



McLAUGHLIN

Buick

1939

Styleblazer for 1939



INTRODUCTION TO A BEAUTY



It started with the "catwalk-cooling" on the costly, built-to-order racing cars of Europe.

McLaughlin-Buick engineers were shooting at better aerodynamics, not new styling — but what they achieved will repattern cars everywhere.

What it means in fresh loveliness of line and form you will quickly see on the pages that follow.

What matters more is that McLaughlin-Buick is not merely the beauty in appearance, but in every aspect of fine car performance!

So let your eyes take it in — all the lithe grace and sweep of it. See the lean chaste purity of its pattern, the look of action singing out of every line.

But spot the meaning behind these vital changes!

Not only the smart styling in the placing of radiator grilles—but the eminent good sense in placing them where air-pressure's greatest!

Not only the light and airy look of its deeper-windowed upper-structure—but the vastly bettered visibility that this extra glass provides!

Not alone the sure and solid "set" of this car, but the stable roadability of its coil-cushioned wheels—not alone the fleetness in its line, but the stirring action at your command in its great, eight-cylindered Dynaflex engine!

Go deeper, if you please!

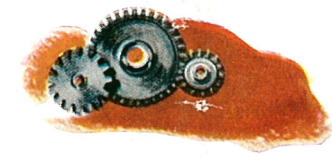
Look into the beauty underneath all this, in the good true metals, the split-hair precision, the tough alloys.

Look into the prideful craftsmanship that's lavished on every part and step of construction; this great Eight is built on the firm-rooted faith of craftsmen in the car they build — and their insistence that only the best work is good enough for McLaughlin-Buick!

Of new features to be found in the 1939 McLaughlin-Buick — of its spaciousness and comfort and convenience and good taste — the following pages will tell you plenty.

But for the firm, taut feel of it under your hand—for its keen and eager willingness under your treadle-foot's suggestion—for its tuned and poised staunchness in face of the toughest jobs—you must go deeper than the printed page.

You must take this great car out on the road, and let it tell for itself why, on *every* count, McLaughlin-Buick's the beauty for 1939!





FOUR GREAT EIGHTS

Again for 1939, McLaughlin-Buick offers you four series of McLaughlin-Buicks from which to choose . . . in four attractive price ranges.

The SPECIAL — Series 44 — is a true-blue McLaughlin-Buick Valve-in-Head Straight-Eight, bearing a price tag that sets it only a little above the low-price field.

The CENTURY — Series 46 — is the greatest performer in this great-performing line, the liveliest beauty that ever took to the open road.

The ROADMASTER — Series 48 — is built for those who demand spaciousness with spirit. A *big* car in every sense of the word, it is at the same time a car of flashing action — easy to drive, to steer, to park — master of hills and straightaway and traffic.

The LIMITED — Series 49 — is the lordliest of the McLaughlin-Buicks. With its long, 140-inch wheelbase, it provides roominess in abundance. Along with its impressive size and distinction goes luxury of appointment and fitting, difficult to duplicate within hundreds of dollars of the price.

Whichever you choose — whatever the price you pay for your McLaughlin-Buick — you are assured of traditional McLaughlin-Buick quality in fullest measure. All McLaughlin-Buick models have the famous Dynaflash Valve-in-Head Straight-Eight Engine . . . roomy and beautiful Bodies by Fisher . . . Knee-Action front wheels . . . coil-sprung rear wheels . . . “tiptoe” hydraulic brakes . . . and torque-tube drive.

No other cars in the world have all these advancements.



A WORD FROM THE PRESIDENT

It is part of an automobile's purpose to be beautiful, and we rightfully expect our personal car to reflect our own good taste and modern viewpoint. Thus, the 1939 McLaughlin-Buick, by departing from the past with a major change in design, fulfils a prime function of the motor car and pioneers a new style trail, down which many another may be expected to follow in future seasons.

In its new beauty, McLaughlin-Buick is as sound as it has always been in its innovations. The departure in style will have public confidence. It will be no news, for instance, to thousands of proud owners of its predecessors, that the 1939 McLaughlin-Buick is again the leader in the parade of beauty.

What this new beauty means in line and form, you will quickly see on the pages which follow. To me, personally, it matters chiefly that McLaughlin-Buick "is the beauty," not merely in appearance, but in every aspect of fine car performance. The essential greatness of this car is founded on its ability to serve well, serve faithfully, serve long, serve pleasurably. We

have maintained the ideal of quality which has been built up through more than 31 years.

Every ounce of material in these cars has met exacting requirements. Every production operation has been performed by skilled craftsmen. At every step of the way, rigid inspection makes sure these cars are fit and competent to keep alive the old tradition of solid McLaughlin worth.

So look as deep as you wish into the under-surface beauty, in the good, true metals, the split-hair precision, the tough alloys. You will then appreciate the prideful craftsmanship that is lavished on every part and step of construction. You will find this McLaughlin-Buick is built solidly on the firm-rooted faith of craftsmen in the car they build—and their stout insistence that in work and material McLaughlin-Buick must still offer "one grade only and that, the best."

PRESIDENT
General Motors of Canada Limited



GOOD COMPANIONS

Only one quality comes down the McLaughlin-Buick assembly line, hence any distinction between Series is purely one of size, capacity, and fitness to your need.

The SPECIAL, Series 44, introduced on the opposite page, is the lowest-priced of the McLaughlin-Buicks. With a wheelbase of 120 inches, it is a roomy car — and thanks to its 107-horsepower Dynafash Engine, it's a car of spirited and thrilling action.

Most brilliant performer of all the new McLaughlin-Buicks is the CENTURY, Series 46. It is smaller than the Roadmaster and Limited, but powered with the same, mighty, 141-horsepower Valve-in-Head Straight-Eight Engine.

It can flash you from ten to sixty in a trifle more than sixteen flashing seconds.

Its top speed is far in excess of anything you will ever need.

And for that very reason it travels tirelessly, smoothly, easily. Its capacity is so great it has always something in reserve.

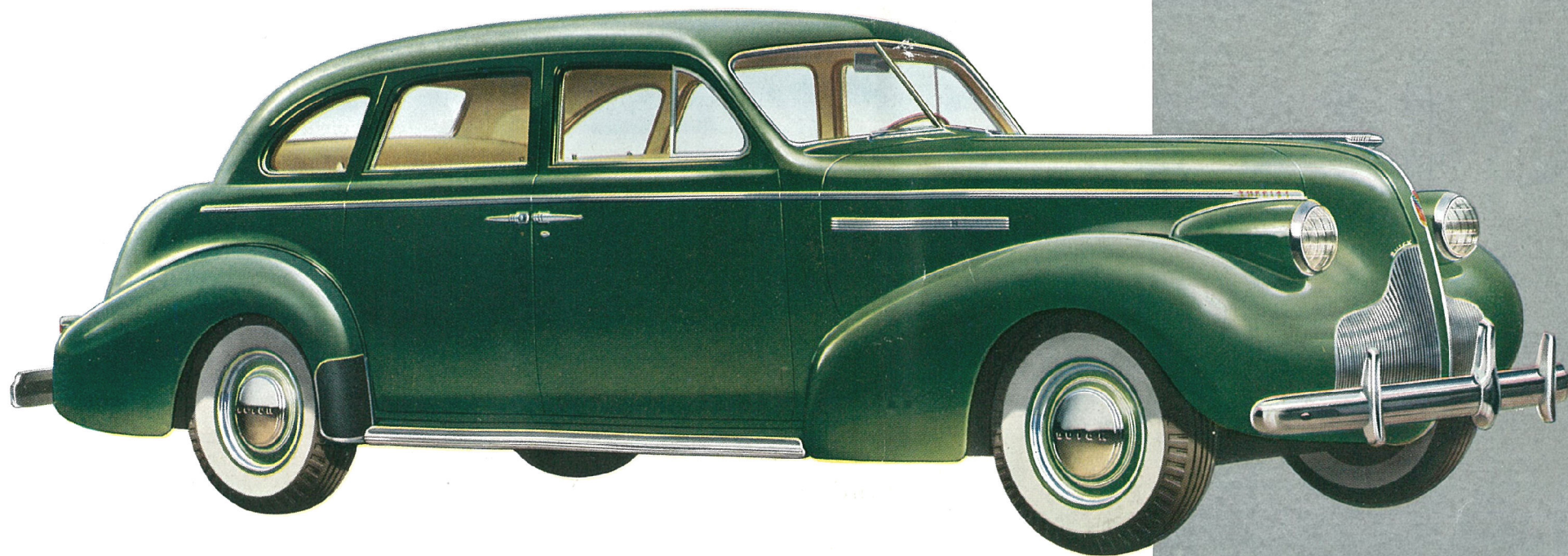
These cars are "the life of the party" when the program calls for a frolic — they're steady, reliable companions when the business in hand is the serious business of getting there unfailingly.

For they're all true-blue McLaughlin-Buicks, to be bought confidently, owned proudly, driven with deeply satisfying pleasure.

The Special

MODEL 44-19

A five-passenger four-door touring sedan with trunk back. The trunk is exceptionally spacious. Bumper guards as shown, regular equipment.

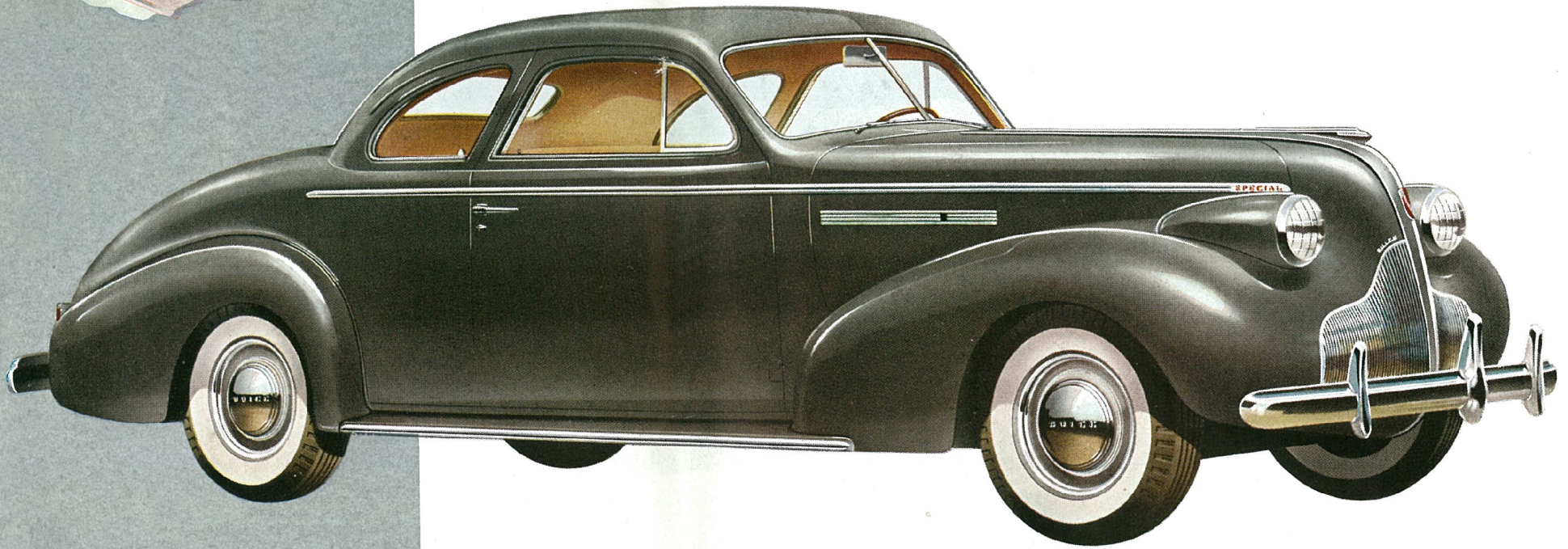
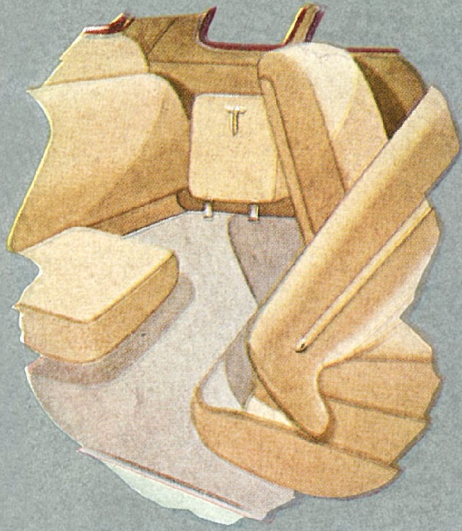


WHEELBASE: 120 INCHES • ENGINE: 107 HORSEPOWER DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT • CHOICE OF STREAMBOARDS (SHOWN) OR RUNNING BOARDS

The Special

MODEL 44-27

This sport coupe for four has folding opera seats behind the driver's seat. Their arrangement is illustrated in the sketch.

