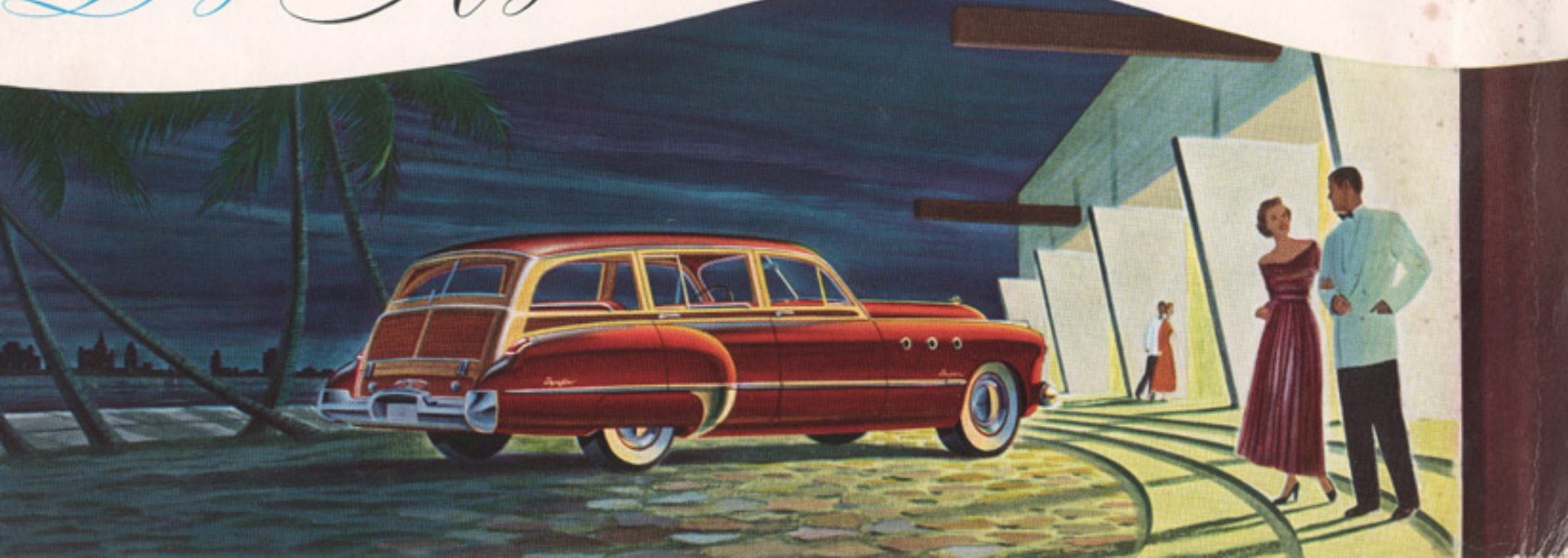


Day and Night

...right in the scheme of smart travel





The ever-smart, ever-handy Estate Wagon is shown on ROADMASTER chassis (150-hp engine), with Dynaflo Drive standard equipment. Also available on SUPER chassis with 115-hp engine (120 with Dynaflo, which is optional at extra cost on this Series).



The Buick Estate Wagon

*brings versatility unlimited to your
personal transportation*

WHEREVER YOU GO and whatever the manner of your going, this colorful carriage is always smartly right, superbly handy.

With it you go in casual comfort on hunting trips or shopping tours—cover the whole day's dates and duties or just drive for the fun of it—wear tweeds on a suburban jaunt or tails to a white-tie affair.

Styled with the beauty of the Buick Sedans, the Estate Wagon has the stalwart safety of all-steel construction with the standout smartness of fine wood paneling overlaid on its upper doors, body panels and gracefully curved back.

Interiors, too, are luxuriously styled—even to beautifully grained wood-paneled door trim surfaced in mahogany, and a truly sizable storage area that's completely

carpeted and easily expanded for big loads—and even sleeping!

Two generously sized seats provide roomy comfort for six. A big, full-curved windshield and greatly increased glass area all around make for visibility practically unlimited.

Its power is flashing Fireball power, kept smooth and silent by Hi-Poised engine mountings and new self-setting valve lifters.

And its ride, of course, is the envied Buick ride that comes of all-coil springing, pillow-soft tires on extra-wide rims, ample road-weight beautifully balanced.

For those who want travel versatility with verve—a motor car of brilliant performance, stunning smartness and correct dress for any occasion—the Buick Estate Wagon is definitely indicated.

CROWNED AND SURROUNDED WITH STEEL

A full-length solid steel Turret Top keynotes the strong and rugged construction of the Estate Wagon. Steel doors and all-steel center pillars welded at the top and floor complete the safety picture of this stunningly smart automobile. Seasoned wood of hard, lustrous maple and northern elm blended to this stout steel lends deftness and dash to its good-looking lines.



RICHLY FINISHED, SMARTLY TAILORED

Fine-grained mahogany veneer wood paneling is used as interior door trim, blending tastefully with the soft and supple leather of the seats and the richness of the floor covering. From dash to tailgate, the Estate Wagon is completely carpeted. Here is a rich but rugged interior as much at home with formal clothes as with fishing tackle.



