

1930 Marquette Automobile Owners International Registry



December 2009 Marquette E-News.

Volume 2, No. 3.



Three radiator emblems. Three different stories. All connected to our Marquettes.

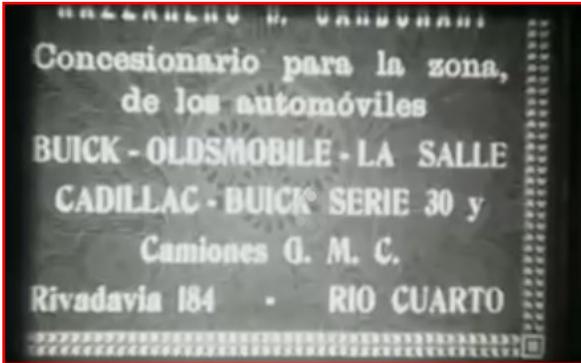
These are obviously all GM product radiator emblems. Each has a stylized scroll with the name on it. We are most familiar with the first, Marquette, with the Fleur-de-lis on the background. The Fleur-de-lis was the coat of arms for the House of Orange. Lis is French for lily and that is what the symbol represents. The Fleur-de-lis has been used a lot in European heraldry and even the US, for example if you were a boy scout. When I was stationed in Wiesbaden, Germany, I used to stroll past the Duke's palace on occasional lunch-time walks. It was built by the Duke of Nassau and the Fleur-de-lis is more properly associated with the House of Orange-Nassau. The palace was built in the early 1700s and faces the Rhine river. Three fleur-de-lis flowers make up the city flag of Wiesbaden. Little did I know that when I was a boy scout and later serve the Air Force in Germany that I would one day own a car incorporating the same symbols from each.

I included the second emblem because it shares the scroll design and also because the Marquette engine was derived from the 1928 Oldsmobile engine, the F-28. Unfortunately for us, just a few parts interchange with the Olds engine and engine accessories.

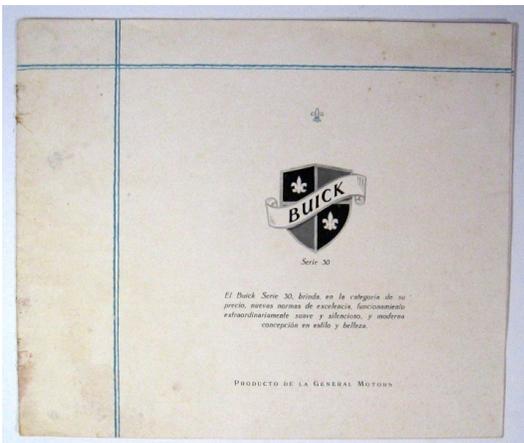
So what is the story on the last one? At right is Tim Hansel at the 2009 Hershey meeting holding his Series 30 radiator badge shown enlarged above. This emblem comes from the Marquette marketed by General Motors, South America, in Argentina, as the Buick Series 30. And we have at least one of these rare cars in the registry. Tim Hansel and his dad Jim are restoring a Series 30 phaeton. It was originally painted blue as in the sales brochures as well as right-hand drive. The literature illustration blurs the "M" on the hubcaps to de-emphasize the Marquette name. Last issue, I included the place to find the old movie on the internet showing the "new" Marquettes. Bill McLaughlin of the 1929 Buick Registry was able to correct the location. It was shot in Rio Cuarto, Argentina, not in Spain. According to Bill, people drove on the right side of the road until around the 1940s. More on the Series 30, next page.



More on the Marquette movie.



When you search on the internet for this video, use the Google search engine and type in: Concesionario Buick Youtube. That should make it pop up as first choice. The lead page on the movie, above, clearly shows the Rio Cuarto location. So, Marquettes in the videos should all be Series 30 cars.



Next above is the lead page from a Series 30 brochure with the Buick Series 30 logo. Below is the page showing the Series 30 phaeton.



Parts & Info

WANTED: Bumper step plate for a roadster or sports coupe. Or to borrow one to copy, please. Also fits early 1931 50-series Buick. Mike Balogh, (217) 355-1704.

WANTED: Hood tops, both sides, and in good condition. Tim Hansel, (707) 539-6515.

WANTED: Locks & keys for the ignition, passenger and golf bag doors. Puerto Rico. Fabio Galzignato, (787) 313-3030.

