

## Now owned by Brian & Ruth Walsh

*MODEL As In WA*

*1928 Phaeton*

*Engine number CA 73461*

*Owned by Bob and Jeannette Hembrough*

*22<sup>nd</sup> December 1999 - 2003*



The first part of this article is compiled from a telephone conversation with Jeannette and Bob and a later visit to their home. The second page uses information copied from a typed sheet which Bob did for the new owners, **Brian and Ruth Walsh**, when they purchased the Phaeton in 2003.

Following the telephone conversation, Jeannette drove Bob to our home to loan me several photos to include in this story.

This Model A story starts in an unusual way, a way that many of the males in our club would envy.

Christmas morning, 25<sup>th</sup> December 1999, went as usual in the Hembrough household. The presents had been distributed and family were gathered. What nobody knew, not even their grown up children, was that Jeannette had purchased a restored Model A Phaeton as a Christmas present for Bob.

Dave Reid had been storing the Phaeton ready for the delivery. About 3pm that afternoon, Dave and Sue Reid drove the Phaeton into the front yard at Bob's home. They had attached a Christmas Wreath in the front to hide the personalised number plate. Bob and the family were asked to come outside. Dave asked Bob what he thought about the Model A. Bob's reaction: he thought it was nice.

Dave took the wreath off the front radiator and exposed the personalised number plate which read **Bob 328**. Bob was born in March 1928. This was a Christmas present from Jeannette! Bob and his children were totally surprised and had no idea before the Model A arrived.

Jeannette even had to purchase a traditional gift for Bob, otherwise it would need an explanation if he received nothing at the morning distribution with his family.

Jeannette had purchased the Phaeton from Merv and Thelma Callow, who had purchased it a couple of years earlier from the estate of Eric Richards.

Bob and Jeannette were members of our Model A Club during their ownership of the Phaeton, and were participants in our monthly outings. They still look back on these days with enjoyment and often wonder how our club is going.

At this time Bob was restoring a 1926 Republic truck so he had been in the old vehicle movement for some years. I asked him why he sold the Model A after only a few years. He felt he was too old to maintain and drive it.

The Phaeton was sold in 2003 to Brian and Ruth Walsh in Gibson and the truck also went to Esperance some time later.

Unfortunately Bob has had a serious fall and now is confined to the house and he does a lot of reading. Both Jeannette and Bob were pleased to hear our club is growing and enjoyed our calendar and purchased three!

Jeannette has a Thursday morning time slot on 101.7 FM. Members should tune in, as she plays our era music and I often listen when I am on the road.

\* \* \* \* \*

The following information was typed out by Bob for Brian and Ruth Walsh. Brian purchased the Phaeton sight unseen from an advert in the "Just Cars" magazine in 2003. Brian and Ruth's ownership will be a feature in our Model A magazine in the near future.

### HISTORY of FORD MODEL A as Known

(written by Bob Hembrough for Brian and Ruth, the new owners) 2003

Vehicle purchased by us in December 1999 with a mileage reading of 06796 thought to be genuine, since restoration by Eric Richards (now deceased) who was a Ford Agent in Gnowangerup. At that time Eric owned one of each model.

The vehicle came with a spare engine. This was already reconditioned and balanced with Dave Reid and Kevin Cochrane installing it in 2002. There is very little wrong with the original engine and is being sent with the car as a spare.

When the original engine was removed complete with gearbox, the gear box was overhauled, again by Dave and Kevin, due to the second gear occasionally slipping. It was rebuilt with new second and top gears, new main shaft, bearings and springs. Just before advertising the car for sale, Dave and Kevin once again checked the vehicle because it still occasionally slipped out of second gear. This was found to be the selectors; a second hand gearbox top was fitted and this has solved the problem.

I would mention that this is quite common with most Ford vehicles of that generation. Previously I had the same problem with my 1936 Ford 10, and I attached a chain to the dash panel to hold the second gear in place.

There was also a leak from the rear main bearing so the sump was removed. All bearings were checked for wear and tolerances were found to be perfect. The reason they leak is apparently due to the fact that the new type rear main bearing oil seal is a neoprene "O" ring. When it is stretched over the crankshaft it doesn't return to the original size and fit exactly as it was before. It has been suggested that any future fitting of the seal should be carried out by cutting it with a razor blade, refit immediately and rejoin it with super glue.

The sump was removed at 08751 when gearbox was checked and second hand top and selector fitted.

The front brake drums were machined and new soft bonded linings fitted. Also fitted were new front wheel bearings and oil seals. This was done at 07445. The rear drums have not been removed for checking because I did not have a hub puller that would fit. I did make one as detailed in the Model A Magazines, but the size as described of 2" ID will not fit. However, the magazines do contain some very useful information so I am sending some of these with the car having marked some of the more useful information.

The only non standard fitting is the steering damper which prevents steering wobble that does affect some Model A's.

Battery is 6 V with a positive earth system. If possible, trickle charge every ten days or so.

You will find all spares readily available from Snyders in the USA which are quickly sent by Air Freight.

Finally, we hope that you will be very happy with your Model A which has brought us many happy hours touring with the other Club Members.

Regards and best wishes,

Bob Hembrough 2003

A special thanks to Bob and Jeannette for the information and photos covering four years of this 1928 Phaeton history.

On my home visit to Bob and Jeannette on the 29<sup>th</sup> of December 2012 to let them both read this story for approval to publish, I took our Model A Car Story folder for them to see what this is all about, they were interested and asked if they could keep it for a short time to read it and enjoy the stories.

Scribe - Alan Jeffree