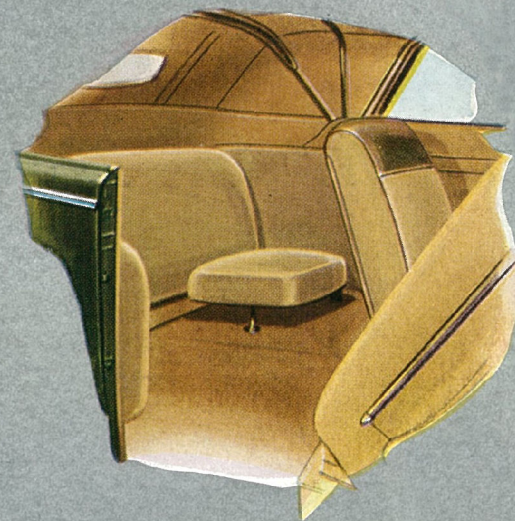
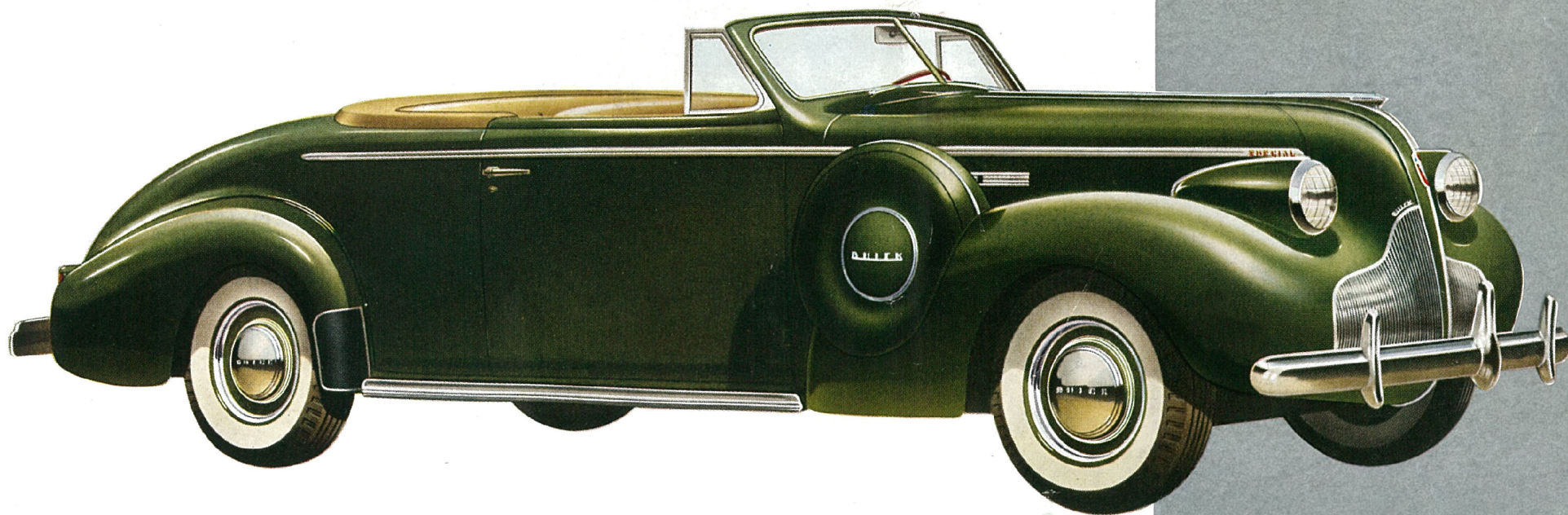


WHEELBASE: 120 INCHES • ENGINE: 107 HORSEPOWER DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT • CHOICE OF STREAMBOARDS OR RUNNING BOARDS (SHOWN)

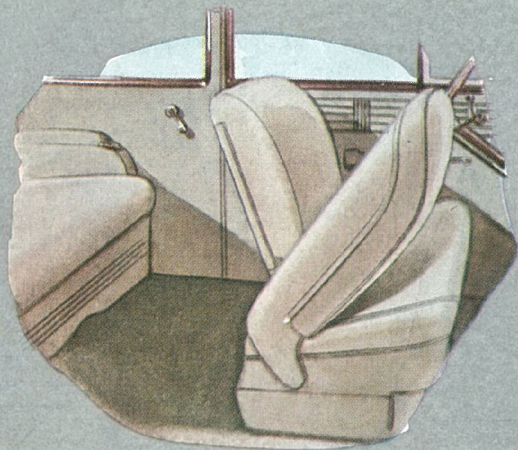
The Special

MODEL 44-67

In this trim convertible coupe, folding opera seats under the top provide protection against the weather for two extra passengers.



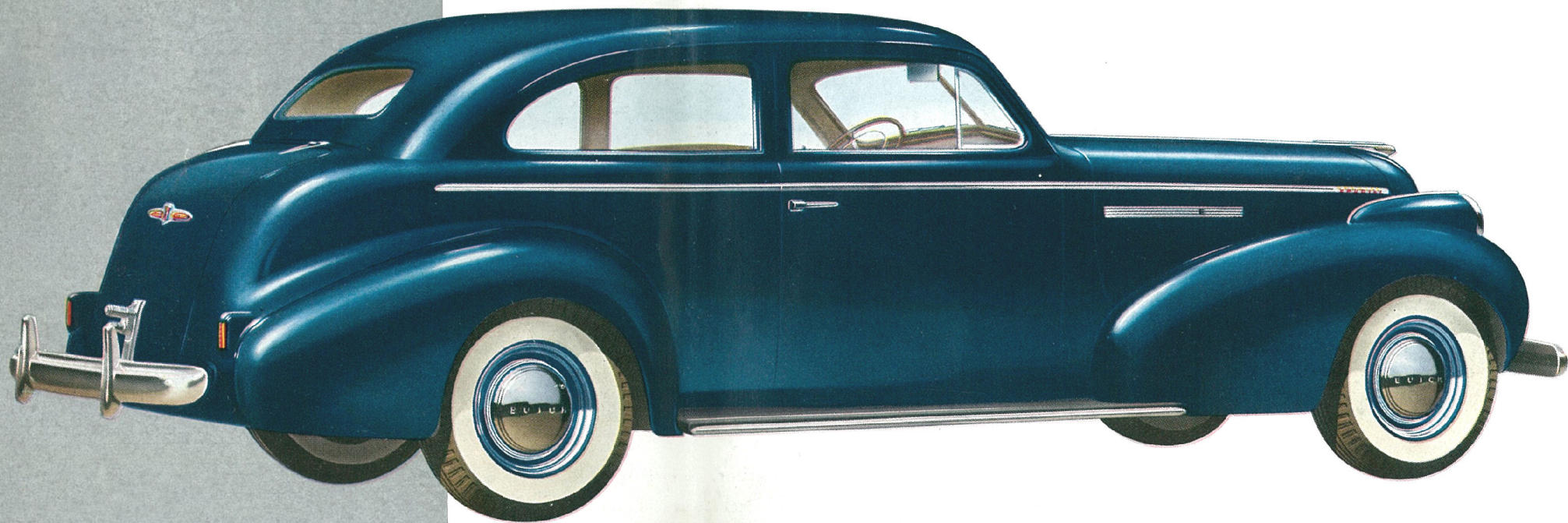
WHEELBASE: 120 INCHES • ENGINE: 107 HORSEPOWER DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT • CHOICE OF STREAMBOARDS (SHOWN) OR RUNNING BOARDS



The Special

MODEL 44-11

A five-passenger two-door sedan with trunk back. The sketch shows the ample entrance room to the rear seat. One of the most popular "family" cars, due to its roominess.

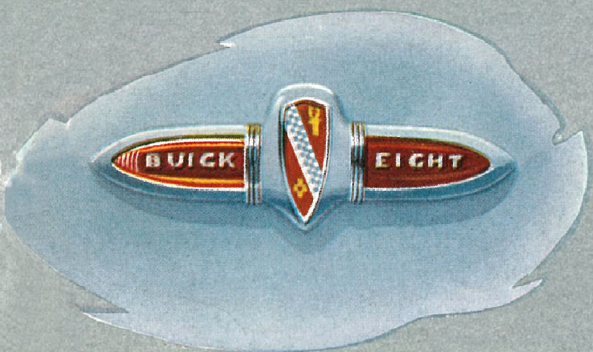


WHEELBASE: 120 INCHES • ENGINE: 107 HORSEPOWER DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT • CHOICE OF STREAMBOARDS OR RUNNING BOARDS (SHOWN)



Comfort and good taste are the keynotes of all Series 44 McLaughlin-Buick Special interiors. Upholstery is Bedford cord or mohair. Convertible models may be ordered in leather or a combination of cloth and

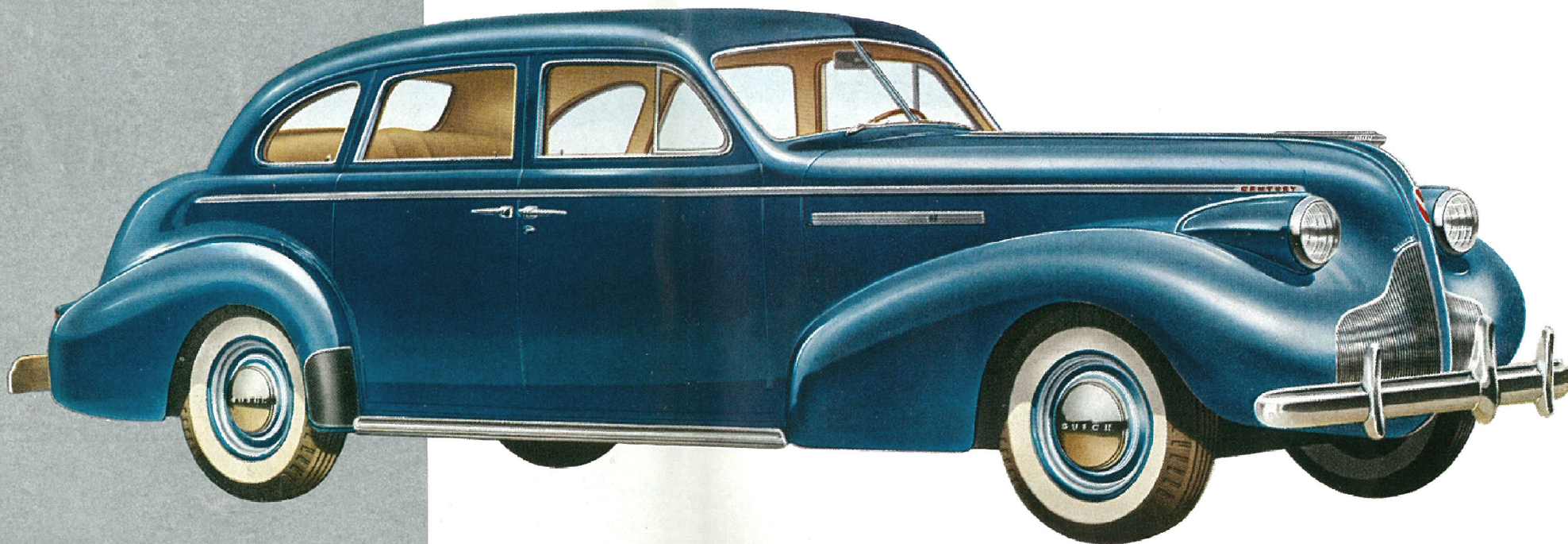
leather. Window and ventipane controls project only slightly, are designed for sure grip and easy operation. The rich-colored plastic of which these knobs are made harmonizes beautifully with interior trim.