WANTED: Larry Langston in Arizona needs an engine block. I recall someone bought one from Steve Pearlman a few years back. Please contact Larry if you have one to sell him: bible4576@yahoo.com. Note: Larry may keep this car stock if he can find a block, otherwise it will go resto-rod.

WANTED: Tail light bracket. Peter Wood, New Zealand, jafa002@hotmail.com.

WANTED: 3 long and 2 short brake springs. Jerry is a Buick 50-seriesowner in Iowa. Call him at: (515) 285-2099.

FOR SALE: Engine tune up sets: distributor cap, rotor, contact points & condenser. About \$75 plus shipping. You really need a spare set!

Ask me about other parts you might need. Mike Balogh, mbalogh@balogh.com.

Stewart Bodies

When the question is who made open-body Marquettes?, the answer usually comes up—made by Stewart Body Company, not Fisher Body. According to Bill McLaughlin, noted Buick historian, Terry Dunham, is working up an article on Stewart. We hope it will answer a bunch of questions. In the mean time, I am pleased to reproduce with Bill's permission, an article printed in the Dec 2009 issue of Bill's newsletter, *The Silver Anniversary Buick*.

STEWART BODY COMPANY

Brent Bloede (28 owner) sent in the following about the body maker who made the 29 Buick open car bodies (ex. 54CC). The open cars were made by the W. F. Stewart Body Company of Flint, MI. This was a very old, well-established body company dating long before the automobile. In the cartage days they built everything from bare bones buckboards, to high-end fancy brougham carriages.

Billy Durant tried very hard to buy them out to add to the 30 or so companies assembled to form GM, I believe as early as '08, but there was a ton of pride in the Stewart family and a quarrel between old man Stewart, and a young nephew who came from CA to join his cousin in bringing forth a new dawn for the company. They finally side-stepped Grandpa, and sold to Durant, becoming a part of Buick.

There is a lot of mystery surrounding Stewart, as so little was ever mentioned of them by Buick and there must have been some sort of fierce negotiations, as Stewart enjoyed an autonomy that no other subsidiary did. Stewart was located in Building 3 at Buick City until a fire in early teens when they moved to building 4.

Building 3 was repaired, and Stewart occupied both buildings until the end of their existence in 1935. Also, workers in the Stewart body buildings considered themselves Stewart workers, not Buick employees another hint at the autonomy that they were granted. Security around buildings 3 and 4 was greater than the other buildings, as the view from either roof was directly online with the roof of building 6, which was the roof Buick used to photograph new models, test models, test trims, and schemes, as well as determining what tire the next years' cars would wear. Some exciting new photographs have surfaced of inside the Stewart body works, showing the varnishing, construction of the open bodies, as well as young males upholstering seats together. Also, the master strippers. Flint was known the world over as having the best strippers in the world and the likes of Packard, Pierce-Arrow, etc., were known to send men to Flint to lure away these master strippers and their mink brushes to their companies. This is why it irks me to see so many men spend untold thousands of dollars "restoring" a car, and stopping short of the correct tires, and striping.

The last Stewart bodies cars were the open cars of 1935. All 1936 and later open cars were Fisher bodies except for the customs of 1940 & 41. Stewart then reorganized under the family youth, and got into aircraft design and manufacture, turning out a very modern prototype model later in the 30's. Nothing really came of it and Stewart disappeared forever.

Our thanks to Bill McLaughlin and Brent Bloede for this information on Stewart bodies. Eugene George, Bill Neff and I have been tossing around the Stewart Body topic for several months now. Peter Wood, one of our new members, says he has a Stewart badge. If anyone one has more details on Marquettes and Stewart bodies, send it in so I can share it .

Form 4142

**MARQUETTE
PRODUCTION RECORD**

BUICK MOTOR CO.

FLINT, MICH.

