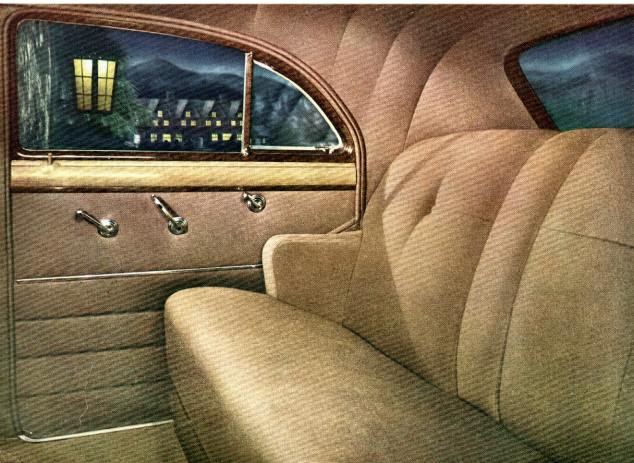
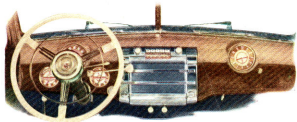
and superfine the quality

Buick's 1946 line begins with the Super, Series 50. And here we picture the interior of Model 51, the sleek, clean-lined four-door SUPER sedan.

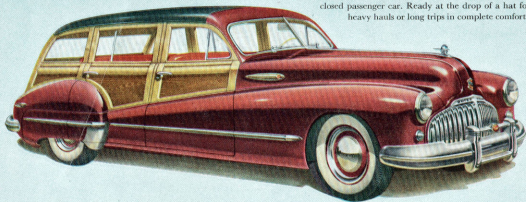
Seats are full three-persons wide. Built with Luxury-type springing with a generous topping of feather-soft Foamtex, they are angled for deep comfort and restful luxury.

A center armrest divides the rear seat into two club-chair type seats, or folds back out of

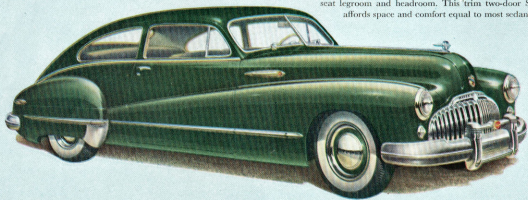
the way at will. Trim and fittings carry out the tasteful color scheme of the handsome instrument panel. Conveniences in the form of ash receivers and the like are plentiful.



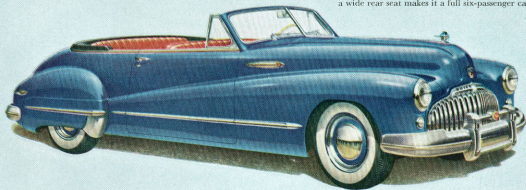
THE SUPER ESTATE WAGON—MODEL 59. Useful and hard-working . . . yet with all the fine lines and finish of a standard closed passenger car. Ready at the drop of a hat for short, heavy hauls or long trips in complete comfort.



THE SUPER SEDAN—MODEL 565. Long and sweeping lines provide all the sleekness of a coupe with surprising back-seat legroom and headroom. This trim two-door Sedanct affords space and comfort equal to most sedans.



THE SUPER CONVERTIBLE SEDAN—MODEL 56C. All Buick's flair for lithe, striking design is expressed in this stunning convertible coupe. It's sporty. It's important-looking. And a wide rear seat makes it a full six-passenger car.



It's Big... It's Beautiful... it's Buick

No car of ordinary merit would do for the 1946 Buick. So we have looked on the designing of these fresh, smart-as-tomorrow new models as an opportunity to accomplish those things within the car's structure which would lay the solid foundation for long and satisfying life... in true keeping

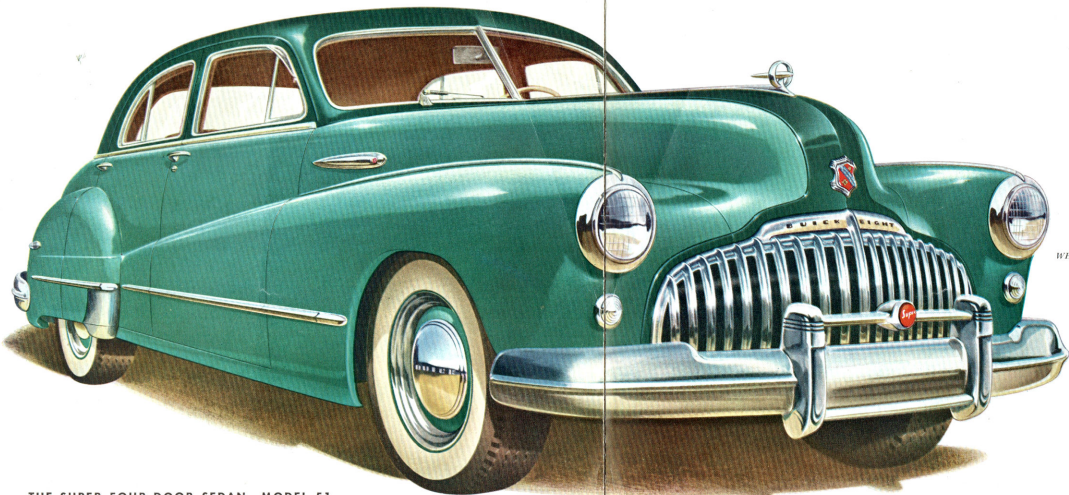
with the years-ahead outward grace and beauty. You will find the style-sparkling cars pictured here are solid and steady with the firmness of massive frames and underpinning.

