

A - D VAUXHALL REGISTER

AUSTRALIAN NEWSLETTER Sept 2019

Hello Everyone.

The con rod extravaganza is now over with me taking delivery of 18 sets of 23-60 and 30-98 rods, a few machined for poured metal bearings however the majority machined for small block Chev slipper bearings. Argo Engineering in Morpeth near our home were very obliging and made the whole event very easy.



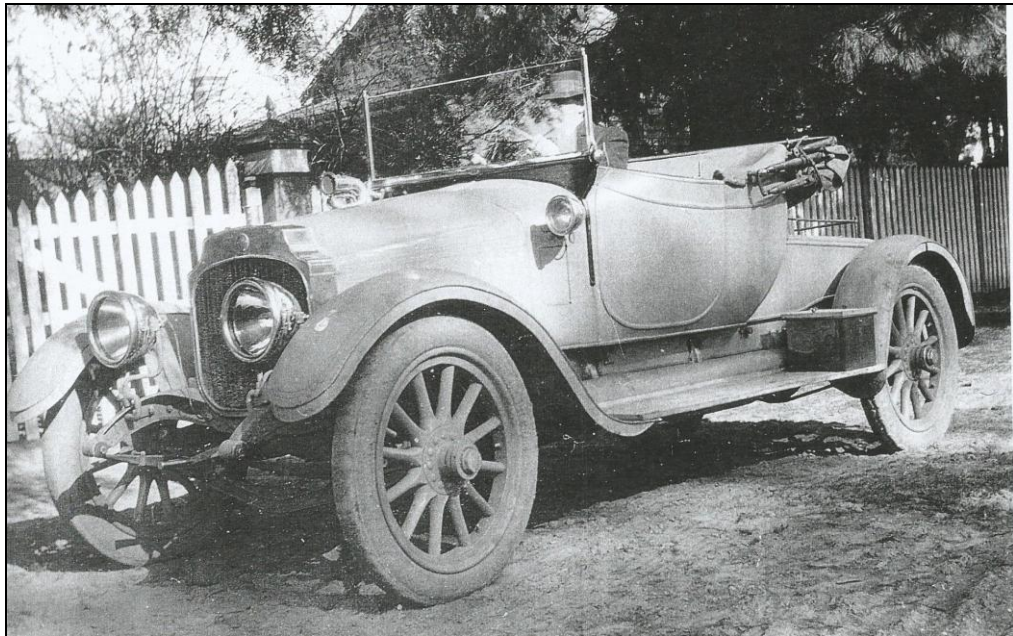
23-60 rod nearest and 30-98 rod furthest



Slipper 30-98 rod on the left with poured 23-60 rod on the right

I am now in the process of sending two sets to both Queensland and New Zealand with nine sets going to Victoria. I would like to thank everyone who ordered a set for their car for paying promptly into the Vauxhall Account. Hopefully with a new set sitting on the shelf in your garage the need to use them won't ever happen.

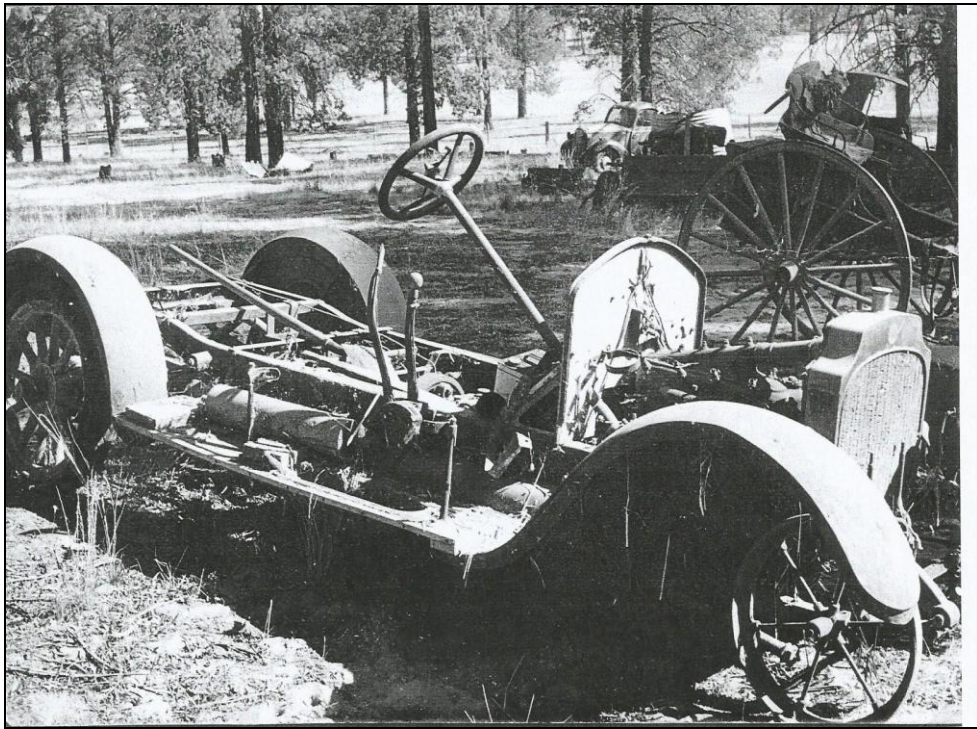
Trawling through some old photographs I thought you might be interested in some information on A and D Types, some that have survived in Australia and some that have gone to God.