MODEL 1930

Calendar
FROM 4-24-29

YEAR 1929
TO 12-31-29

Model	Type	Built
30-30	Marquette - 2 Door Sedan	4516
30-30 D.X.	" " "	64
30-30X	" " "	92
30-34	" Roadster	2351
30-34 D.X.	" " "	35
30-34X	" " "	228
30-35	" - Touring	679
30-35 D.X.	" " "	43
30-35X	" " "	250
30-351	" - K.D. Chassis	132
30-351X	" " "	648
30-352X	" " "	372
30-36	" - 2 Pass. Coupe	2421
30-36 D.X.	" " "	4
30-36X	" " "	33
30-363	" - 4 Pass. Coupe	4256
30-363 D.X.	" " "	18
30-363X	" " "	79
30-37	" - (5 Pass. 4 Door Sedan)	15077
30-37 D.X.	" " " " "	160
30-37X	" " " " "	259
30-370	" - Chassis	34
30-370 D.X.	" " "	8
30-370X	" " "	41
30-371	" - K.D. Chassis	216
30-371 D.X.	" " "	528
30-371X	" " "	924
30-372X	" " "	396
		33864
TOTAL		

Form 4142

MARQUETTE
PRODUCTION RECORD

BUICK MOTOR CO.

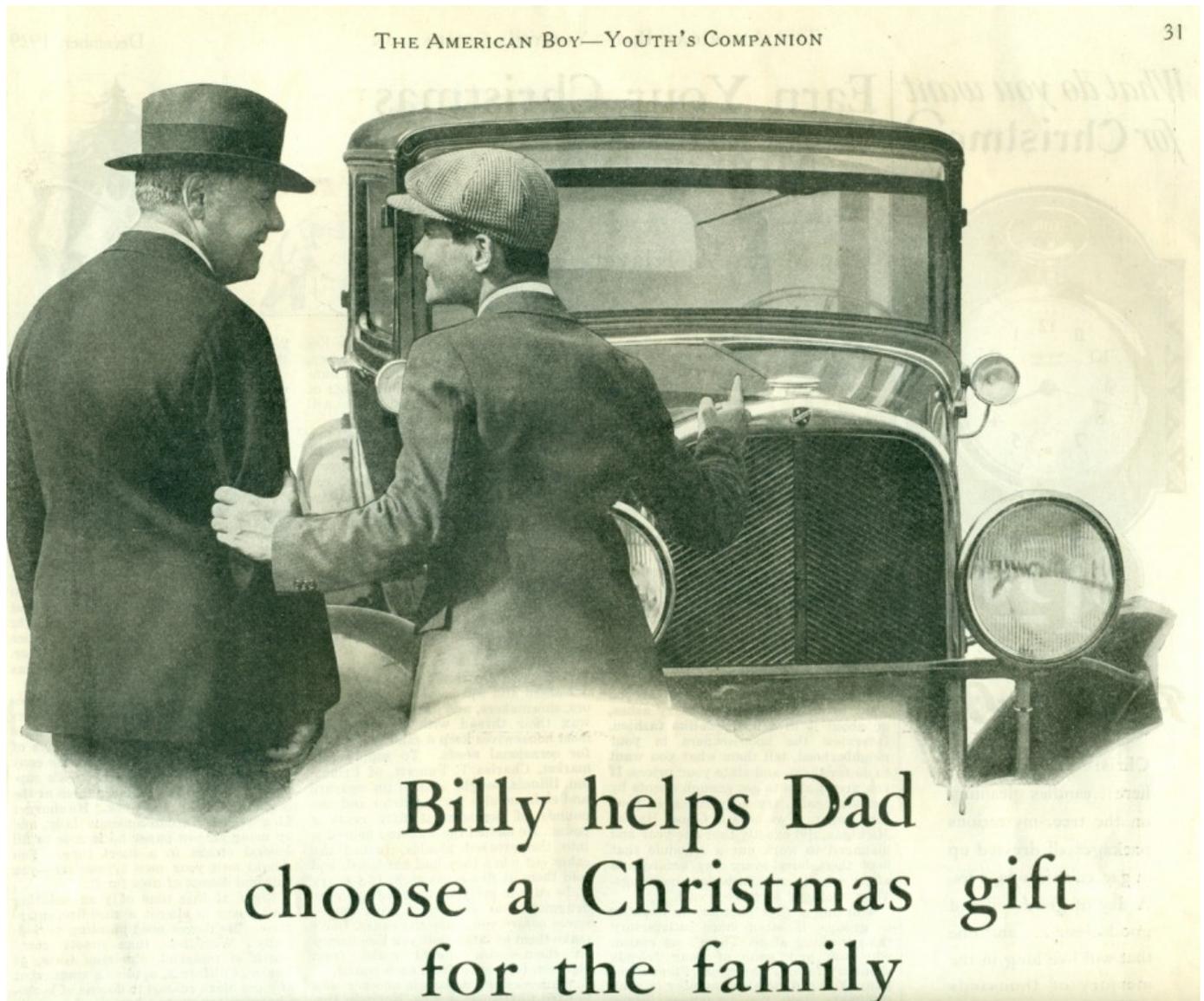
PLANT, MICH.