You will find them light and easy in their gait through the gentleness of all-coil springing.

You will find them powered with quick and lively Fireball valve-in-head straight-eights made swiftly responsive through Fliteweight pistons.

You will find economy matched with the thrill of winging action... comfort of cushions and ride blended with durable freedom from service needs... smartness of line and appointment that completes the satisfaction of sure and eager handling.

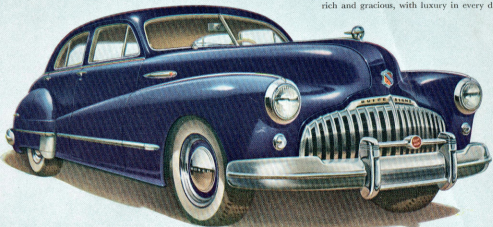
We present them proudly as cars not matched anywhere in these times for every-inch goodness. You will drive them proudly for many long and satisfying years to come.



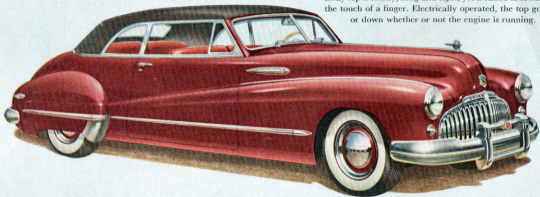
WHEN BETTER AUTOMOBILES
ARE BUILT
BUICK
WILL BUILD THEM

THE SUPER FOUR-DOOR SEDAN—MODEL 51

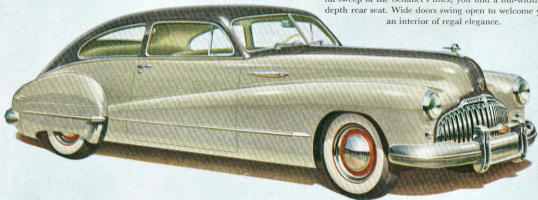
THE ROADMASTER FOUR-DOOR SEDAN—MODEL 71. These sleek and lovely lines clothe an extra measure of road-holding weight and flashing power. Its furnishings and fittings are rich and gracious, with luxury in every detail.

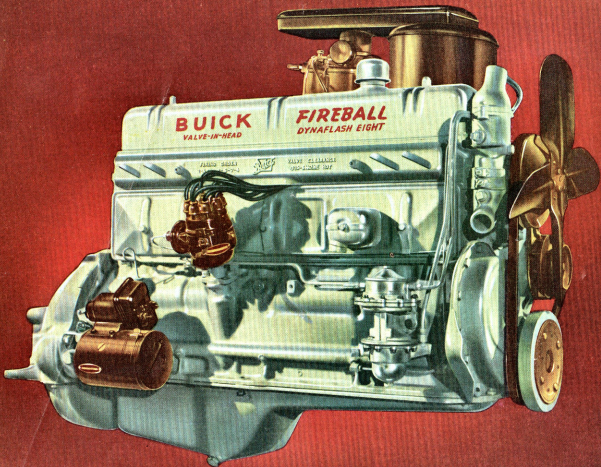


THE ROADMASTER CONVERTIBLE SEDAN—MODEL 76C. Here is truly ultra-smart travel . . . winter or summer. The fold-away top is sturdy, snug and tight, yet is raised or lowered at the touch of a finger. Electrically operated, the top goes up or down whether or not the engine is running.



THE ROADMASTER SEDANET—MODEL 76S. Within the graceful sweep of the Sedanet's lines, you find a full-width, full-depth rear seat. Wide doors swing open to welcome you to an interior of regal elegance.





Made to closer tolerances than an Aircraft Engine

In many instances in this 1946 Buick Fireball valve-in-head engine, parts are held to closer tolerances than in precision power plants of the air.

There's a closer fit between the pistons and the cylinder walls than in an aircraft engine. There's quieter action because of closer fits in the valve mechanism.

Connecting rods ride on crankshaft bearings more closely fitted to journals. Oil pump gears mesh more precisely. Camshaft bearings meet closer standards of fit.

This all means extra fine, smooth performance and longer engine life.

And this meticulous matching is only part of the whole Buick engine story.