The Century

MODEL 46-19

A five-passenger four-door sedan with trunk back. Actually, a sixth passenger can ride in the front compartment without crowding.



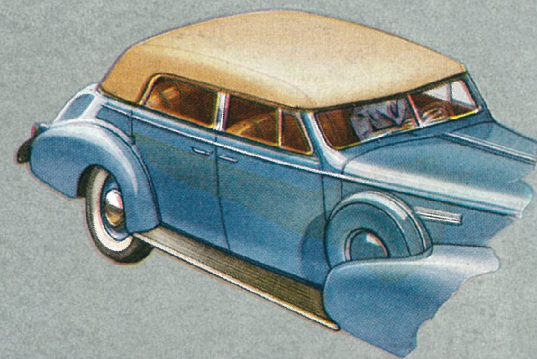
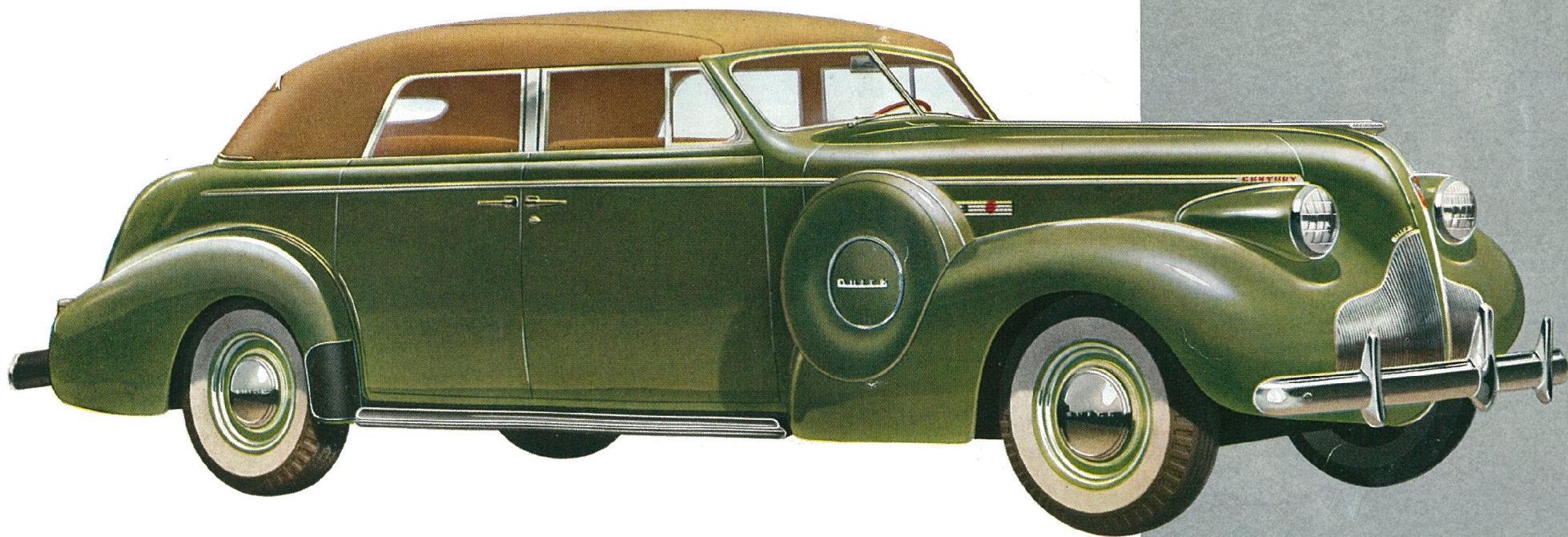
WHEELBASE: 126 INCHES • ENGINE: 141 HORSEPOWER DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT • CHOICE OF STREAMBOARDS (SHOWN) OR RUNNING BOARDS

The Century

MODEL 46-29

A five-passenger four-door Convertible Phaeton with roomy trunk. The snug-fitting top affords all-weather protection.

Also available—Model 44-29, 120-inch wheelbase, and Model 48-29, 133-inch wheelbase.

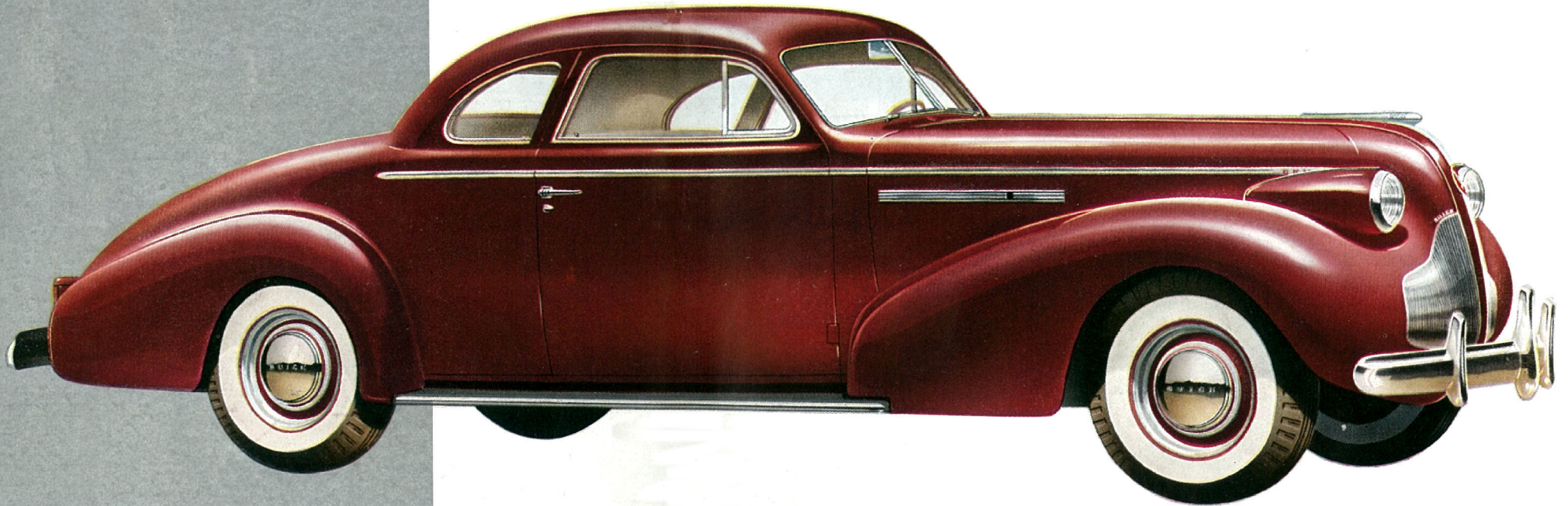


WHEELBASE: 126 INCHES • ENGINE: 141 HORSEPOWER DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT • CHOICE OF STREAMBOARDS (SHOWN) OR RUNNING BOARDS

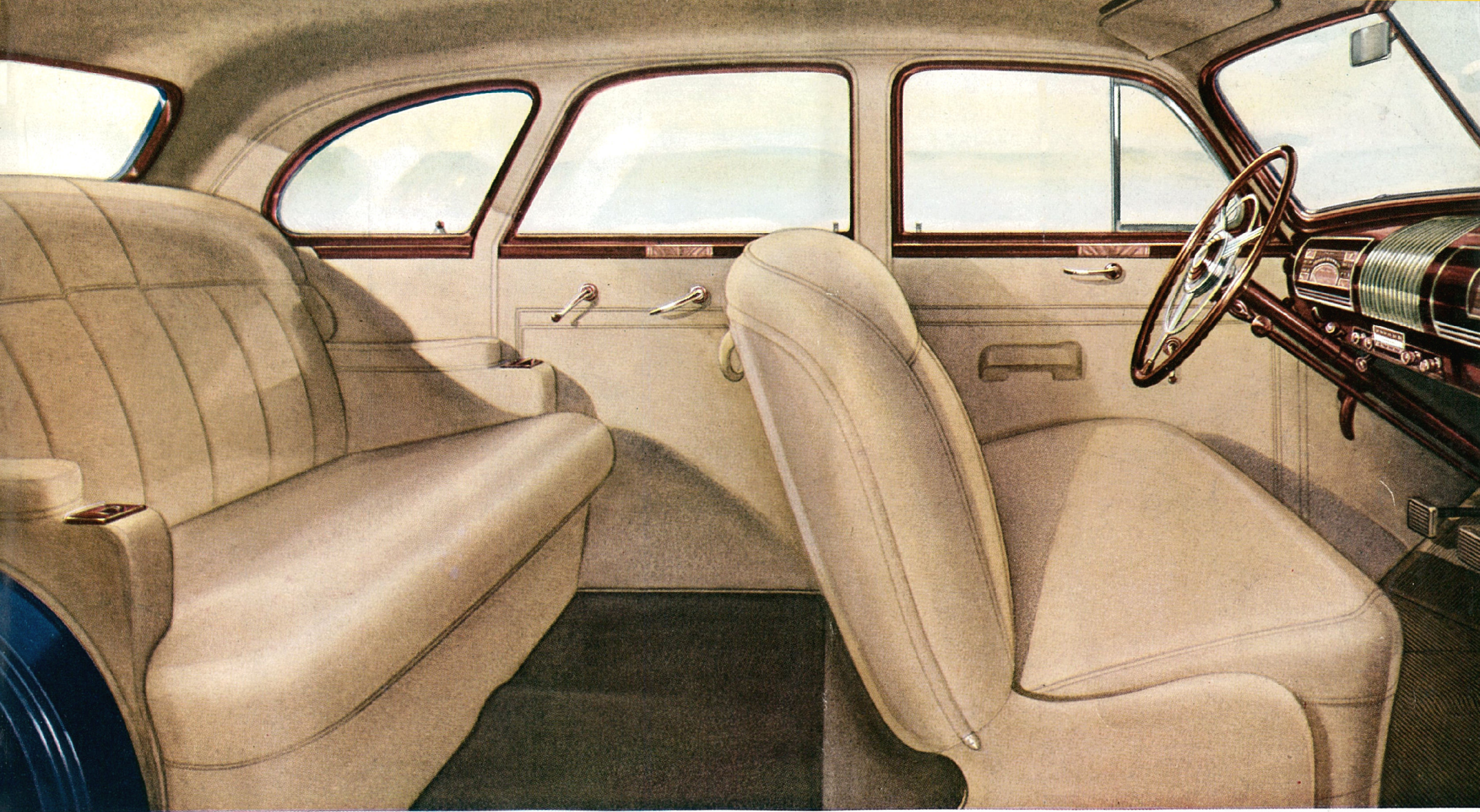
The Century

MODEL 46-27

A four-passenger sport coupe
with folding opera seats.
Note the hardware, richly
decorated with inlaid plastic.



