

**MODELA'S in WA**  
**1928 PHAETON**  
**ENGINE NUMBER CA 03221**  
**Colour - Dark Blue and Black**  
**Number Plate 7ED. 399**  
**Nick Name "EDGAR"**

**RESTORED by Doug Netherway**  
**Owned by Doug and Sandra NETHERWAY**  
**1978 - 2nd November 2002**

*A little background to this Model A Phaeton Story! Doug and Sandra Netherway were members of our Club mid 80s to 2003. They restored their Model A over several years and once complete Sandra and Doug were part of our developing Club. They were members when all of our membership were restorers and there was a great sense of achievement when you took your car for it's first drive!*

*In a recent club newsletter we had the Phaeton story from John Smith and I remembered Doug and Sandra had restored this car back in the 1980s so I searched through the phone book and gave them a call. From that conversation Sandra mailed me three hand written pages of information on their restoration along with several photos. Also Pat Bussard our former editor found a one page article from a 1991 Club Newsletter on the Phaeton. I have combined Sandra's information with that one page article to compile this story.*

Their story begins in 1978 when Doug's brother told them he had access to a 1928 Ford motor. This motor had been used as a stand-by-back up for a country pumping station and had only been used for six hours. The search was on for a car to match the motor! After many phone calls, trips to different parts of WA, and hours of just looking, they found a reasonable body (car) at Lake Grace. Onlookers were astounded at our "wreck". Hours went into stripping down and sorting the useful from the useless parts.



About a year into the project we bought another three wrecks. It was decided that we had enough body parts to make two cars. My brother used the original motor he found for his car. I bought another ute that was being used on an orchard to cart fruit about the property. That motor is now in my Phaeton. The extra body parts weren't much use to me and became proudly restored and used in someone else's Model A.

Our greatest time waster in the restoration was waiting for "friends" to do some woodwork.

We ended up doing this ourselves. The seat bases we made out of our table tennis tops ( marine ply).

Terry Fullwood from Byford made the wood parts for the hood bows. We couldn't find the correct Model A hood frame so we adapted a set from an early Fiat. Getting the bonnet to fit nicely was a mission!

About five years went by with us working on the car, some things take a lot of time to bring up to scratch. Finally we were at the stage where we could drive the unfinished car up and down the lane at the back of our house. This went on for about six months or more.

We sent to America for a wiring harness and electrical parts to finish off the car and get it licensed. We had sent for our parts when the Great Lakes had frozen over and ships were unable to move. A few phone calls to America and our patience at a low, good news, the parts were coming. Eventually our parts arrived in Eastern Australia, only to be left on the docks due to a wharfie strike!! The much needed parts ordered in early September arrived at our post office late March! Our great excitement was short lived when we had to pay lots of money in taxes and import duties before we could collect them!

November/December 1987 it was off to the paint shop. We wanted a dark blue with black guards and wheels. According to the painter it was the correct blue as original. Not a good job, we were really disappointed in the overall workman ship! The paint job was urgent as we had a nieces wedding to do.

While taking part in the Easter Rally in Albany soon after completion we met up with George Goodchild from Denmark. George has a Model A which he has owned since 1941 and it has been repainted in the original Dark Blue. He was disappointed that we had changed the shade of blue!



Back from the upholsterers



Doug and Sandra driving the Model A now with proper seats.

Edgar was licensed in April 1986. Doug thought something was amiss as the examiner was gone for a long time on his test drive. On return he said he was enjoying himself because when he was younger his dad had one but sold it before he was old enough to drive it! It brought back nice memories!

What a great day for us all. Neighbours and friends rallied round to see our finished project, mainly for a ride. It was licensed without a hood. We drove around for a few months like this. Only when we had a few near misses with the weather did we have a roof done.

Edgar was taken to Crawford Motor Trimmers in East Perth. Mr Crawford senior did the job himself. As a surprise for Doug, Sandra drove the trailer to pick it up whilst Doug was at work. Brilliant job and it never let any rain in, even when it was extremely heavy.

**The photo opposite is the Model A freshly home from the motor trimmers. Taken on 24th June 1986.**



We had to fit 17 inch wheels because with the Fiat hood bows the vehicle was too high to fit in our garage. The thought of having to put the hood down each time it went into the garage, which was often, was a blob! We extended the garage in November 1986 then put the 21 inch wheels with white walls back on.

One of the extras we did was put in a radio. Doug made a box out of perspex to hold it and a speaker.

We used Edgar often and have taken part in Easter Rallies in Albany and the local area. He has been used for relative's weddings. The people used to wave and cheer us when we were out shopping or visiting, but after seeing us so often, now just a wave!

We had many long conversations with old fellows at different shopping centres, reminiscing when they used to own a Ford A. It's nice to see their faces light up. The most common question asked-Can you still buy parts? Can you still buy tyres?

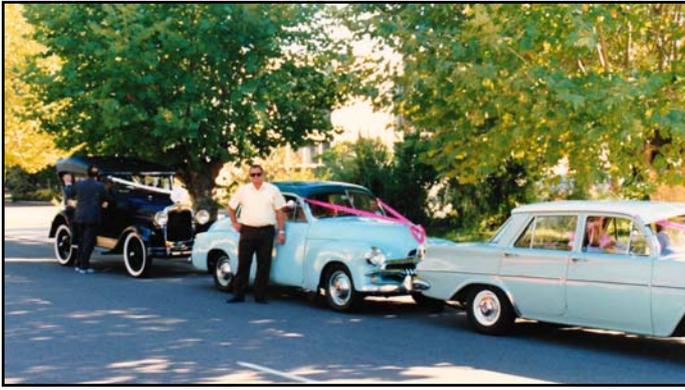
#### **Recent Comments by Doug and Sandra**

Memories, there are plenty!

On one of the trips to Albany we were pulled over by the police. We had not broken any law, the officer just wanted to look at the car. He had a relative who had done one up! Turned out he was a relative of ours!

Another time we were stopped, with lights and all, late at night coming home from Bullsbrook. Once again we hadn't broken any laws. The officer just wanted to see Edgar! He had a restored Austin and was interested. Also he hadn't seen such an old car out and about during the night.

Our fondest memory is when our eldest daughter, Helen was married. We used Edgar for the bride. The brides own FJ Holden for the maids and our current car, an EJ Holden for the flower girls. Doug and his brother Ian are in the photo.



Edgar the bridal car.

Eldest daughter's FJ for bridesmaids.

Doug and Sandra's then current EJ Holden for the Flower Girls.

Most Model A's have a family nick name! Edgar was derived from it's number plate!

It started off as E D car (7ED.399) but soon was referred to as EDGAR!

Edgar has taken us on many enjoyable outings and only let us down twice. He travelled many miles!

We sold Edgar on 2nd November 2002 to Brian Vary of Carmel. When he returned to pick up the loads of spare parts, he told us Edgar was used with the hood down, for a fancy dress ball and they had gone as the Beverley Hillbillies.

The reason we sold the Model A, Doug had a hip replacement in August 2002 and he was told he wouldn't be able to drive a manual car again! The seat height and not being able to move the seat back or forward was also a factor.

Eleven years later Doug is driving a manual ute!!

Regards Sandra and Doug Netherway (September 2013) Compiled by Alan Jeffree

Model A's at Meelup Beach