

*Model As in WA  
1928 AR Phaeton  
Engine Number CA 03221  
Colour- Blue and Black  
Number Plate - 1928MM (Mount Marshal)  
Owned by John and Lesley Smith of Mukinbudin  
April 2004 - 2012*



John has been a farmer in Mukinbudin for many years and has been a tinkerer most of his life. Currently he is retired but has stayed on the property which is now run by his son and grandson. Now he gets to work in his shed most days.

John has been an old car and machinery hobbyist for as long as I have known him!

John and Lesley purchased their Model A in April 2004, the year we staged the National Meet based at the Cannington Agricultural facility. It was bought from two older sons who ran a machinery company in Maddington. They bought it for their father to give him an interest, which didn't work out. John saw it advertised and bought it.

John and Lesley joined our club in 2004 and resigned soon after the A Model was sold. He now is heavily involved in the Model T Club and is currently its Secretary.

From a phone call to John he has given us his story of the Phaeton. I was really pleased and surprised at how quickly John responded. Following one phone call he emailed me two stories within that week. The second story is about his adaption of a Model A crank, rods and piston into a Model T motor. That story will follow in next month's newsletter.

Information from John Smith

Scribe- Alan Jeffree

*John's story follows on Page 9.*

## 1928 AR Phaeton

### Story by John Smith

Alan, here is what I can remember of the 1928 Ford A that I sold to my good friend Peter Barr in Esperance.

I saw the car advertised and it turned out it was bought by two boys to keep the old man out of the office and give him a hobby but it didn't work. Dad wasn't interested.

I went to have a look at it but it would not start. Two cylinders had no compression and big sheets of paint were peeling off an unprepared previous paint surface. It also included some spares - its original engine, a rear axle, brake drums, some gear box parts, and a short AA motor that had three cast pistons and a hole in the side where a rod had come out. Otherwise the car was complete and there seemed no reason why it could not be got going. *The crank and three rods from this damaged short AA block are part of another story from John to be published in our next newsletter. AJ*

I reinstalled the original engine once I had fitted a new set of Snyder's pistons, rings and stainless steel valves. The Big ends and Mains were corrected by removing shims. I changed to 12V, fitting all new globes and resistors for the coil and horn. Then I adjusted the Powerhouse generator to charge at a nice rate and did some work on the clutch which was very jumpy.

The gear box was very noisy as the case hardening was off some of the gears so new ones were bought plus some bearings. I also made a keeper for the reverse and bottom shafts that stopped the shafts rotating and also kept the oil in but I can't remember how I did it now.

I did some work on the steering. I machined a new brass bush for the steering box output shaft slightly off centre to put it closer to the worm to take up play. Next I tried to improve the castor on the front axle which I did a bit but it never steered like any of my T Fords. I also replaced some missing shock absorbers

I removed the mudguards and bonnet, rubbed the paint work down, (there was no rust), so I painted them and the rest of the car then put it back together. I had it examined and licensed on concession, license No. 1928 MM which I believe it still is. We took her to the Adelaide National Rally and did the Bay to Birdwood at the same time. There was also T Ford National at Warwick QLD. And we thought we might follow along in the Ford A but they said NO so we parked her in Peterborough SA. As we knew so many at Warwick, we had a ride each day anyway.

Our Phaeton partially dismantled, being repainted

John Smith  
April 2013