WHEELBASE: 126 INCHES • ENGINE: 141 HORSEPOWER DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT • CHOICE OF STREAMBOARDS OR RUNNING BOARDS (SHOWN)



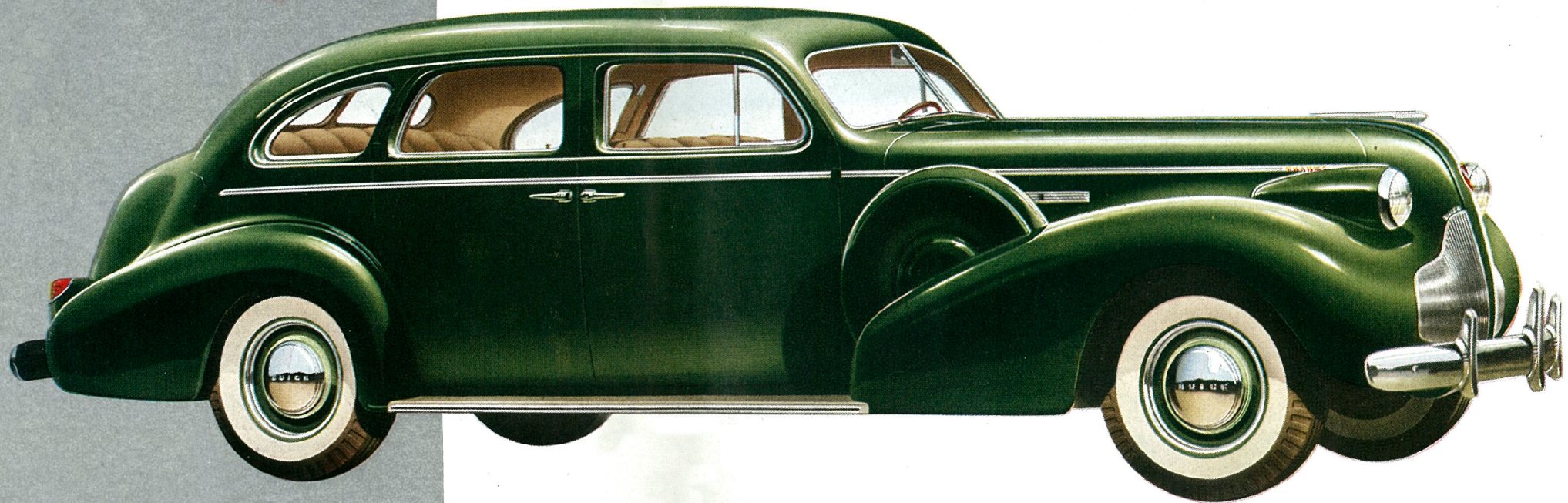
This sedan interior illustrates the tasteful finish of all the Series 46 Century models. Hardware is smartly designed with colorful plastic inlays. Sedans and coupes are upholstered in taupe novelty cloth. Convertible models are upholstered in tan Bedford cloth, leather or combined cloth and leather at no extra cost.

A special radio, providing touch tuning for four of your favorite stations, has been designed for McLaughlin-Buick. Offered as an accessory, available on all models.

The Roadmaster

MODEL 48-19

A six-passenger four-door touring sedan with trunk back. The sketch illustrates the tasteful interior trim and the broad arm-rest provided at each side.

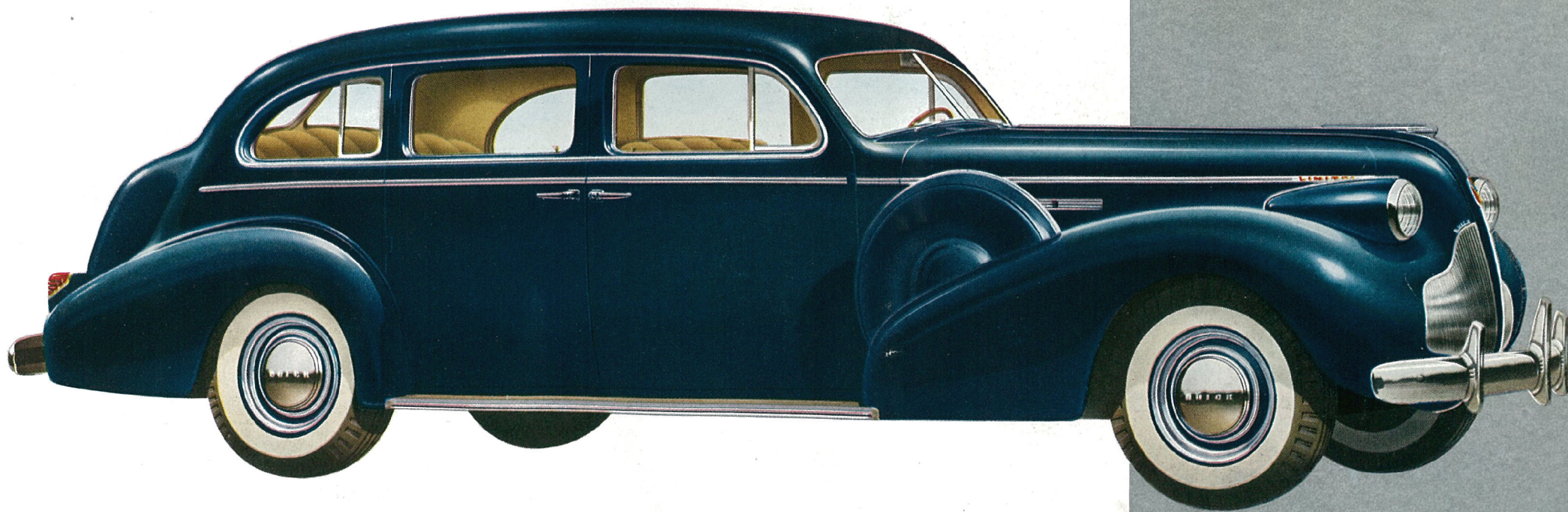


WHEELBASE: 133 INCHES • ENGINE: 141 HORSEPOWER DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT

The Limited

MODEL 49-23

A spacious eight-passenger four-door touring sedan with trunk back. Extra seats, illustrated in the sketch, fold flush with floor and front-seat back when not in use.

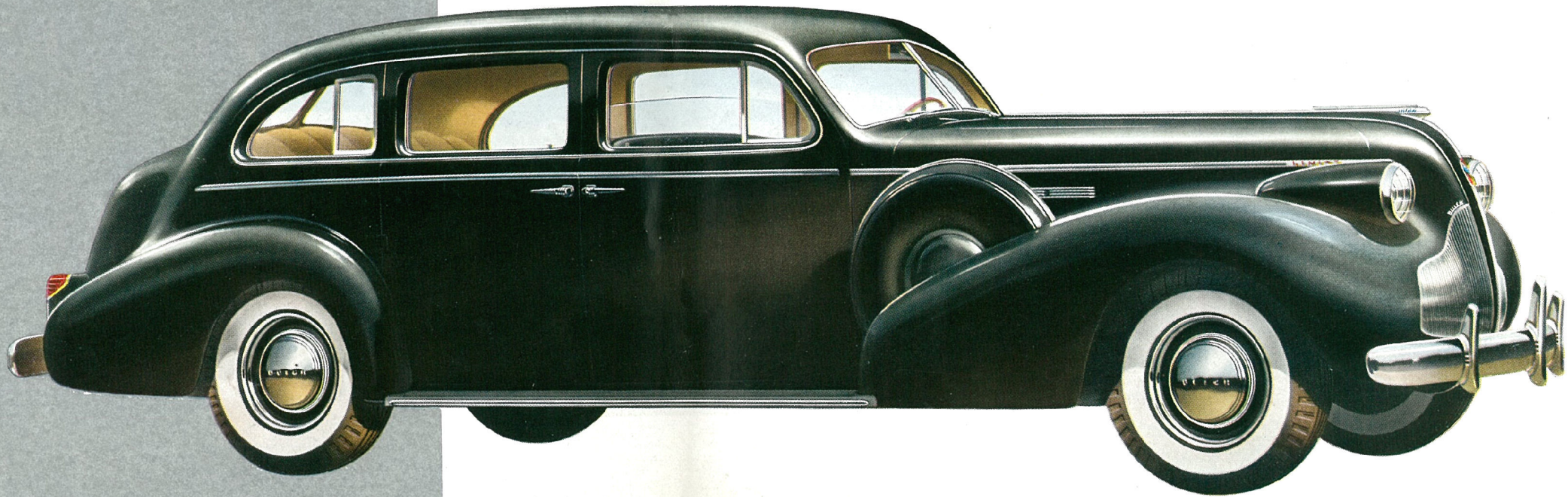


WHEELBASE: 140 INCHES • ENGINE: 141 HORSEPOWER DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT

The Limited

MODEL 49-33

An eight-passenger limousine with trunk back, equipped with speaking phone to driver. The glass partition behind chauffeur's seat is adjustable.

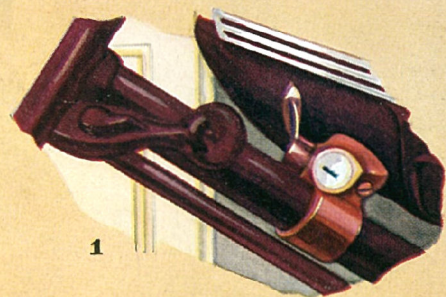


WHEELBASE: 140 INCHES • ENGINE: 141 HORSEPOWER DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT

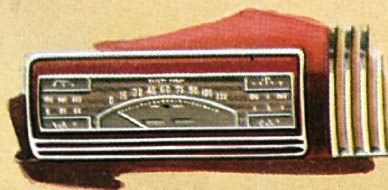
Instances of new beauty and convenience are these interior and exterior details. Note that the ignition lock (1) is above the steering column, out of knee-way. The instrument cluster (2) is compactly arranged, directly in eye-line of the driver. An accurate electric clock (3) is mounted in the door of the glove compartment. Pull-type ash

receivers (4) are placed at each end of the instrument panel. A hood lock (5), hood lock as well as a bonnet decoration. The Flash-Way direction signal (6) mounted on the trunk operates from a small switch on the shift-bar. It is shown here lighted for right turn. Series 44 and 46 models have freeze-free locks below both front door

handles (7)—48 and 49 series models have exterior locks in both front door handles. Electric cigar lighters (8) are automatic. Streamline tail-lights (9) reflect the light of approaching cars even when off. Massive chromium hub caps (10) are smart in design. The fuel-tank filler pipe (11) is recessed under a flush door to prevent spillage of fuel on the finish.