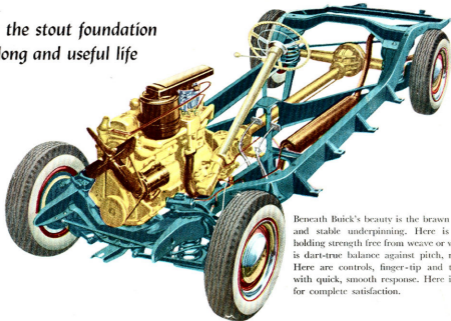
There is the valve-in-head principle with the Dynaflash combustion chamber which rolls the fuel into a power-packed charge, squeezes it into a flattened ball so that it lets go with a super-stout wallop.

Fliteweight pistons and new Accurite cylinder boring and surface treatment provide dashing extra zip with gas and oil economy.

Yes, this Buick Fireball straight-eight for 1946 is a great engine. More brilliantly agile, more frugal with fuel and oil, and definitely proof that "When Better Automobiles Are Built Buick Will Build Them."



Here's the stout foundation
for a long and useful life



Beneath Buick's beauty is the brawn of this stout and stable underpinning. Here is solid road-holding strength free from weave or wobble. Here is dart-true balance against pitch, roll or sway. Here are controls, finger-tip and toe-tip easy, with quick, smooth response. Here is foundation for complete satisfaction.

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

Super SERIES 50

BUICK VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE—Bore and stroke, $3\frac{1}{2}$ x $4\frac{1}{4}$ inches. Displacement 248 cubic inches. Exclusive Buick Fireball Combustion. Full pressure lubrication to main, connecting rod, and camshaft bearings, and to rocker arms. Counterweighted crankshaft with torsional balancer. Oil capacity (refill) 6 quarts.

FUEL SYSTEM—Thermostatic heat control, automatic choke with idle control. Intake silencer and oil bath air cleaner. Fuel and vacuum pump. Fuel strainer. Concealed gas tank filler. 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 roll stabilizer. Torque-free rear springing. All coil springs.

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

FRAME—Girder X-type frame, $6\frac{1}{2}$ x $3\frac{1}{2}$ 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 $1\frac{3}{4}$ inches. Step-On parking brake . . . independent cable controlled.

ELECTRICAL SYSTEM—Delco-Remy, two unit, 6-8 volt. Solenoid starter. Sealed-Beam headlights with foot dimmer switch. Battery mounted under hood. "High-output" generator with voltage and current regulator. Flash-Way direction signal, front and rear.

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

WHEELBASE—124 inches.

CLUTCH AND TRANSMISSION—Single dry plate clutch. Facing area 106.8 square inches. All-silent Synchro-Mesh transmission, helical gears. Handshift 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, $6\frac{5}{8}$ x $3\frac{1}{2}$ x $2\frac{1}{4}$.

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WHEELBASE—129 inches.

