

MODEL A'S in WA
1931 Slant Window Town Sedan
Engine Number: A4667345
Registration Number: 1931AK

Colour:

Restored and owned by Coolin Davidson

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My involvement with Model A's started way back in 1973 when I brought my first Model A from two brothers by the name of Greigson. They were at the time, and still are as far as I know, farming just North of Jurien Bay on the Cockleshell Gully Road. The car was a 1928 Phaeton.

Due to work and family commitments at the time, it was a long drawn out project for me to restore the car over several years: 18 to be exact. The end result was a very reliable car that took me to the Eastern States several times and never at any time let me down.

I guess it is fair to say that I would still have my red Phaeton to this day; however, Terry Royan, a club member at the time, used to call in often and kept pestering me about selling it to him, which I eventually did. My thinking at the time was that as I had an unrestored 1928 Vauxhall 20/60 Phaeton I would do that up and still have an open car.

Terry kept the Model A Phaeton for four years and then sold it to club member Ian Nash who is the current owner. To my knowledge it has given good service to both owners.

I have a soft spot for the Model A which commenced back at the start of my driving career as a ten year old. My uncle had a Phaeton that was like so many at the time, cut down to make a work vehicle on the farm. He used to let me drive it a couple of miles down the dirt road each morning, loaded with milk cans, to the ramp on the main road between Pinjarra and Mandurah. There the Nestles milk truck collected the milk and took it to Waroona where it was processed into condensed milk.

The ute was started on about a litre of petrol and once running, changed over to Power Kerosine. I practiced my gear changes in a stretch of very sandy track and most times didn't make the change from first into second. The car would pull up like a brick in the heavy sand, I would put it back in first and with 8 or 9 cans of milk on the back, start off again without getting bogged. You could never do that with today's modern ute.

While working in the Middle East in 1991 I went to Colorado on holidays and saw a 1931 Slant Window Town Sedan for sale on the notice board at Bert's Model A shop in Denver. It was at a little town up in the Rockies called Bailey, about 70 miles from Denver. I had wanted to get a closed car for winter time use, so went off to have a look at it. After some haggling I bought the car and a quart of oil and drove it down to Denver, where my good friend Wayne Kipp took care of things and organized the shipping back to Western Australia.



Mr. and Mrs. Remano, the couple that I brought the car off, wanted to sell the car so they could buy a snow plough. It had been Mrs. Remano's parents' car from new. Although it was tired and in need of tender loving care, it was all complete with its original engine which matched the chassis number. The body is by Briggs.

On returning from the Middle East, I did a full ground up restoration, changing the car over from left to right hand drive. It was a dirty brown colour, with black mudguards and roof. I painted the car in original colours for that year: Copra Drab and Chickie Drab. Steve Read helped me with the upholstery which came from Le Baron Bonney and he also put the roof fabric on with assistance from me. Apart from the turn indicators and a slight tint in the side windows the car is totally original. Apart from checking the condition of the motor and replacing a cracked rear main cap nothing has been done to the motor.

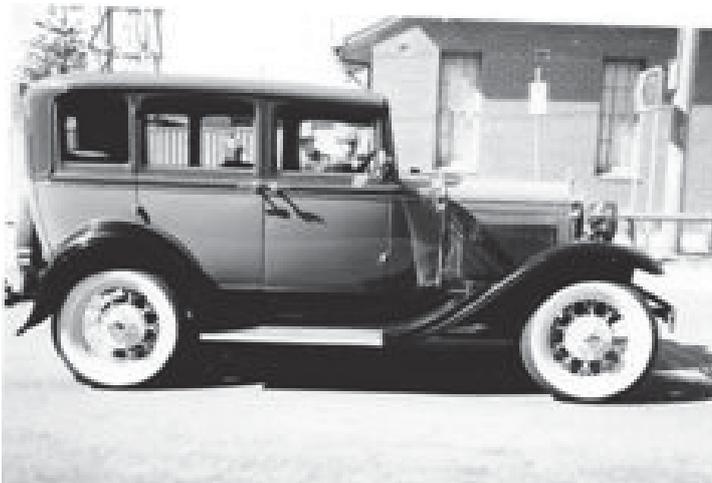
The car has done two trips to the Eastern States for National Rallies in Adelaide and Wodonga.

I entered the car for concourse judging at the 2004 National Rally held in Perth and was delighted to win the prestigious award for "Best Car". Current planning is to drive around the top of Australia in March 2012 leaving Perth and travelling through the Northern Territory, across Queensland, and down to Ipswich for a week of good fellowship among like minded Model A people at the 2012 National Meet being hosted by Queensland. When the rally finishes it will be on the road again across the Nullarbour and home to Perth, a total distance of just over 12,000 kilometers or 7,200 miles for the round trip.

Probably the most humorous event I had while out in the car was after the awards dinner at our 2004 rally in Perth. We were privileged to have about 30 cars from the Model A Touring Club attend the rally after having made it all the way from the USA. On leaving the venue at Cannington, as we pulled out onto the highway we were confronted by the Police. They had set up an alcohol testing bay where the cars drivers were directed to blow into the bag. The car in front of me was driven by two women in their car brought from the USA and the young policeman passed the breathalyser in through what was (left hand drive) the passengers' side window. He asked the passenger to breathe into the unit. Satisfied with the results he waved them on their way and didn't even notice the car was left hand drive and he had only tested the passenger!

Colin Davidson

February 2012



Colin Davidson's 1931 Slant Window Town Sedan.

In use for the wedding of the daughter of a close friend.