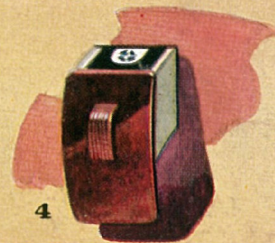
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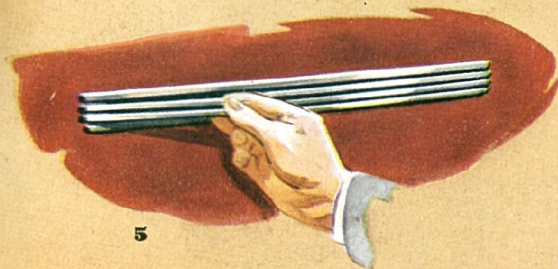
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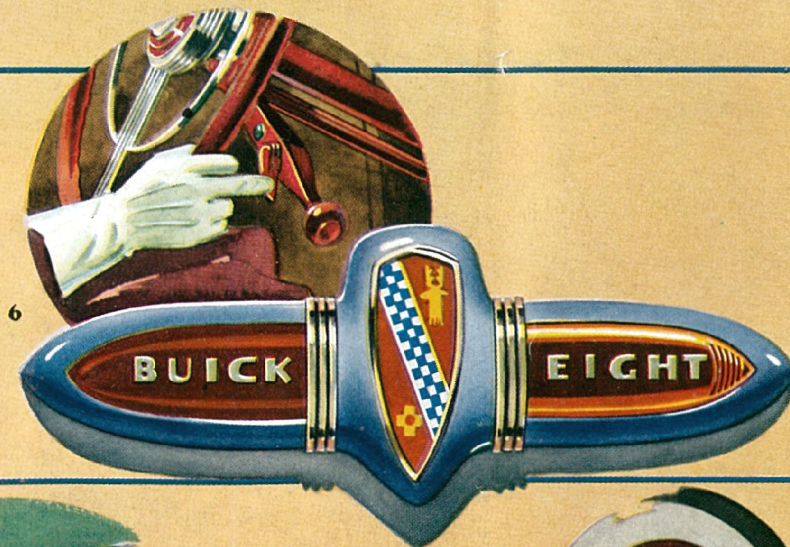
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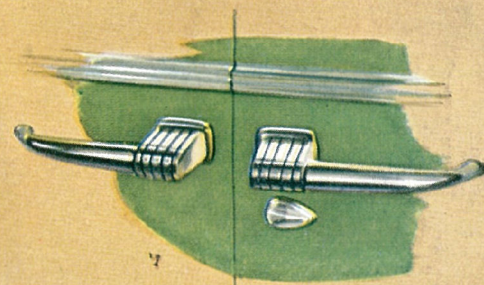
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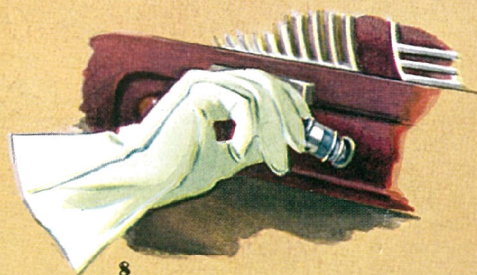
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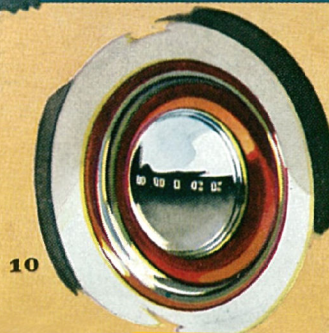
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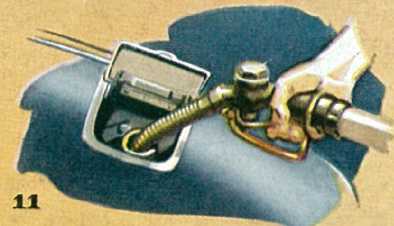
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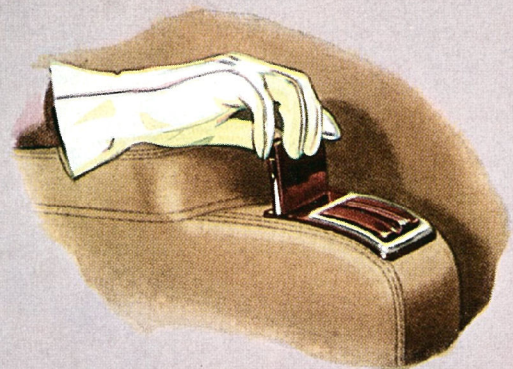


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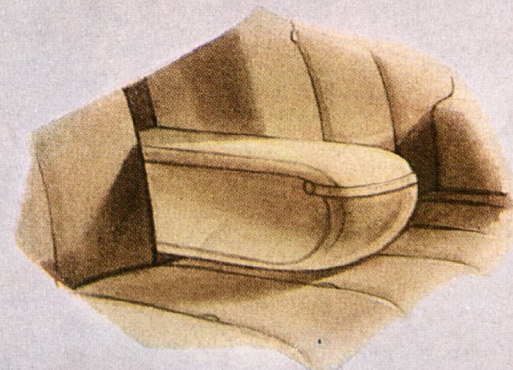


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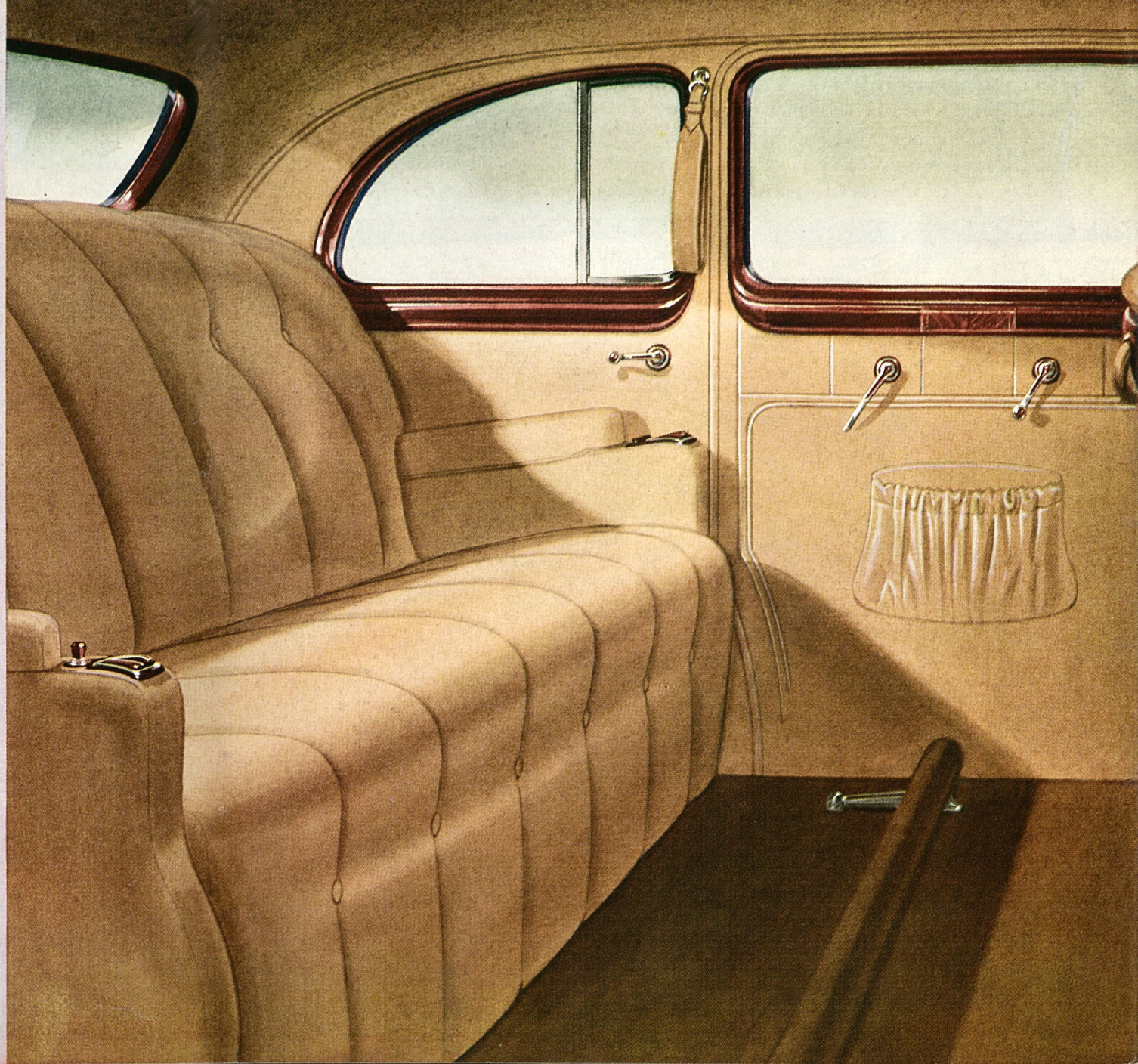
This sedan interior illustrates the roomy spaciousness of the Series 48 and 49 models and the smartness of their trim. A wide choice of upholstery materials enables you to express your individual taste. Materials available include fine quality Bedford Cord and Broadcloth. Leather in varying combinations is available on Roadmaster convertible phaetons.

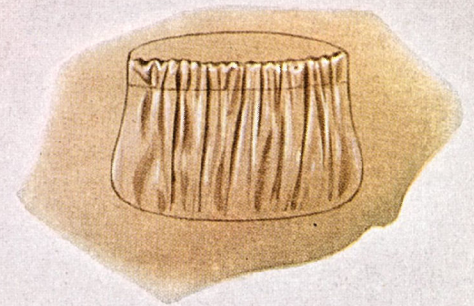
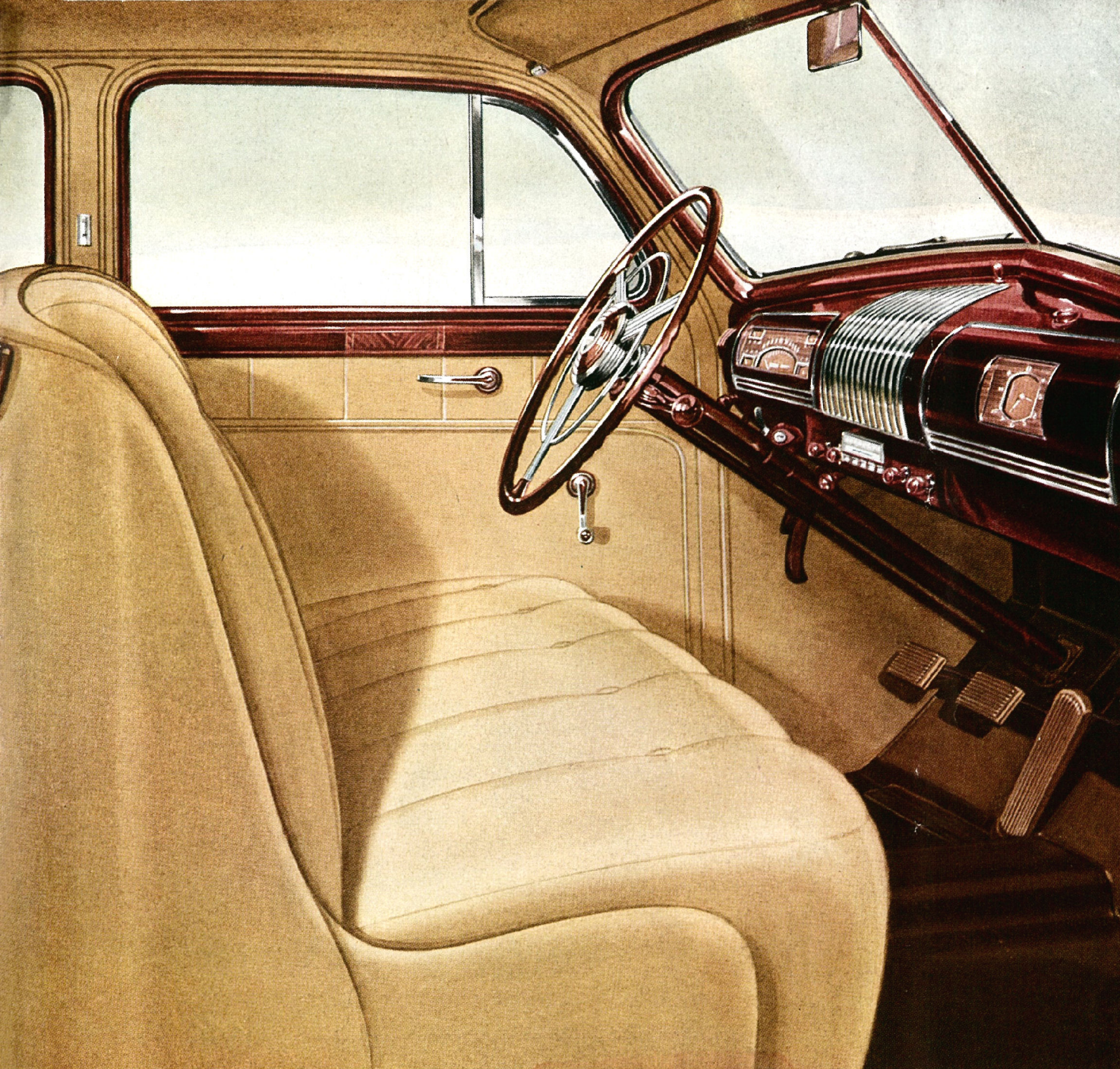


One rear arm-rest carries an ash receptacle and lighter—the other, this convenient vanity and notebook.