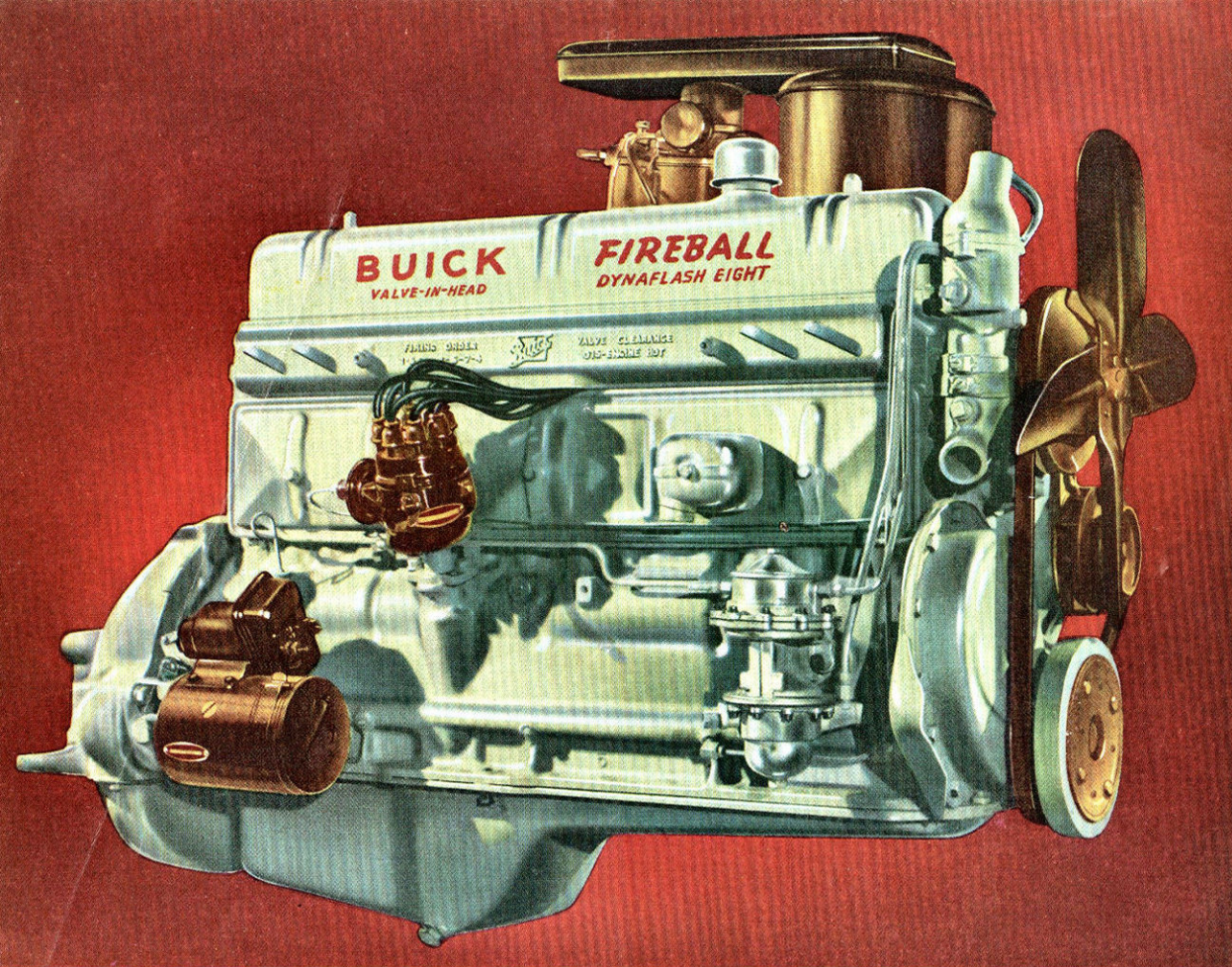
Roadmaster SERIES 70

BUICK VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE—Bore and stroke, $3\frac{1}{2}$ x $4\frac{1}{4}$ inches. Displacement 320.2 cubic inches. Exclusive Buick Fireball combustion. Full pressure lubrication to main, connecting rod, and camshaft bearings, and to rocker arms. Counterweighted crankshaft with torsional balancer. Oil capacity (refill) 8 quarts.

FUEL SYSTEM—Thermostatic heat control, automatic choke, automatic idle control. Intake silencer and oil bath air cleaner. Fuel and vacuum pump. Fuel strainer. Concealed gas tank filler. 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.

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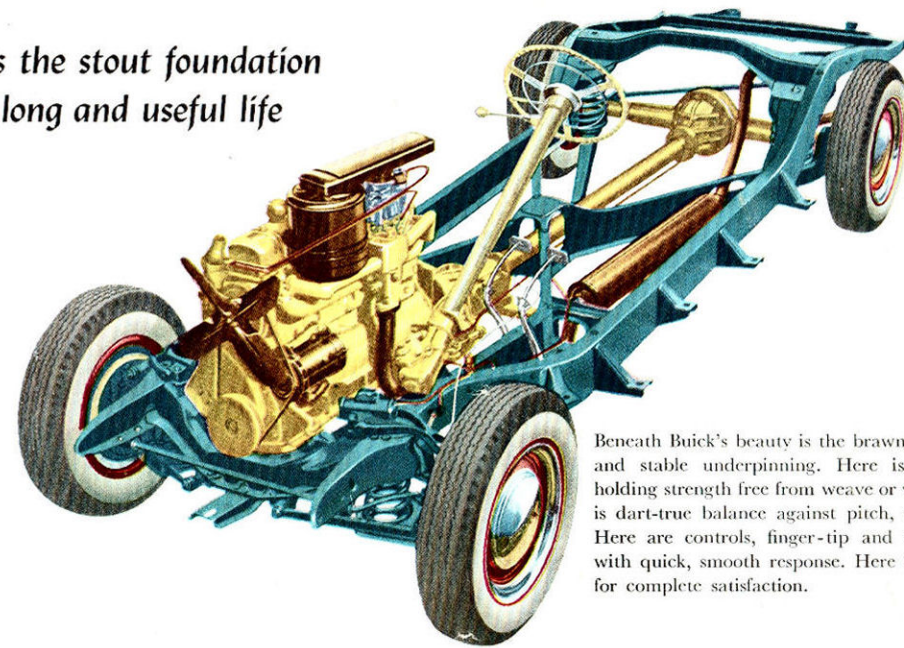
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SPECIFICATIONS

Super SERIES 50

BUICK VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE—Bore and stroke, $3\frac{3}{16} \times 4\frac{1}{8}$ inches. Displacement 248 cubic inches. Exclusive Buick Fireball Combustion. Full pressure lubrication to main, connecting rod, and camshaft bearings, and to rocker arms. Counterweighted crankshaft with torsional balancer. Oil capacity (refill) 6 quarts.

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

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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 roll stabilizer. Torque-free rear springing. All coil springs.

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

FRAME—Girder X-type frame, $6\frac{1}{8} \times 3\frac{1}{16} \times 2\frac{1}{4}$.

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 $12 \times 1\frac{3}{4}$ inches. Step-On parking brake . . . independent cable controlled.