Malcolm Sloan's grandfather in his A Type in Victoria.

Malcolm's grandfather Hugh purchased the A Type new whilst on the property Killianna in the Yarrawonga - Berrigan district. It was his daily means of transport for many years on his property. As was the normal practice following its service the body was removed and donated to the war effort for the aluminium panelling. Malcolm recalls his father did not allow the aluminium firewall nor the guards or bonnet to go to the war effort which incidentally was the Second World War.

The car has passed to Malcolm and is undergoing a long term restoration.



The same A Type in retirement in Victoria.



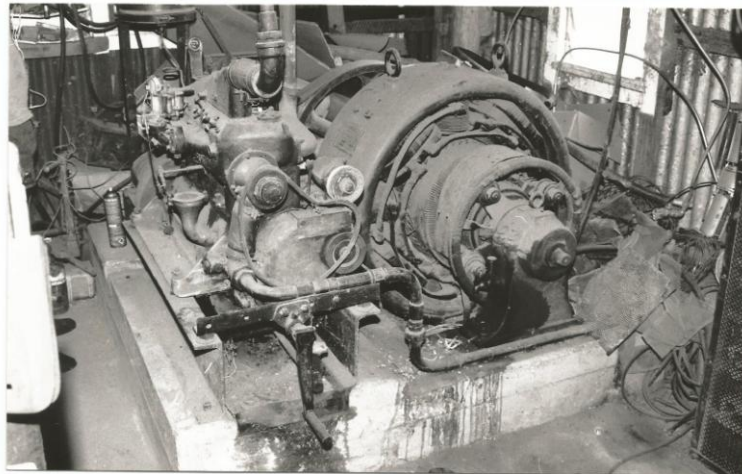
D Type engine set up beside the Murray River in Echuca Vic.

This D Type went to Echuca in Victoria and the chassis cut down with the engine and gearbox still mounted in the sub frame and used to drive a pump on the river running through the property. Its whereabouts was known to

John Giddy and Murray McDonogh and kept very quite though I do remember them going out to check on it many years ago whilst on a rally when we were staying in Echuca .

Many years later Murray, Richard Walton and I were coming home from Bendigo Swap and thought we would call in and see Col Dowell on the property and have a look at the D Type. We took a case of cold VB to Col's property and after sharing a few beers and stories we became the new owners of the D Type.

We returned a few weeks later to retrieve the remains which ended up being a complete running chassis and wheels. The wheel centres had been welded into 40's Ford wheels and had 600 x 16 tyres fitted.



D Type engine & parts found on property at Glen Alice in N.S.W.

Many years ago I was told of some Vauxhall parts on a property at Glen Alice so with John Giddy, Richard Walton, Jim Weir as well as other eager helpers we drove to the property and located the parts in the above photographs.

The engine was running a generator to power the lights for the tennis court and the parts in the lower photograph were located under a small lamb shelter near the house. We later located the radiator from the car in Cudal and were given the original sales manual by the original owner.



D Type John Giddy found in Gosford N.S.W.



D3688 in a chicken shed near Ingleburn N.S.W.

I knew of this D Type languishing in a chicken shed near Ingleburn not far from my home. The car belonged to George Roberts and had lived in Maryborough Queensland for many years with the back cut off and turned into a ute. It was used to take boxes of fish from the fishing boats that came close to the beach and was backed into the water in the process. There was evidence of severe rust in the rear cross member of the chassis and the petrol tank was completely rusted out. The car was complete with lights and instruments however as can be seen in the photograph the wheels had sunk into the dirt floor and the rims were badly rusted. That's what chicken poo does.

Greg Roberts from Mittagong in N.S.W. purchased the D type from George and has nearly finished a complete restoration of the car. He hoped to have it at Wagga for the V.S.C.C.A.'s Anniversary Rally however it was not quite finished, however Greg has entered the car into the Biennial Rally in Beechworth next year.

The joys of a country lifestyle.

Since Euan and Wilga Coutts (OD793) moved to their country property on the outskirts of Orange in the Central West of N.S.W. a few years ago they have enjoyed the environment and what goes with that without becoming too green. One thing they enjoyed when looking out into the paddocks were the kangaroos grazing amongst the neighbours cows and alpacas.

The kangaroos would come into their yard to graze however caused no problems and soon jumped off over the boundary fence when approached.

However that all changed when this big old roo rather fancied Euan's back yard for his pickings. After being in the backyard for a few days Euan thought it was time for the roo to move on. Armed only with a broom Euan approached the roo and let him know it was time to move on. With this, the roo took offence, shaped up to Euan and it was on. The roo threw a couple of quick rights which were countered by Euan followed by a poke with the broom in the direction of the roo. Roo then hit Euan with a straight left to the back of right hand as Euan put it up to defend himself. Well the end result was the fight was stopped with Euan suffering from a large wound to the back of his right hand with all the skin torn away exposing four of his knuckles. It was round one to the roo.