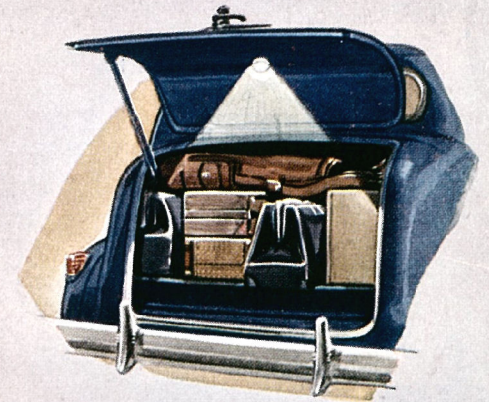


A broad centre arm-rest drops down from the rear seat-back in sedan models. Eight inches wide, this arm-rest provides ample elbow-room for two at the same time.



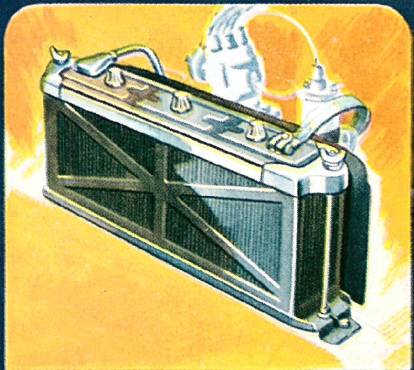


Rear doors in Series 48 and 49 sedan models carry a capacious pocket, attractively shirred. An ideal place for carrying road maps, magazines, and small parcels.

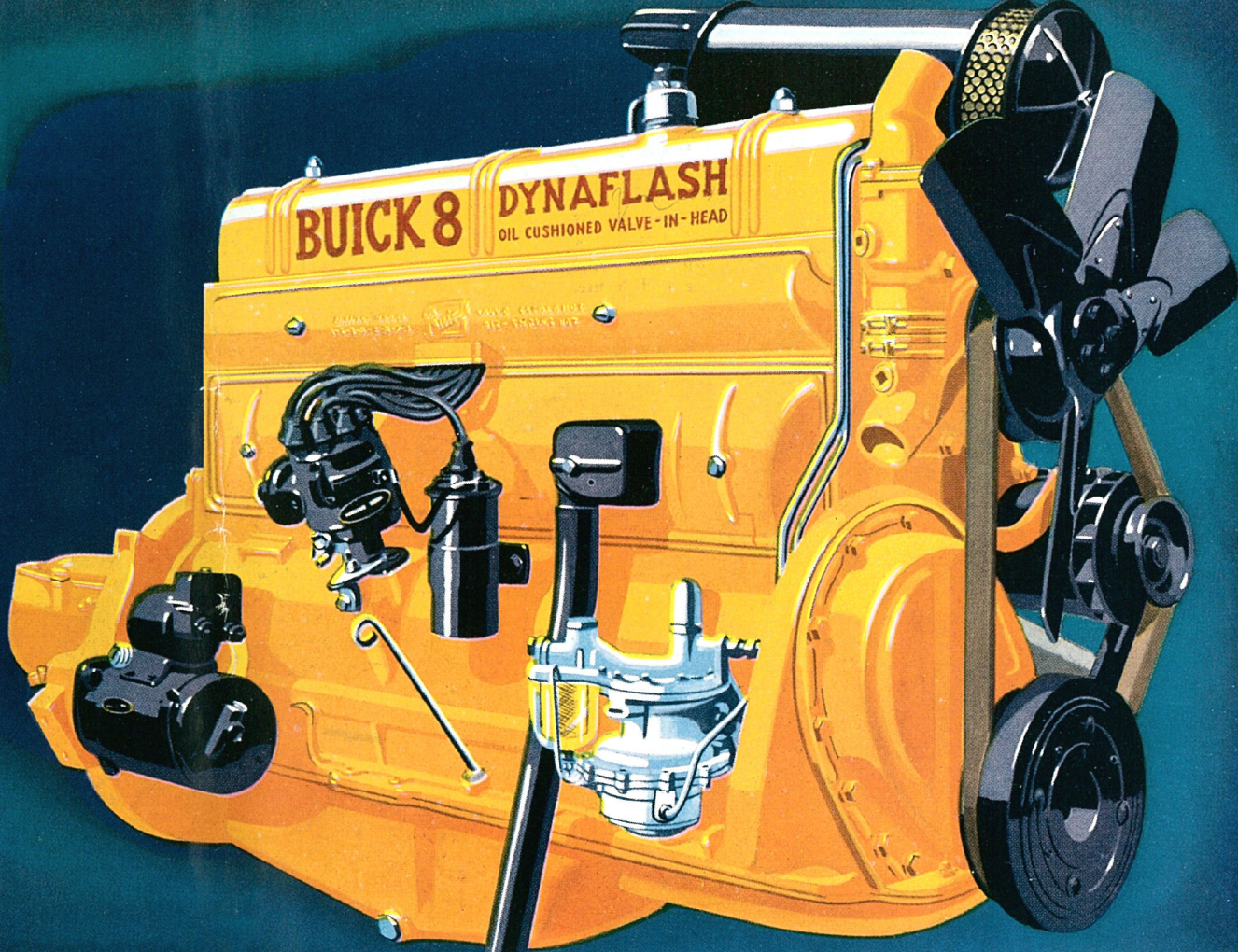


All Limited and Roadmaster models have spacious built-in luggage compartments, with capacities up to 26 cubic feet. These compartments are automatically lighted when the trunk lid is raised.

**Birthplace of
Brilliant Action**

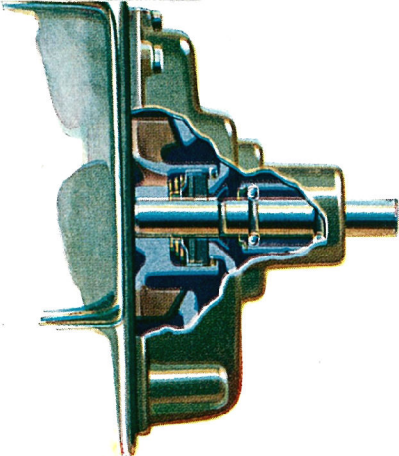


Batteries on all models are placed under the hood. In this convenient location they can be checked as readily as the oil, and are much less apt to be neglected.

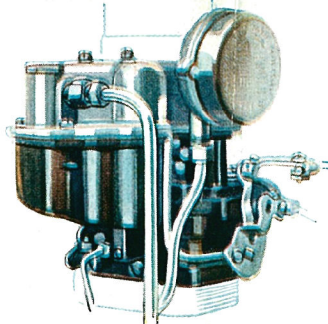


Here's the heart of McLaughlin-Buick's stirring action — the great DYNAFLASH valve-in-head straight-eight engine. Size for size, no other engine can match it for efficiency and responsive power. Valve-in-head engines, a McLaughlin-Buick feature

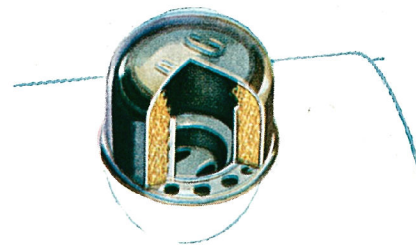
for 30 years, hold all records for speed on land, water and in the air. To the 10% greater efficiency provided by valve-in-head design, the DYNAFLASH principle adds close to 10% more power by its better control of combustion and increase in compression.



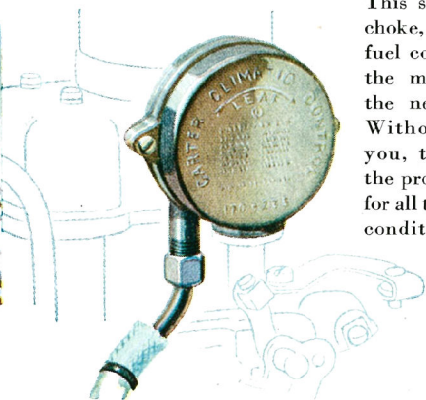
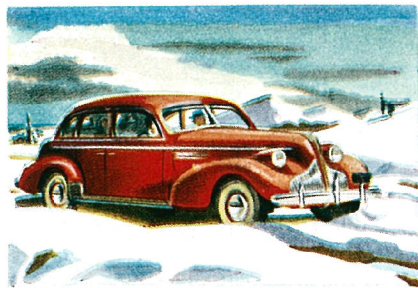
A new shaft seal of the carbon block type assures freedom from leakage and efficient operation of the water pump through the life of the car. The pump shaft has a new bearing which is lubricated and sealed for life.



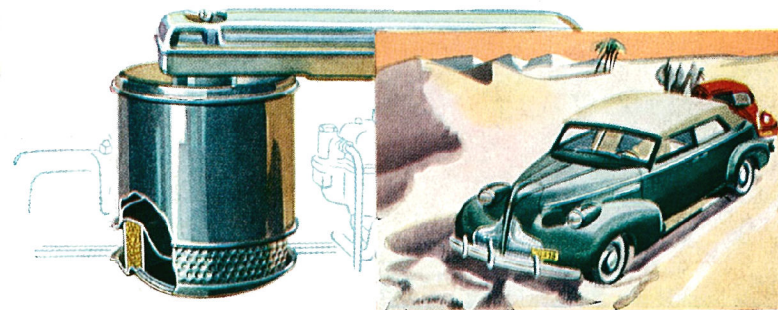
The operating simplicity of the new Series 44 fuel conditioner makes it an easy matter to get the most satisfactory fuel mixture and economy. Fuel feed is even and constant.



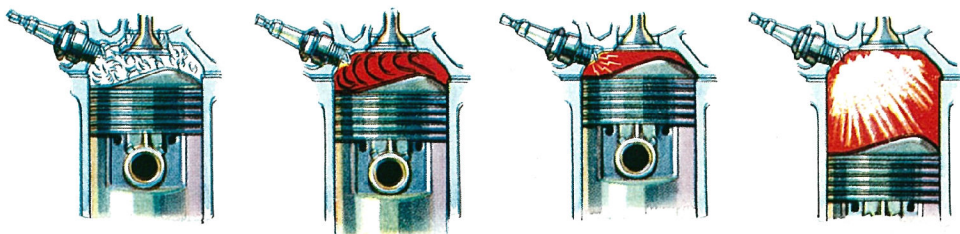
This breather cap filter on the engine prevents dust from entering and is part of the complete crankcase ventilation system which keeps oil in good condition by eliminating vapor and fumes that might form harmful acids in the crankcase.



This simplified automatic choke, built as part of the fuel conditioner, regulates the mixture according to the needs of the engine. Without attention from you, the engine receives the proper rationing of fuel for all the varying operating conditions it encounters.



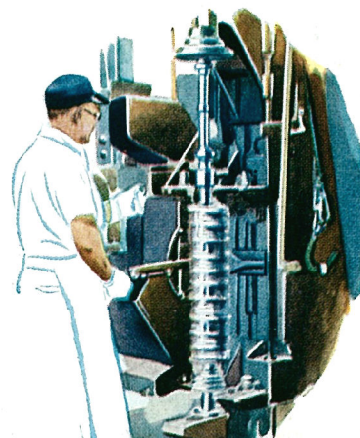
Air cleaners are of the horizontal type on all models. They have been made more efficient through simplification of design.