ELECTRICAL SYSTEM—Delco-Remy, two unit, 6-8 volt. Solenoid starter. Sealed-Beam headlights with foot dimmer switch. Battery mounted under hood. "High-output" generator with voltage and current regulator. Flash-Way direction signal, front and rear.

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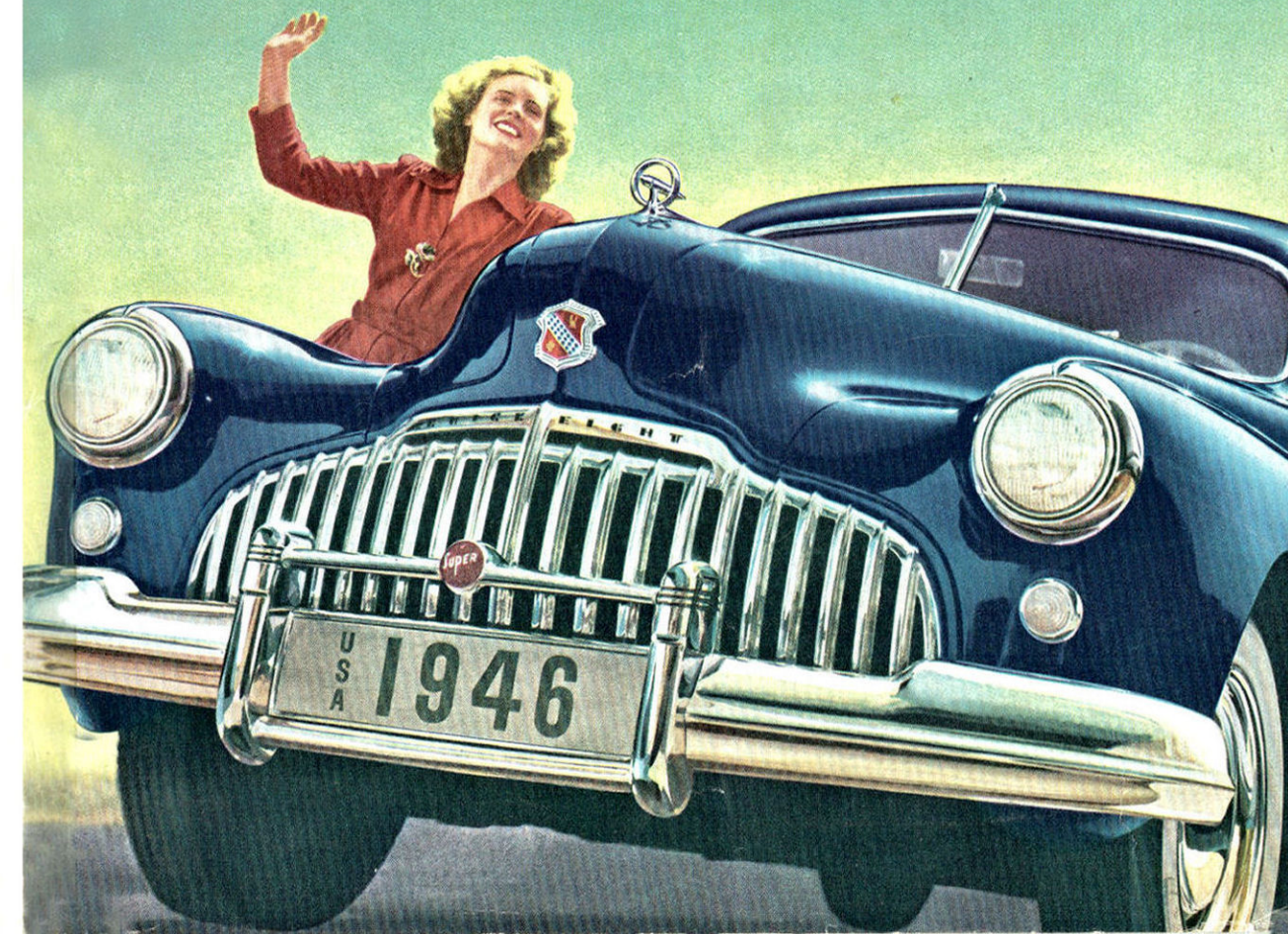
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Buick

