

M.O.R.E.



Issue # 7 March 2000

Marquette Owners Registry for Enthusiasts

HERSHEY '99

A GREAT SUCCESS!



Picture of Myself, John Aucoin & Steinar Hodal!

I want to take a minute to thank everyone that was able to take the time to stop by John Aucoins Hershey Flea Market Space and spend a few minutes with other Marquette owners. John and his entire crew also deserve a hardy thank you for their great hospitality, refreshments and allowing us to meet at their space again this year. Having a space to rest ones weary feet after hours of walking and friendly conversation.

Once again this year I had my Marquette Picture and Data books on hand and they were quite a hit. Probably the most important thing this year had to be the weather. It was spectacular all 4 days of the event! Not too hot nor too cool and dry just like the Northeast summer has been.

It was rumored that there was a 1930 2 dr sedan in the White Field but after scouring the entire White field on Friday with Steinar Hodal we never did catch up with the car (heard later that it had been moved to the car Corral, did anyone else see it? There was also a 1912 Marquette touring car running around at the West end of the Chocotate field. This was an early use by GM of the Marquette name and similar to our cars only had a 1 year run.

If anyone is planning on attending the 2000 Fall Eastern National Show at Hershey with their car, please let me know so I can let everyone in the Registry know that there will be a Marquette available on the show field!

IT'S TIME FOR DUES

Well for a large portion of the group, it is once again time to put a call out for dues to keep publishing this registry and newsletter. For the most part I would have to say that a large number of the group have received all 7 of the newsletters published on their original dues. Since the dues records were destroyed along with my data base, I find it time again to put the word out as the cost of printing and postage have both risen since we started doing this 3 years ago.

Those of you who have recently joined within the last year and have not received 4 issues yet should ignore this request but everyone else that wants to see this forum continue please forward \$10.00 for US and \$14.00 for foreign mailings for 4 issues. If for any reason you did not receive an issue and were a dues paying member feel free to contact me. Anyone else wanting the original 6 issues that have not received them, I do have a limited number of copies available for \$10.00.

2001 BUICK NATIONALS TO BE HELD IN BUFFALO, NY

I know it is quite a ways off, but the Buick Nationals are going to be held in Buffalo, NY the summer of 2001 (probably during June or July). Since there is a large amount of time between now and then is there any interest in having a Marquette gathering at this event? I am not sure, but I can not see where there has been a gathering of

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more than 2 Marquettes in any given spot in the past 20 years. Any ideas, comments please forward them.

The only catch in showing a car at this event is I believe you have to be a member of the Buick Club of America but I will check on this and let you know later! I do think that it is time to put the Marquette in perspective to its Heritage of being Buick built! How about it?

DOUG BUSHNELL SPORT COUPE



This is Doug Bushnell's 1929 Model 30-36S. The car is solid and is painted Sahara Gray. I was happily surprised this past summer when I was wandering around a car show in upstate New York (outside of Rochester) when I spotted Doug's car and I then ran into him and his wife. The first time I had met Doug was back in about 1978 when he had brought the Marquette Sport Coupe to the AACA Fall Eastern National show at Hershey PA. As usual there were numerous comments of what is a Marquette and I am still surprised by the number of people that just come out of the crowd to answer that "it was the baby Buick." Well I have rambled long enough, it was great seeing your car back out in public Doug!

FOR SALE

Reproduction 16 gallon gas gauge face, Joe Krepps
2486 S. Pacer Lane, Cocoa, FL 32926, 407-636-8777
e-mail: buicknut@palmnet.net

WANTED

Wire Wheels, Steinar Hodal, Hedrum Rav 51 3270,
Larvik, Norway



GAS GAUGE REFILL by Joe Krepps

- 1) For best results refill your K-S telegage with the gas tank empty.
- 2) Remove the copper tubing from the top of the gauge. Use a bicycle pump to blow the gasoline out of the tubing back in to the gas tank.
- 3) Use an eye dropper to refill the gauge. **DON'T FILL THE GAGE PAST ZERO.** If this happens, remove the excess fluid with cotton on a tooth pick.
- 4) Replace the tubing and tighten all connections and adjust the gauge by means of the large nut on the back of the gauge.

Joe has the 16 gallon gas gauge face available. Joe is also waiting to hear from anyone wanting the front floor mats. He needs 10 to make the order. Joe put me down for 1 now that was easy now we only need 9 more!

To contact Joe:
Joe Krepps
2486 S. Pacer Lane, Cocoa, FL 32926
e-mail: buicknut@palmnet.net

YOUR HELP IS NEEDED

Please keep the articles, stories and information coming and Thanks for all of the help so far.