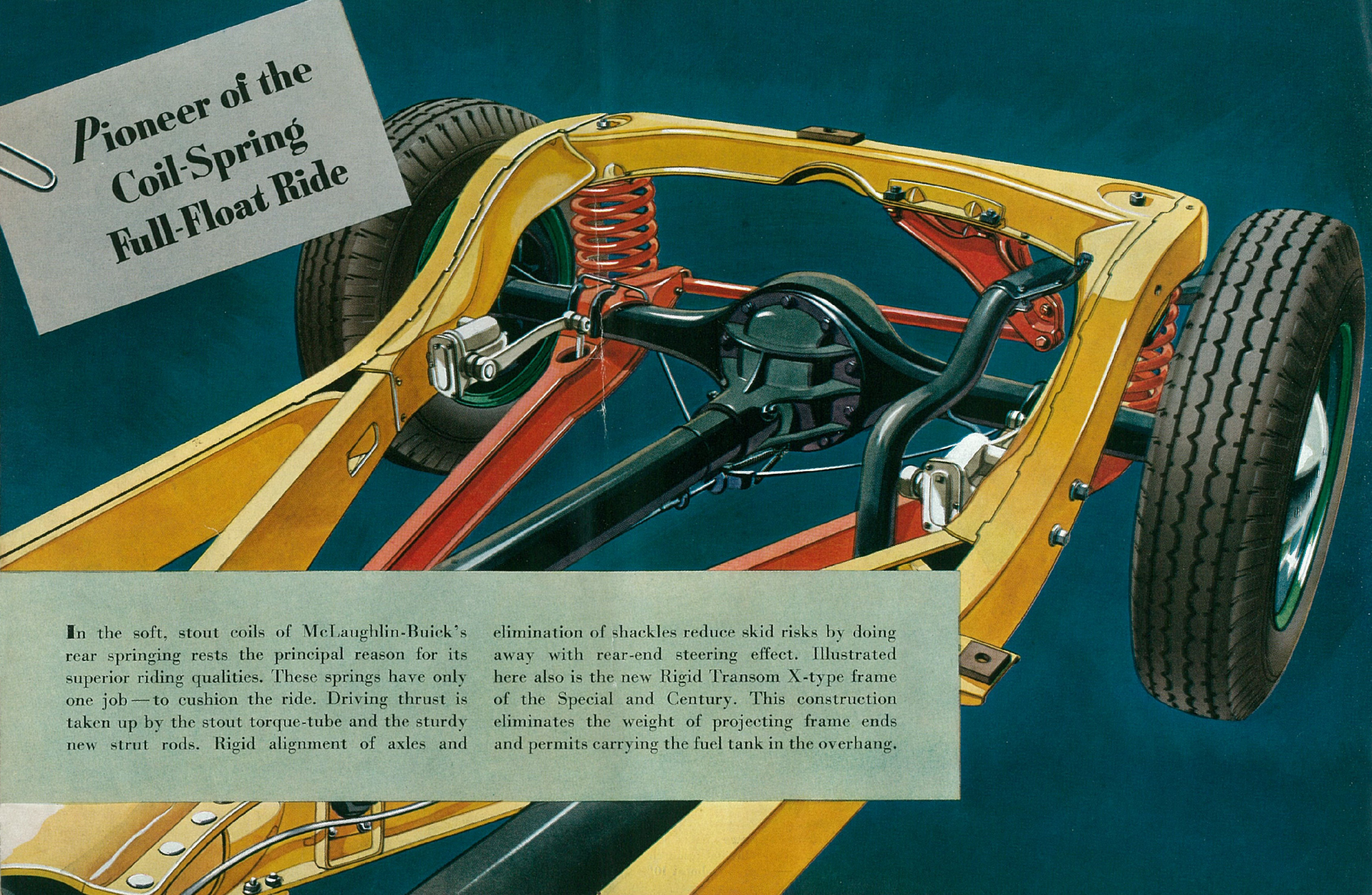


These four diagrams show how the DYNAFLASH engine extracts more good from gasoline—first by creating greater turbulence in the fuel charge—next, by putting more metal, relatively, in contact with the fuel charge and

so carrying away the excess heat that causes pre-ignition. As the spark leaps (third picture), flame travel spreads evenly without pre-ignition, with the final result that each downward power push is greater by almost 10%.

Crankshafts are meticulously balanced as shown at the right. One of the hundreds of instances of the precision that gives lasting smoothness to the McLaughlin-Buick.

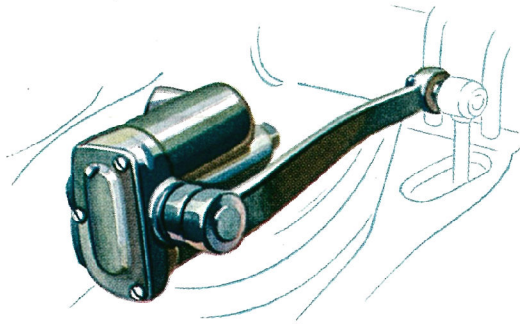




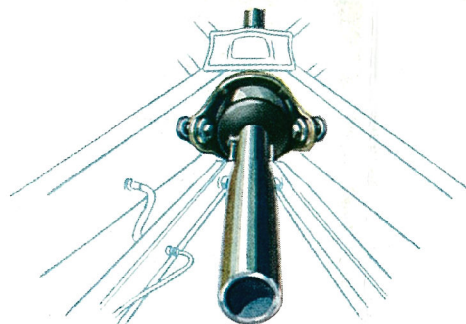
*Pioneer of the
Coil-Spring
Full-Float Ride*

In the soft, stout coils of McLaughlin-Buick's rear springing rests the principal reason for its superior riding qualities. These springs have only one job—to cushion the ride. Driving thrust is taken up by the stout torque-tube and the sturdy new strut rods. Rigid alignment of axles and

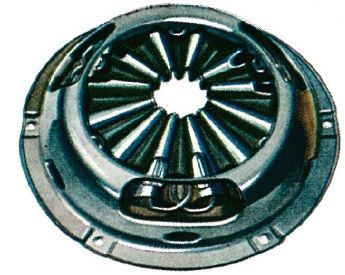
elimination of shackles reduce skid risks by doing away with rear-end steering effect. Illustrated here also is the new Rigid Transom X-type frame of the Special and Century. This construction eliminates the weight of projecting frame ends and permits carrying the fuel tank in the overhang.



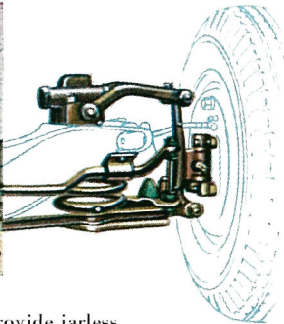
Shock absorbers are of the compact end-to-end discharge type, providing a continuously even resistance to road shock. Their costly and more substantial construction assures long life with freedom from trouble.



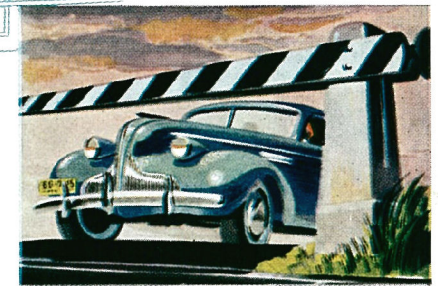
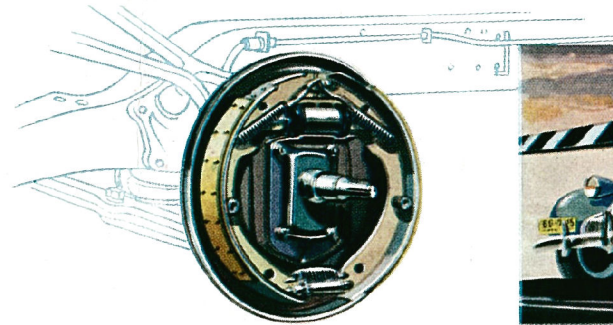
Placing the universal joint behind the cross-member of the frame allows floors to be lowered nearly two inches without the use of an objectionable tunnel. Specially treated rubber is vulcanized to the torque ball, making it perpetually self-lubricating.



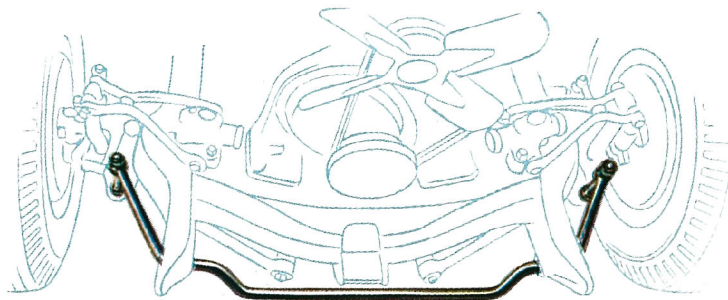
The new Crown Spring clutch found in all Special models has only nine parts where 41 were required before. Simpler and stronger, it gives unlimited miles of trouble-free service. Driven plates have been redesigned for smoother, quicker shifting.



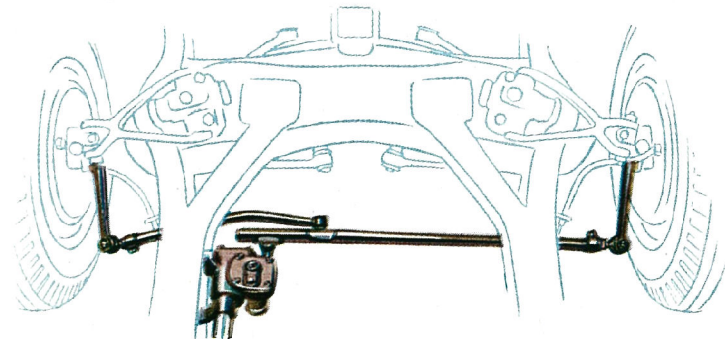
The soft-flexing steel coils of Knee-Action provide jarless springing. Pivoting is such that wheels camber at increased rate on curves, giving somewhat the effect of a banked turn.



The hydraulic brakes are self-energizing—the motion of the car aids in applying them and makes sure, smooth, straight-line stops a reality. Wear is evenly distributed over linings, giving longer life.