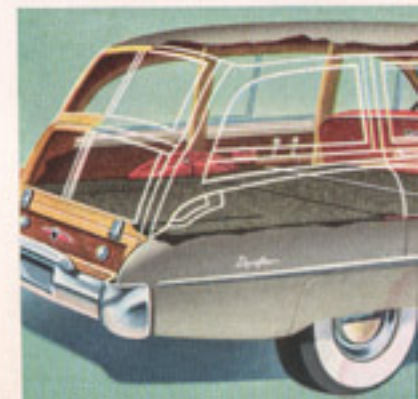
LOAD UP—LOTS OF ROOM

More than generous is the loading deck in the rear of the Estate Wagon. Room, and then some, for the luggage-laden week-enders you meet at the train—for the weekly shopping trip's haul—for golf gear, beach paraphernalia, picnic fixings, or what have you. Cunningly hidden out of the way beneath this loading deck the spare tire takes no share of your usable room here.



SLEEP WHERE YOU STOP

Carry along an air mattress, and when you want to stop—presto!—sleeping quarters! The rear-seat cushion folds forward into the legroom well, while the rear-seat back folds down flush with the rear deck—to give you a smooth, completely carpeted surface from tailgate to the back of the front seat. Doubles carrying capacity, provides weather-tight sleep-space on hunting trips, fishing trips and the like.



HIGHLIGHTS and SPECIFICATIONS

The Buick Estate Wagon

When better automobiles are built

BUICK will build them

BUICK MOTOR DIVISION • General Motors Corporation • FLINT 2, MICHIGAN

HIGHLIGHTS

Limousine comfort and easy handling from; deep-cradling Foamtex seat cushions; exclusive Buick Permiform steering with 29 to 1 steering ratio on ROADMASTER, 24 to 1 on SUPER; all-coil-spring ride featuring independent front-wheel suspension with ride stabilizer, torque-free rear springing, double-acting front shock absorbers integral with independent suspension unit, and double-acting end-to-end discharge-type shock absorbers in rear.

FRONT SEAT:

Width 63", Depth 15 $\frac{1}{4}$ ", Headroom 37 $\frac{3}{4}$ ".

REAR SEAT:

Width 61", Depth 14 $\frac{3}{4}$ ", Headroom 37 $\frac{3}{4}$ ".

LUGGAGE COMPARTMENT:

Width (floor level) 48 $\frac{1}{2}$ ", Height 25 $\frac{3}{4}$ ".

Depth—from back of rear seat to tail gate 30 $\frac{1}{2}$ "
from back of front seat to tail gate 77 $\frac{1}{4}$ "
from back of rear seat to end of tail gate when down 69 $\frac{1}{4}$ ".

Depth—from back of front seat to end of tail gate when down 103 $\frac{1}{4}$ ".

Height floor to window 11".

Capacity approx. 30 cu. ft; with rear seat folded down approx. 82 cu. ft.

Width between tail gate stops, 48 $\frac{1}{2}$ ".

Height floor to top of rear seat-back, 14".

Rear seat-back to tail gate (floor level) 48 $\frac{1}{2}$ ".

Tail gate opening 51 $\frac{1}{4}$ ".

TIRE COMPARTMENT:

Opening: Width 39", Length 29 $\frac{1}{4}$ ", Depth 1

CHASSIS SPECIFICATIONS, ROADMASTER SERIES, Model 79

BUICK VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE—Bore and stroke, 3 $\frac{1}{8}$ x 4 $\frac{1}{2}$ inches. Displacement, 320.2 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 air cleaner. Fuel strainer. Fuel tank capacity, 19 gallons.

COOLING SYSTEM—Thermostatic and By-Pass Temperature Control; pressure relief valve in filler cap. capacity, 16 $\frac{3}{4}$ quarts, 18 quarts with heater.

DYNAFLOW DRIVE—Hydraulic torque converter with emergency low and reverse planetary gear transmission clutch pedal. Total oil capacity, 11 quarts.

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.

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

MINIMUM ROAD CLEARANCE—(normal load), 7 $\frac{1}{2}$ ".

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

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

WHEELS AND TIRES—Broadrim, demountable steel disc wheels. Tire size 8.20-15—4-ply.

WHEELBASE—126 inches. Over-all car length, 214 $\frac{1}{2}$ inches.

CHASSIS SPECIFICATIONS, SUPER SERIES, Model 59

BUICK VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE—Bore and stroke, 3 $\frac{1}{8}$ x 4 $\frac{1}{2}$ inches. Displacement, 248.1 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, 14 $\frac{1}{4}$ quarts with heater.

CLUTCH AND TRANSMISSION—Crown spring, single dry-plate clutch. Facing area, 160.6 square inches. All-synchromesh Synchro-Mesh Transmission, helical gears. Hand-shift transmission control. Dynaflo Drive optional at extra cost.

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.

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

MINIMUM ROAD CLEARANCE—(normal load), 6 $\frac{1}{2}$ ".

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

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

WHEELS AND TIRES—Broadrim, demountable steel disc wheels. Tire size 7.60-15—4 ply.

WHEELBASE—121 inches. Over-all car length, 209 $\frac{1}{2}$ inches.

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