



Peter and Kaye Eardley with 'Granny'

Model A's in WA
1928 Phaeton
Engine number CA42458
Registration No. E25910
Red with black guards
Affectionately known as 'Granny'
 2009—

I grew up on a dairy farm south of Adelaide, Tooperang, which is not far from Victor Harbour and Goolwa, at the mouth of the Murray River.

In 1961 Dad bought a Model A Buckboard at a clearing sale from a bloke called Alf Green. We topped up the radiator and drove it home unlicensed. Dad bought it for us kids to hack around the farm. The old ute was pretty rough, radiator leaked, seats made of super bags, tyres down to the canvas, but it did run!

Some time later when I was about fourteen we acquired a running Phaeton and another one for spare parts. These cars arrived at the farm together, the spare car attached to the others' rear parcel carrier (luggage rack). The good one was green with black guards, no hood, poor upholstery, but it was a real good goer and it was licensed!

We used the A's for spot lighting, going to the local footy and driving on the beach at the mouth of the Murray. It was a good old bus for running along the beach.

Eventually I got my driving license and on leaving school drove the Phaeton to my first job. As a lad we had a great time, the old A's were so much fun, so reliable.

I bought a new Morris 850 and from then the A's were just used around the farm, eventually being parked in the shed. Unfortunately all of my early motoring history disappeared when I left home. There must have been some keen collectors even back then.

Some forty five years later, after driving semis, two years National Service, four years dozer operating, one wife, three children, a drilling plant, a South Australian farm, a Western Australian farm, thousands of sheep and hundreds of cattle, Kaye and I decided to sell up and retire into Esperance.

Looking back at life with those few years of involvement with the A's: they were great times and memories! So the plan was set, to acquire a Model A Phaeton.

With the help of Evan Gobby, then President of Model A Restorers Club of WA, I sent my brother in law (Murray I'Anson- a member of the South Australian Model A Club) off to Melbourne to check out a couple of A's. Murray thought one of them was worth me coming over to check out. The Phaeton belonged to Michael Hartman.

Michael took us on a test run in Melbourne. We got onto a freeway and the Phaeton went like the clappers, with the engine really singing. Nearing his home Michael said "Hang on Fellas, I'll test the brakes." He jammed on the brakes and we stopped in a cloud of smoke – SOLD!

Kaye and I purchased the Model A from Michael Hartman of Blackburn, Melbourne. We have nick named her 'Granny'. Some of Granny's features - red paint, cast iron drums, rewired 6 volt, two extra guards, single plate clutch, modern transmission, Marvel carby - 22 mpg, Russian cam shaft, 7 tooth steering box, new radiator and tyres plus a box of spares!

Michael, some years earlier, had bought Granny from Allan Wilson of Traralgon, Victoria. Allan had retrieved the car from a field mid 60s and it was completed early 80s. We have made enquiries to find Allan to get further details on the car, but no luck!



As found on a farm in Victoria – 1960s.



Newly completed – restored by Allan Wilson of Victoria mid 1980s.

Granny arrived in Esperance mid 2009. Work done since – totally repainted, bumpers re-chromed, 12v conversion, new vinyl top, overdrive, new tyres, tow bar for the camper trailer, new timing gear fitted by Reg Blewett in Broome.

Granny is on full license and has been quite busy: many trips around the Esperance Tourist Loop with friends and family, our son’s wedding in Perth with the help of John Moorehead’s Phaeton, and collecting Santa Claus from his sleigh and delivering him to the Condingup Country Club Xmas Party!

We have travelled on two of Bob Newton’s Wild Flower Runs to Mount Magnet/Geraldton one year and Hopetoun/Albany in 2011.

In 2012 Granny did the trip of a lifetime: around Australia to attend the Model A National Meet which was staged in Ipswich, Queensland. On the trip Granny did 14,600 kms pulling a small camper trailer. She was awarded the trophy for the longest distance travelled. Five Model A’s from WA did the same trip, only we started from Esperance and this added 700 kms .



The five Model As and owners who drove around Australia 2012.

The drivers in the flesh and their caricatures!



Granny wasn’t the prettiest girl at the meet, but showed great fighting spirit as only a Model A could at eighty four years of age.

After a long trip and a safe crossing of the Nullarbor, Granny is fully serviced and ready for the next adventure!



Granny and trailer on the road at Daly Waters (Northern Territory). Rough place but great food.

Peter and Kaye Eardley August 2012

MODEL A'S in WA—Update
1928 Phaeton Affectionately known as 'Granny'
Engine Number: CA 42458
Registration Number: E 25910
Owned by Peter and Kaye Eardley

2009—

'Granny' was featured in the November 2012 issue of *Western Model A News*. In that story, Peter Eardley indicated that he had been unable to contact Alan Wilson, a previous owner of the Phaeton.

Our newsletter is sent to all Model A Ford Clubs in Australia and Peter's story was read by Kevin Churchill, of the Model A Ford Club of Victoria. Kevin contacted Alan Wilson who phoned Peter for a long chat and then sent an email with information.

Kaye forwarded it to Alan Jeffree to be included in a future issue with the following message:

Morning Guys
Thought you may be interested in the followup story of Granny from Alan Wilson
What a beaut surprise
Hoping you are both fit and well at this busy end of the year.
See you at the dinner
Kaye

Hi Peter,

Some info for you about your car. I purchased the wreck as in the photo in your newsletter from a Hot Rod scavenger in Ballarat Victoria, who had located it in far west New South Wales. He decided that it was too far gone for Hot Rodding and I bought it for \$700.00 dollars which was quite a lot of money at that time in 1985. In the middle of the restoration, 'she who must be obeyed' decided we were going to Europe for a holiday and I lost over a month of work, which meant working every spare moment to have the car ready for our first National Meet at the Barossa Valley in S.A. in 1986. We made it, and the car has since been to Redland Bay in Qld., Windsor in NSW. Glenelg in SA. We took our Speedster to the Canberra Nationals and Wodonga Vic., and the Town Sedan to Toowoomba Qld.

I noticed in your article that you replaced the hood. This surprised me greatly as it was a LeBarron Bonney authentic fabric and style hood which should have lasted at least 50 years. The side curtains were a pain because they were made in the original style when people were shorter and didn't have to bend down to see out. The seat spring sets I made myself and the upholstery I also made. Not terribly professional but certainly very serviceable.

The well under the front seat used to house a 12v battery which I used to power the CB radios and was big enough to last about a fortnight; later it was handy for valuables storage. The tray under the back floor you probably know is a side curtain box.

I discovered a motor at a Ballarat swap meet which I had done a lot of research on and subsequently found out it was the only one in Australia. There are quite a lot of them in N.Z. which have all gone into A Models. They went to countries where fuel costs were very high and they used small tractors with the equipment (silage harvester) self powered. The engine was built by Ford Koln (Cologne) in 1952, is fully counter-balanced and runs about 1000 revs quicker than an A Model. It was also built as a diesel and as a gas producer and sold to England, France, Canada, and various other countries but did not take off in Australia due to us using bigger tractors with PTO. The correct name for the engine is a Ford BB G28T. In Denmark some time ago 150 of them (brand new in crates) were sold by the Danish Civil Defence who had held them for many many years against a future need.

The camshaft design proved to be better than any of the A or Prefect profiles and as you have experienced it provides good low and high end power. I still have the original camshaft.

Have included some photos including the Speedster and the Town Sedan for your interest.

At the moment I can't think of anything else to add, but if you have any queries feel free to ask.

Best Wishes, Alan Wilson.