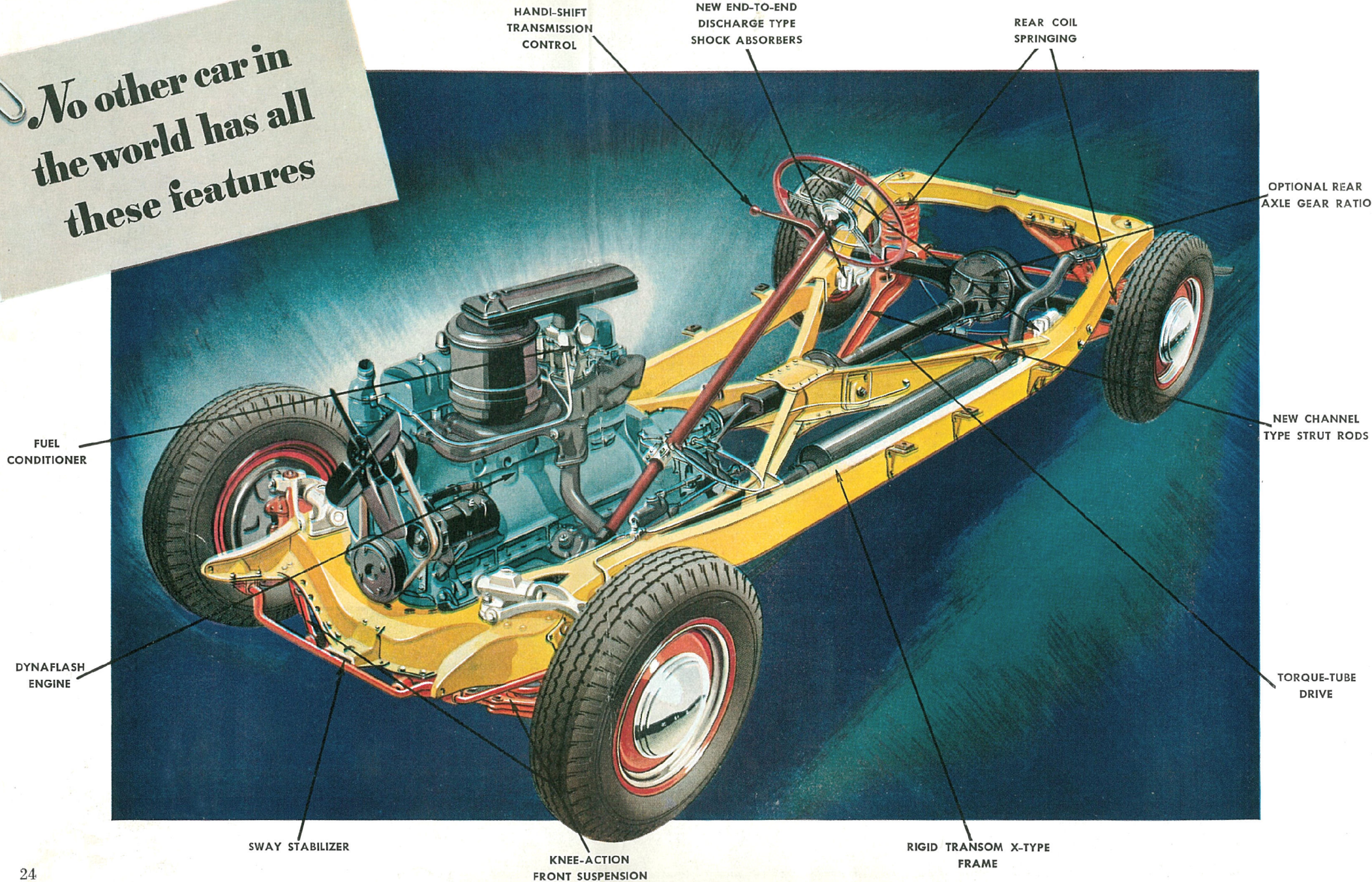


This down view of the front end shows the new location of the stabilizer bar, ahead of the front cross-member on all Special and Century models. Diameter of this bar has been increased to $\frac{13}{16}$ inch.



Combining with new geometry of the Knee-Action, steering linkage design makes for smooth, easy and steady response to the wheel and firm control at all speeds.

*No other car in
the world has all
these features*



LIMITED Series 49

McLAUGHLIN-BUICK VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE
—Bore and stroke, $3\frac{1}{16} \times 4\frac{1}{16}$ inches. Displacement, 320.18 cubic inches. McLaughlin-Buick Turbulator Pistons. Compression ratio, 6.25 to 1. Developed horsepower, 141 at 3,600. Full-pressure lubrication to main, connecting rod, camshaft, and rocker arm bearings. Counterweighted crankshaft with torsional balancer. Filtered crankcase ventilation. Oil capacity, $6\frac{1}{2}$ Imp. quarts.

FUEL AND COOLING SYSTEM—Dual downdraft carburetor. Thermostatic heat control, automatic choke, automatic idle control. Intake silencer and air cleaner. Fuel filter. By-pass water temperature control. Concealed gas tank filler. Fuel tank capacity, $16\frac{3}{4}$ Imp. gals. Water capacity, 14 Imp. qts.

CLUTCH AND TRANSMISSION—Single dry plate clutch. Facing area, 107.0 square inches. All-silent Synco-Mesh transmission, helical gears. Handi-shift transmission control.

REAR AXLE—Semifloating rear axle with hypoid gears. Torque-tube drive. Rear axle ratio 4.555 to 1. One universal joint automatically lubricated from transmission.

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

STEERING—Worm and double roller. Ratio 22 to 1. Centre point control.

FRAME—Girder X-type frame, $9 \times 2\frac{1}{4} \times \frac{1}{8}$.

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

BRAKES—Four-wheel hydraulic. Cast-iron ribbed brake drums. Size, 14 x 2 inches. Mechanical parking brake.

ELECTRICAL SYSTEM—Delco-Remy, two unit, 6-8 volt. Solenoid starter with dual control. Multi-beam headlights with foot dimmer switch. Battery mounted under hood. "High output" generator with voltage regulator. Flash-Way direction signal.

WHEELS AND TIRES—Demountable steel disc wheels. Tire size, 16 x 7.50, 6-ply.

WHEELBASE—140 inches.

ROADMASTER Series 48

McLAUGHLIN-BUICK VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE
—Bore and stroke, $3\frac{1}{16} \times 4\frac{1}{16}$ inches. Displacement, 320.18 cubic inches. McLaughlin-Buick Turbulator Pistons. Compression ratio, 6.25 to 1. Developed horsepower, 141 at 3,600. Full-pressure lubrication to main, connecting rod, camshaft, and rocker arm bearings. Counterweighted crankshaft with torsional balancer. Filtered crankcase ventilation. Oil capacity, $6\frac{1}{2}$ Imp. quarts.

FUEL AND COOLING SYSTEM—Dual downdraft carburetor. Thermostatic heat control, automatic choke, automatic idle control. Intake silencer and air cleaner. Fuel filter. By-pass water temperature control. Concealed gas tank filler. Fuel tank capacity, $16\frac{3}{4}$ Imp. gals. Water capacity, 14 Imp. qts.

CLUTCH AND TRANSMISSION—Single dry plate clutch. Facing area, 107.0 square inches. All-silent Synco-Mesh transmission, helical gears. Handi-shift transmission control.

REAR AXLE—Semifloating rear axle with hypoid gears. Torque-tube drive. Rear axle ratio, 4.182 to 1. One universal joint automatically lubricated from transmission.

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

STEERING—Worm and double roller. Ratio 22 to 1. Centre point steering control.

FRAME—Girder X-type frame, $9 \times 2\frac{1}{4} \times \frac{3}{16}$.

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

BRAKES—Four-wheel hydraulic. Cast-iron ribbed brake drums. Size, 12 x 2 inches. Mechanical parking brake.

ELECTRICAL SYSTEM—Delco-Remy, two unit, 6-8 volt. Solenoid starter with dual control. Multi-beam headlights with foot dimmer switch. Battery mounted under hood. "High output" generator with voltage regulator. Flash-Way direction signal.

WHEELS AND TIRES—Demountable steel disc wheels. Tire size, 16 x 7.00, 6-ply.

WHEELBASE—133 inches.

CENTURY Series 46

McLAUGHLIN-BUICK VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE
—Bore and stroke, $3\frac{1}{16} \times 4\frac{1}{16}$ inches. Displacement, 320.18 cubic inches. McLaughlin-Buick Turbulator Pistons. Compression ratio, 6.25 to 1. Developed horsepower, 141 at 3,600. Full-pressure lubrication to main, connecting rod, camshaft, and rocker arm bearings. Counterweighted crankshaft with torsional balancer. Filtered crankcase ventilation. Oil capacity, $6\frac{1}{2}$ Imp. quarts.

FUEL AND COOLING SYSTEM—Dual downdraft carburetor. Thermostatic heat control, automatic choke, automatic idle control. Intake silencer and air cleaner. Fuel filter. By-pass water temperature control. Concealed gas tank filler. Fuel tank capacity, 15 Imp. gals. Water capacity, 14 Imp. qts.

CLUTCH AND TRANSMISSION—Single dry plate clutch. Facing area, 107.0 square inches. All-silent Synco-Mesh transmission, helical gears. Handi-shift transmission control.

REAR AXLE—Semifloating rear axle with hypoid gears. Torque-tube drive. Rear axle ratio, regular 3.9 to 1. One universal joint lubricated for life.

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

STEERING—Worm and double roller. Ratio 19 to 1. Direct cross steering.

FRAME—Rigid transom X-type, $6 \times 2\frac{1}{4} \times \frac{3}{16}$.

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

BRAKES—Four-wheel hydraulic. Cast brake drums. Size, 12 x 2 inches. Mechanical parking brake.

ELECTRICAL SYSTEM—Delco-Remy, two unit, 6-8 volt. Solenoid starter with dual control. Multi-beam headlights with foot dimmer switch. Battery mounted under hood. "High output" generator with voltage regulator. Flash-Way direction signal.

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

WHEELBASE—126 inches.

SPECIAL Series 44

McLAUGHLIN-BUICK VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE
—Bore and stroke, $3\frac{3}{32} \times 4\frac{1}{8}$ inches. Displacement, 248 cubic inches. McLaughlin-Buick Turbulator Pistons. Compression ratio 6.1 to 1. Developed horsepower, 107 at 3,400. Full-pressure lubrication to main, connecting rod, camshaft, and rocker arm bearings. Counterweighted crankshaft with torsional balancer. Filtered crankcase ventilation. Oil capacity, 5 Imp. quarts.

FUEL AND COOLING SYSTEM—Dual downdraft carburetor. Thermostatic heat control, automatic choke, automatic idle control. Intake silencer and air cleaner. Fuel filter. By-pass water temperature control. Concealed gas tank filler. Fuel tank capacity, 15 Imp. gals. Water capacity, 11 Imp. qts.

CLUTCH AND TRANSMISSION—Crown spring, single dry plate clutch. Facing area, 80.0 square inches. All-silent Synco-Mesh transmission, helical gears. Handi-shift transmission control.

REAR AXLE—Semifloating rear axle with hypoid gears. Torque-tube drive. Rear axle ratio; regular, 4.444 to 1. One universal joint lubricated for life.

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

STEERING—Worm and double roller. Ratio 19 to 1. Direct cross steering.

FRAME—Rigid transom X-type, $6 \times 2\frac{1}{4} \times \frac{3}{16}$.

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

BRAKES—Four-wheel hydraulic. Centrifuge brake drums. Size, 12 x $1\frac{3}{4}$ inches. Mechanical parking brake.

ELECTRICAL SYSTEM—Delco-Remy, two unit, 6-8 volt. Solenoid starter with dual control. Multi-beam headlights with foot dimmer switch. Battery mounted under hood. "High output" generator with voltage regulator. Flash-Way direction signal.

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

WHEELBASE—120 inches.

*We reserve the right to make changes in details and specifications from time to time, without obligation to install them on cars previously sold
White sidewall tires may be obtained on any McLaughlin-Buick model as special equipment at extra cost*

Your car is an investment, paying dividends in pleasurable and useful service. Like all investments, it repays in larger measure when it receives adequate attention to its upkeep. Your McLaughlin-Buick dealer is a specialist in maintaining the smoothly brilliant performance of this car—his mechanics have the benefit of factory training and his equipment is selected for use in servicing McLaughlin-Buicks. Make him your friend and counsellor in keeping your car in trim, and the small cost of his services will be more than repaid in your greater satisfaction.



Organized for the use of General Motors Dealers only and their customers, The General Motors Acceptance Corporation has taken the lead in reducing the cost of financing car purchases. Its financing cost, including adequate insurance, is as low as that of any well established financing organization and in many cases lower. Terms can be arranged to suit your convenience, and courteous treatment is assured at all times. A comparison of the costs will show the advantages of purchasing a McLaughlin-Buick on the convenient General Motors Instalment Plan.

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★ R O A D M A S T E R

★ L I M I T E D