MODEL 1930

Calendar YEAR 1930
FROM 1-20-30 TO 2-27-30

MODEL	114" Type	BUILT
30-30	2 Door Sedan	50
30-34	Roadster	10
30-34-D.X.	"	1
30-34-X	"	10
30-34-X.B.	"	1
30-35	Phaeton	35
30-35-X	"	11
30-36	2 Pass. coupe	50
30-36S	4 " Sport coupe	110
30-36S.X.	4 " " "	9
30-37	5 " 4 Door Sedan	509
30-37D.X.	5 " 4 " "	1
30-37-X	5 " 4 " "	22
30-370	Chassis	5
30-370-D.X.	"	1
30-370-X	"	6
30-371	K.D. Chassis	228
30-371-X	K.D. Chassis	84
		1143
TOTAL		

THE AMERICAN BOY—YOUTH'S COMPANION 31



Billy helps Dad
choose a Christmas gift
for the family

This ad is taken from the December 1929 issue of *The American Boy—Youth's Companion*. The text involves a dialogue between a father and son. The son being the salesman in trying to get his father to buy a second car for the family. Some of his selling points were:

1. A great car and not expensive.
2. About 16 to 17 miles per gallon.
3. Great performance; enough getaway and speed and power on the hills.
4. Any car that Buick builds will be good.
5. What the girls want was a Marquette.

There are literally thousands of Buick ads, references and photos see on the internet now. Here are three to check out: www.29buickphotos.com, www.1929Buick.com, and www.buickheritagealliance.org. The latter has copies of over a dozen Marquette publications for sale at reasonable prices that support the Buick Heritage Alliance.

Registry Information

Established 2006

Web Page: http://www.hemmings.com/clubs/detail.html?hmn_club_id=1478801

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Cars For Sale

FOR SALE: Model 37. Been in storage about 18 years, complete. \$1,500 takes it. J.C. Fredericksen, Beaverdam, VA, Cell Ph: (804) 690-4723. jcfredericks@yahoo.com.

FOR SALE: Model 37. This is a great original car in running condition. See the August 2008 newsletter issue for photos. Located in New Jersey. \$11,000. Contact Kathy Schoonfield, RogersTrailersNE@aol.com.

FOR SALE: Model 30, \$12,450. (Price has been reduced). Country Classic Cars, (618) 635-6287, Staunton, IL. www.countryclassiccars.com

Future Events:

June 30—July 3. AACA Diamond Anniversary Celebration Meet in Louisville, KY.

July 27-31. Buick National Meet in Ames, Iowa.

Marquette Registry Statistics

Members: 81

Complete cars: 79 + many parts cars

8 Countries: USA, Australia, Canada, Denmark, New Zealand, Norway, Sweden, and United Kingdom

Our stats above show that we continue to grow. But, as we celebrate our 4th anniversary now, it is time to look back and salute the owners that go back for decades. The first Marquette group was called the MARQ and was brought into existence by member Frank Drumheller back in 1976. After publishing several newsletters, Frank published the first consolidated register of Marquette owners in 1978. The list included 70 confirmed owners and 10 unconfirmed owners by name. as well as leads on previous cars.

So how many of those Marquette owners from 1978 are in our registry? We know of eight. They are: Gordon Berg (Australia), Stefan Biga (NE), Erich Bloch (WI), Doug Bushnell (NY), Hugh Gunter (AL), Harrah's Museum (NV), Don Holton (NY), and John Watkinson (UK). If I have missed a name or left someone out, just let me know. My point is, these are the guys that can be a wealth of information to you. I am sure they are more than willing to share their knowledge. I also need to acknowledge Eugene George who was involved in MARQ early on and is a great source of expertise. Eugene also did research on the Marmon radiator cap by contacting Stant and had the US production stats included in this issue—thanks Eugene! Kudos also to Bill Neff for cleaning up the Marquette production sheets.