for 1946



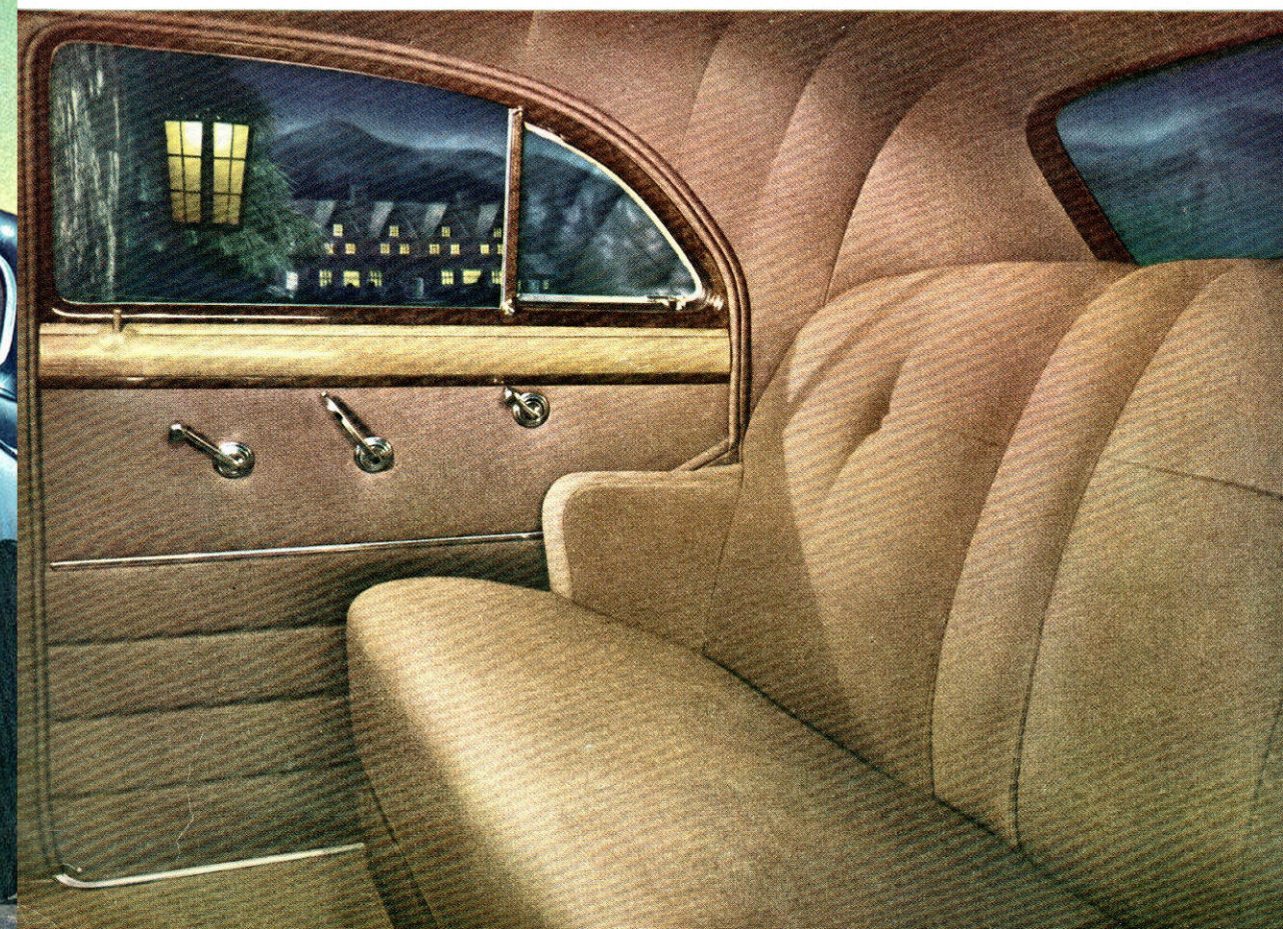
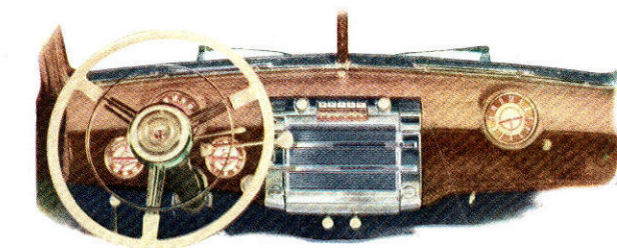
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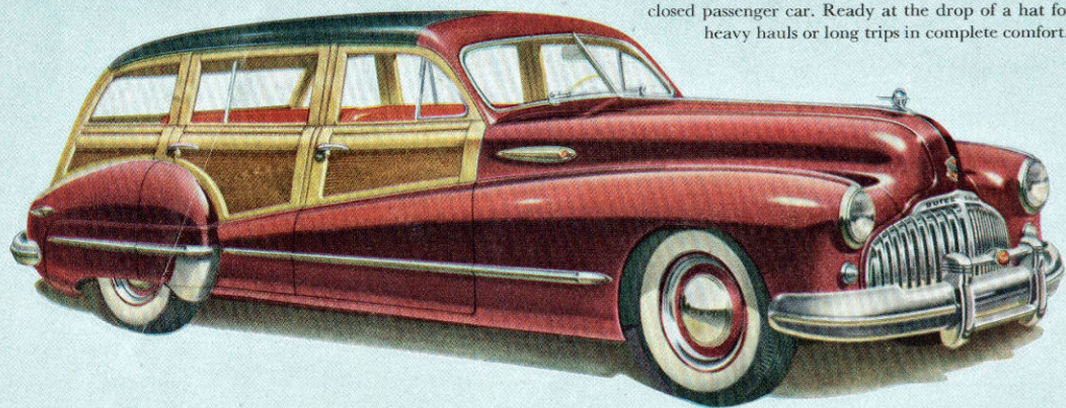
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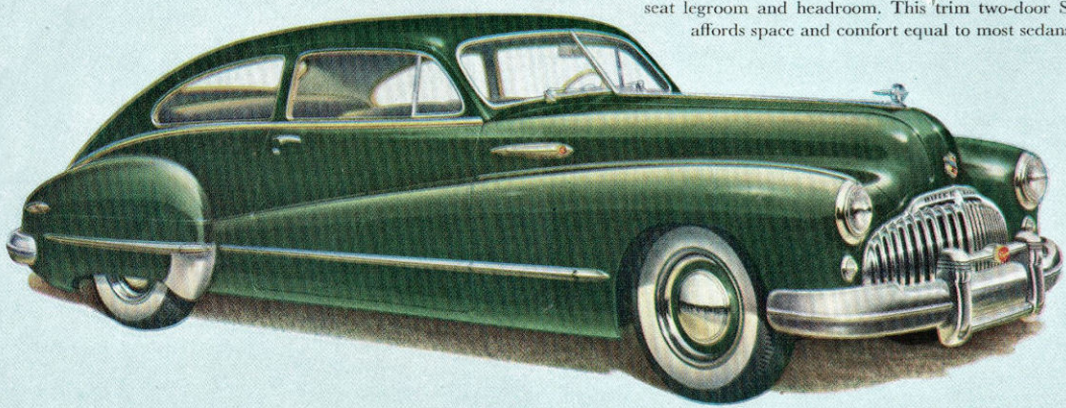


