

SO RAY MAHONY BOUGHT ANOTHER MODEL A

Some of you I know, are familiar with the 'new A' I purchased, but you probably haven't heard the full story.



On display at the Ipswich National Meet was this rather nice looking 'original' Model A Buckboard. (Yes, I know most of you don't recognise the term 'Buckboard', so I will explain that later)

The sign on the windscreen read "For Sale, \$7990 or near offer".

Along with several other people, this car took my fancy: it had appeal, style and just seemed to say, "Buy me". After many hours of pondering and talking to others, including a former owner and my dear wife, I decided to make the phone call, and so the process started.

The body work is in excellent condition, although the timberwork paint has deteriorated and the metal work paint looks pretty dull, but that's only dirt. Tyres are old and hard, but hold air - probably the original air in the tyres. But does it go and if so how well?

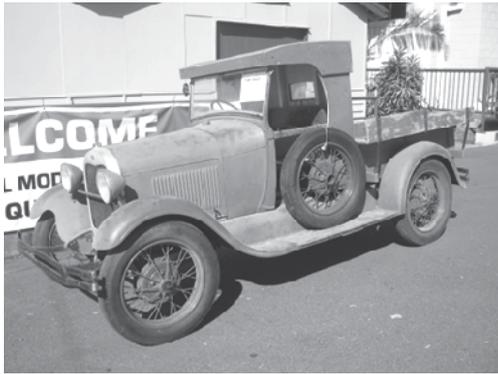
On the Saturday at the end of the meet I met with the owner, who had a battery and some fuel, and with the help of Lewis Seiffert (Victorian Member), we got the little beast going. Apart from an obvious exhaust blow the engine sounded ok, so I took it for a short run around the Ipswich Show Grounds. Everything seemed to work well and the whole car felt quite firm and good to drive. A short time was spent in negotiating the price and the car was mine.



In anticipation of purchase, I had already made enquiries about how to get the car home, so I made a phone call and finalised arrangements for the car to be picked up in Ipswich and delivered to my home in Perth. I rang my house sitters and told them to expect the car sometime in the next three weeks and NOT to tell my kids.

Hans Hurij contacted me a day or two later and asked if I would, for a small consideration, allow his 'new' tow truck crane to ride home on my purchase. Done and dusted as they say.

When I arrived home the Buckboard was in the garage waiting for me. On the windscreen was a note to the effect "won't start - starter smoking". Not really what you want to see, however, it started in Ipswich so there can't be too much wrong. Well, so one would think.



After much trial and tribulation and some assistance from Alan Jeffree, we decided the compression was not good enough; so off with the head and out with the valves. Two inlet valves seem to seal where they touch and all exhaust valves would be better replaced. I have measured the bores and they seems to be about .004" over standard.

I have also jacked the car up to the check rear hubs, steering, king-pins etc. and everything is as tight as a drum; I can't find the slightest bit of movement anywhere. I have also polished some areas and the paint will come up a treat.

A few jobs I need to do before I get the car registered include: new windscreen glass, wiper, operating speedo, operating lights (plus extra tail lights and flashers), tyres. Generally the car is in excellent condition and will be kept, as much as possible, as is.

The car's history, as told to me by a previous owner, is that a young guy aged about 17 had it to go along the beach. His father told him the car was too good for that and he shouldn't do it. The car was put in a shed where it remained for about 40 years. The story teller (previous owner) bought it and used it 'a bit', but never registered it. He sold it to someone who put it in a shed, but didn't use it. This guy sold it to a farmer who used it as a farm hack for a while. I bought the car from that farmer. So you see it hasn't done much work for about 40 to 50 years.

Now for that bit about a Buckboard. The term 'ute', as I understand it, came to be when Ford Australia introduced the 'Utility vehicle'; that vehicle that Dad could take Mum to church in on Sunday and a pig or sheep to market during the week. The term 'Pick-up' is what the Americans called their factory built vehicle. The car I have is an Australian built body for commercial purposes; it has a fair sized goods area with shelves down each side which could be used as seats if needed. (It was legal to ride in the back of such a vehicle once). As a small child in South Australia I remember this type of vehicle being referred to as 'a Buckboard'.



One definition I have been given for a buckboard is 'a horse drawn vehicle with a row of seats down each side and a seat across the front for the driver'. I admit there are other definitions that do not fit this vehicle, however to me this is a **BUCKBOARD**.

Ray Mahony

