

Buick model 10 1909 EN

Just look at it! What do you think? It looks as if it has just come out of the box. Quite literally, in fact. We all agree that many of us played with toy cars just like this one when we were children. In Czechoslovakia, they were made in the 1980s by a company called **Igra**. Who could have imagined back then that one day the real thing would be standing right in front of us — in full scale? And what's more... It actually drives. Its previous owner used it regularly. Together with friends, he often took part in vintage car tours around **Morgantown, Pennsylvania**.

In their day, the **Ford Model T** and this particular **Buick** model ranked first and second in production numbers. For Buick, the **Model 10** was absolutely crucial. There are many similarities between it and the early pre-production versions of the Ford Model T. The Ford sold for **850 dollars**, while the Buick cost only slightly more. Both were powered by four-cylinder engines. Both used planetary transmissions. Both produced around **22 horsepower**. The Model T had a displacement of **2.9 liters**, while the Buick displaced **2.7 liters**. But that is where the similarities end.

Buick had already begun developing a more sophisticated yet highly effective engine design several years earlier. It featured **OHV valve gear — Overhead Valves — and forced cooling**. Ford, on the other hand, used a simpler **side-valve engine with thermosiphon cooling**. The OHV system became a hallmark of Buick engineering and remained a defining feature of the brand for virtually its entire existence. In fact, every early Buick displayed in our museum uses the same valve-train concept. The engine must be started with a hand crank. Brakes operate only on the rear wheels. Suspension is provided by leaf springs.

In other words...

the most beautiful kind of motoring classic. The car can travel at roughly **40 to 50 kilometers per hour**. And believe me, that feels genuinely fast when you're sitting behind the wheel and fully aware that those tiny brakes — looking more like something borrowed from a baby stroller — offer very little chance of bringing the car to a quick stop.

Enjoy it.

It belongs to us now, and it will remain a permanent centerpiece of the museum collection.