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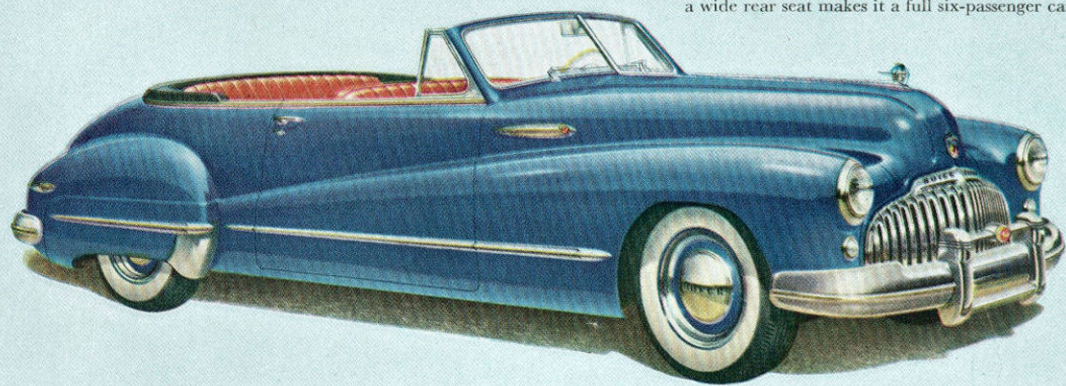
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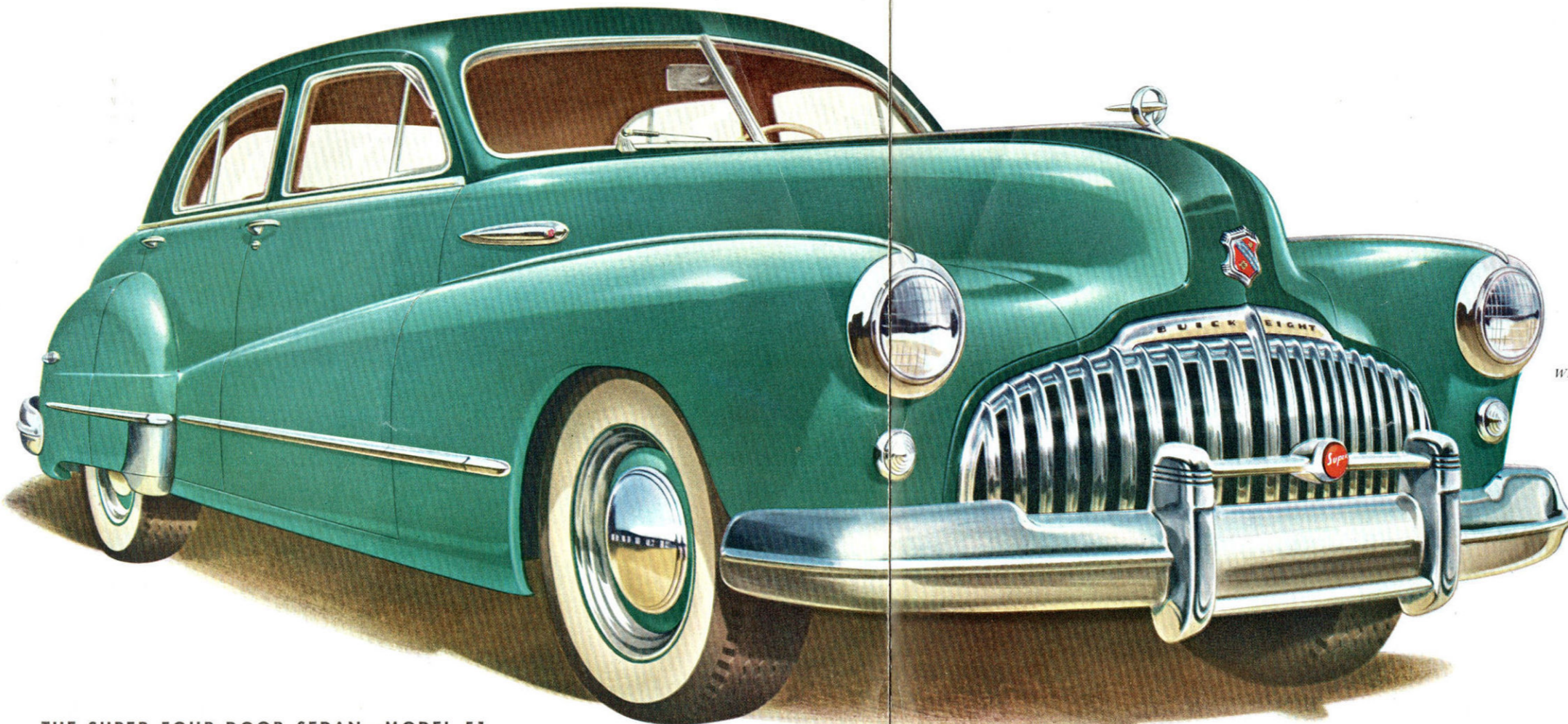
