

## TRIVIA

### 1946 Buick Roadmaster Sedanet 76-S

#### BUICK

In the General Motors hierarchy, Buick was right next to Cadillac, followed by Oldsmobile, Pontiac, and Chevrolet. In the early 40's, the corporation management let Buick compete with Cadillac for a short period, and in 1941, Buicks were arguably finer than the Cadillacs.

Buick was the only manufacturer of overhead-valve straight eights in mass production (the Lycoming engines in Duesenbergs do not count). The 320 cid engine was in production from 1936 thru 1952

#### 1946 BUICK

1946 was the first postwar model year, and it was only a partial production year, just like the previous 1942 run had been. The 1946 model year was essentially a warmed-over 1942, with a revised grille, a single carb engine vs. dual-carb of '42, and most notably, featured the "bombsight" hood ornament for the first time. The model lineup was now down to only three model series; Special, Super and Roadmaster. The smaller series cars, Special and Super, shared a 248 cid straight eight, while the most expensive Roadmaster had a 320 cid straight eight. The Super looked otherwise identical to the Roadmaster, but the Roadmaster's wheelbase was 5 inches longer (129" vs 124"), due to a longer engine. The front fenders and hood were longer too, respectively. Roadmaster also weighed 300 lbs more, 4065 vs 3765 lbs. In addition, Roadmaster came with chromed inside window moldings, while Super had painted moldings. Roadmaster was also slightly lower with 15" wheels as opposed to 16" wheels of Super. The Special was a totally different looking car altogether.

#### HISTORY OF THIS CAR

A lady who lived in a dairy farm in Clayville, New York, bought this car new right after World War 2. The car was parked in the early 60's with supposedly 90 miles in the odometer. Joseph McCormick, a collector from Berne, N.Y., bought it in 1981, did some brake overhaul, and sold the car to Finland in 1988. The first two Finnish owners replaced some of the rusted sheetmetal on the floor and trunk, but never got it running. I bought the car in 1997, started working on it in 2000, and registered it in August 2004. I drove the car in the summer of 2005, in primer. The car was parked during 2006-2008, when I concentrated all my efforts on building a new house and a garage. The Buick was finished in September 2009

This car was ordered with following options: front Bumper Guard, Driving Lights, Spotlight, Sonomatic Radio, Weather Warden Venti Heater and Defroster. The heater is one of the first offered in the car industry. It comprises of a heater core and blower under the front seat, and features an adjustable thermostat under the dash, constantly maintaining the desired temperature. The windshield defroster comes standard, and has a heater core and blower of its own.