Don Holton
New E-Mail address: topsdown@stny.rr.com

THE NEXT ISSUE of M.O.R.E. will be a Registry with phone numbers Serial and body numbers by state or country. PLEASE resubmit all information on your car(s) (unless you did after the last issue) as the data base was destroyed last Spring. I need your help to continue this. After the registry issue is released please look for cars you know still exist and are not listed to keep the registry up to date!!!!

PRODUCTION RUNS UNITED STATES

The following information on production runs by model and serial numbers and other information was compiled from former M.A.R.Q. newsletters from Vol.2 No. 3 July- Sep 1977 by Frank Drumheller and Eugene George 1995 Volume 3.

The following information should be used to decode the Model information below:

30 30	2 dr sedan
30 34	Roadster
30 35	Phaeton
30 36	Buisness Coupe
30 36S	Sport Coupe
30 37	4dr Sedan
30 371	Sedan Chassis stripped
30 372	Sedan Chassis with cowl and fenders
30 351	Phaeton Chassis stripped
30 352	Pheaton Chassis with cowl, fenders, hood and shell
X	Export Model right hand drive
DX	Domestic export left hand drive

<u>Model</u>	<u>Serial Number Run</u>	<u>Production#</u>	<u>Model</u>	<u>Serial Number Run</u>	<u>Production#</u>
30	10000-11900	1901	34	23790-25209	1,420
DX30	11901-11962	62	DX34	25210	1
X30	11963-11995	33	X34	24211-25336	126
34	11996-12495	500	35	25337-25726	390
DX34	12496-12529	34	X35	25727-25810	84
X34	12530-12568	39	351	25811-25834	24
35	12569-12618	50	DX351	25835-25906	72
DX35	12619-12660	42	X351	25907-26362	456
Gap of 46 S.N.'s Reason Unknown			X352	26363-26786	424
X35	12707-12866	160	36	26787-28924	37
351	12867-12914	48	Gap of 2090 S.N.'s reason unknown		
X351	12915-13010	96	DX36	28915-28916	2
X352	13011-13138	128	X30	28917-28918	2
36	13139-13988	850	X37	28919-28921	3
DX36	13989-13990	2	X30	28922-28927	6
36S	13991-14990	1,000	36S	28928-31431	2,504
CX36S**	14991-15002	12	DX36S	31432-31437	6
X36S	15003-15011	9	X36S	31438-31474	37
37	15012-19211	4,200*	37	31475-41838	10,364
DX37	19212-19368	157	DX37	41839-41846	8
X37	19369-19463	95	X371	41847-41949	103
DX371	19464-19691	228	X37	41950-42041	92
X371	19692-19955	264	DX371	42042-42341	300
X372	19956-19999	44	371	42342-42449	108
30	20000-23600	3,601	X371	42450-43025	576
37	23601	1	X372	43026-43265	240
X34	23602	1	30	43266-44232	967
X35	23603-23605	3	X30	44233-44238	6
X37	23606-23617	12	34	44239-44952	714
DX30	23618-23619	2	X34	44953-44978	26
35	23620-23752	133	35	44979-45015	37
X30	23753-23789	37	X36	45016-45030	15

<u>Model</u>	<u>Serial Number Run</u>	<u>Production#</u>	<u>Model</u>	<u>Serial Number Run</u>	<u>Production#</u>
36S	5031-45781	751	DX35	52401	1
37	45782-46781	1,000	351	52402-52493	92
Gap of 60 S.N.'s Reason Unknown			X371	52494-52497	4
37	46842-51666	4,825	X351	52498-52581	84
DX37	51667-51669	3	36S	52582-52871	290
X35	51670-51682	13	X37	52872-52902	31
X371	51683-51686	4	X371	52903-52926	24
X36S	51687-51691	5	X372	52927-52998	72
X37	51692-51709	18	371	52999-53334	336
35	51710-51719	10	37	53335-53400	66
X36	51720-51737	18	36S	53401-53410	10
X371	51738-51739	2	X34	53411-53426	16
X36S	51740-51760	21	DX37	53427-53428	2
X372	51761-51833	73	X37	53429-53434	6
X371	51834-51877	44	X351	53435-53506	72
X372	51878-51913	36	X371	53507-53509	3
X30	51914-51921	8	36S	53510-53750	241
DX34	51922	1	X36S	53751-53766	16
XB34	51923	1	X371	53767-53770	4
36S	51924	1	X37	53771-53789	19
34	51925-52227	303	X371	53790-53926	137
X34	52228-52257	30	X372	53927-53961	35
35	52258-52399	142			
X35	52400	1			

Marquette domestic production figures for a total production of 35,007.

* Production of these vehicles was through June 1, 1929 according to Branham Automobile Reference book page 159

** I believe that this is a misprint and should really be DX

MARQUETTE WEBSITE

<http://homepage.mac.com/topsdown/marquette.html>
topsdown@stny.rr.com

M.O.R.E

c/o Don Holton BCA # 3808

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