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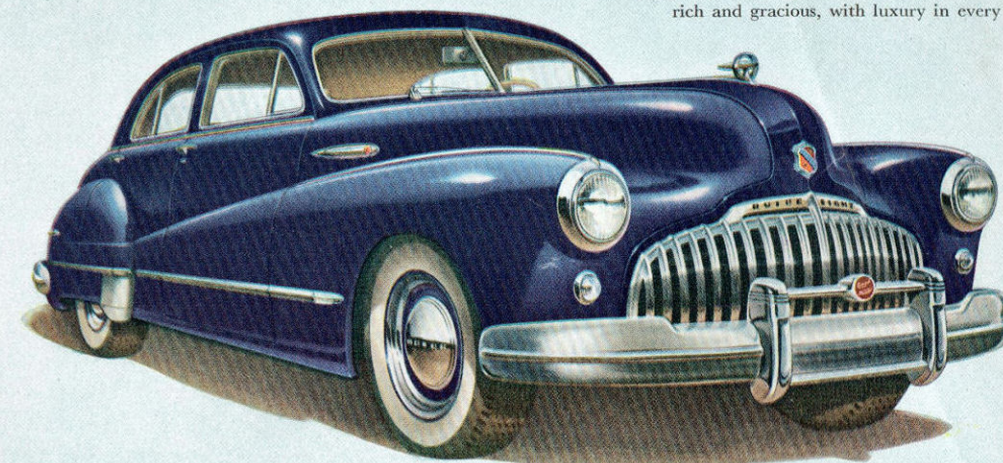
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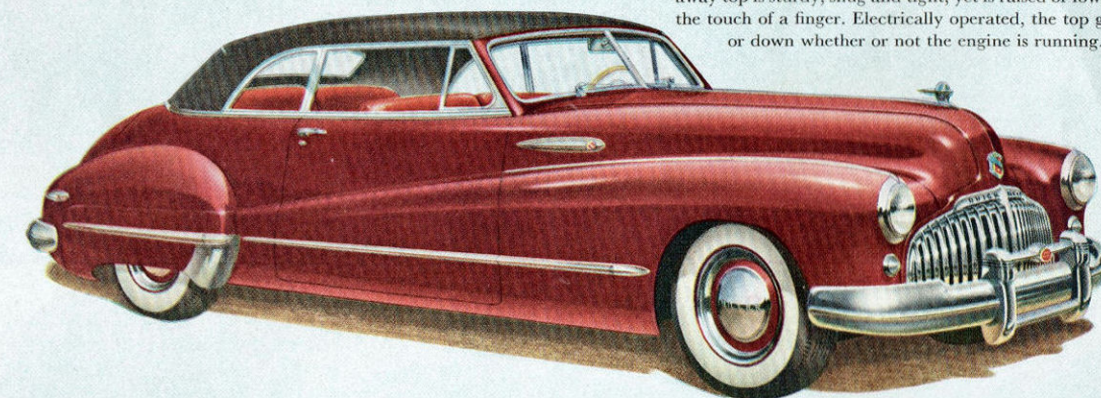
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