Euan spent the rest of the day and night in Orange Base Hospital where a surgeon was called to repair the damage.

Anyhow, thinking for the safety of Euan and Wilga's grandkids who live on the

opposite side of the road the end result was the WIRES man was called to the property. The old roo also took offence to the WIRES man as he tried to remove roo back to the paddocks. Now you don't muck about with the man from WIRES or you end up like old man roo.



Rooan Coutts and his opponent.

Euan's trailer is 8 foot long and as you can see roo takes up a fair amount of room and if standing up on his hind legs would probably stand 8 foot tall.

The moral of this story is, that if requested by Euan to leave his property, do so with haste.

Round 2 to Euan – fight over.

My man in Sydney, Phil Virgona who sniffs out the most remarkable amount of Vauxhall information through Google and Trove for me to include in the newsletters has earned the nickname 'Ferret' and what a good one he is. He sent me an email recently letting me know that whilst trawling through Trove there was mention of a Thomas Button who lived in Morpeth near where we live and that he died in 1928. There is reference to his house in John Street Morpeth being called Vauxhall.

So, I drove along John Street Morpeth and low and behold found the Button's house which has been restored and looks in very fine condition as can be seen in the photographs below.



Vauxhall 5 John Street Morpeth



Front door of Vauxhall with house name plate in place

The below information thanks to Google.

Thomas Button

1846–1928

[Thomas Button](#)

Birth 1846 35 35 , , New South Wales, Australia

Death 1928 (Age 82) Morpeth, Hunter, New South Wales, Australia

Charlotte Elizabeth Maria Wynn

1849–1940

[Charlotte Elizabeth Maria Wynn](#)

Birth 1849 41 21 , , New South Wales, Australia

75th V.S.C.C.A. ANNIVERSARY RALLY

The rally was held in Wagga Wagga N.S.W. with all cars arriving at the International Hotel from N.S.W. – Victoria and South Australia on Friday afternoon 13th September.

Those entered in Vauxhalls were:

John and Thurston Kent OE62

Glyn Farrell and Brian Flynn in OE235

Daniel Zampatti in OER22

Peter Holebeach and ? in OE225

Vic and Warwick Nicholson in OE282

Peter and David Weir in OE169

Ken and Helen Paton in LM4680

Neil and Maria Heilbrunn with Rob and Deb Merryfull in OD742

Euan and Wilga Coutts in OD793

George Cox and ? in OD1165

Dave and Mary Stuart in OD494

An enjoyable happy hour was held in the car park of the hotel on the Friday afternoon before we all ventured into the dining about 6.30pm for dinner. It was good to catch up with everyone again as it had been April last year in Merimbula on the Biennial Vauxhall Rally since I had seen the interstate Vauxhall drivers.



OD793 OE282 OD494 OD742 OE169

The emphasis of the weekend was not long drives each day however lesser miles with more to see, it was to be a relaxed weekend. Saturday saw a display of the our cars in the local council's car park to be joined by the very large collection of MG's that were also in Wagga for the weekend.

We all headed off from Wagga about 11.30am and were bound for Junee which was about an hour drive with clear blue sky through some of the most scenic countryside greened up by recent rain and the Canola all out in bloom. Australia's colours were all about us as we drove along.



Harefield Road

There was an organised stop along Harefield Road for a photo shoot of the cars however some of the cars are missing as those drivers and navigators were lost somewhere on wrong roads, however we all know this is par for the course.



OE169 OE282 OD793 OE62 OD742 OD494 LM4680

We met at the liquorice factory in Junee and there had a nice light lunch of sandwiches and scones topped with lashings strawberry jam and fresh cream. This could be washed down with either a locally made ginger beer which was average or beer made near Tumut which was reported also as average – so I went for iced water.

Following lunch we visited the Junee Railway Round House to view the collection of steam and diesel engines. There was a period wooden First Class carriage there on display and it was interesting to see that of the seven first class compartments only two of them were non-smoking.....how times have changed.

We had two friends in the back of our 23-60 as did Euan and Wilga Coutts so we took a slower journey home to ease the wind effects for our passengers.



OD793 and OD494

Sunday's run was out to Coolamon via Ganmain with the countryside in more need of rain than that we drove through on the Saturday. Time had passed by Ganmain so after a rather nice coffee and something sweet, so did we. We arrived in Coolamon which boasts a very proud award winning ownership and maintenance of the town centre. On the approach into town I guess the local council had seeded both sides of the road with daisy's which were all in flower and created a lovely roadside boarder as you drove along. We visited the old general store which housed the local museum. The store shelving was all still in place as well as the wire racking high up in the ceiling leading from the counters to the cash room. Change for purchases was delivered to the counter inside a wooden ball which split in half and contained the receipt and change. This was still working by means of gravity and a demonstration provided.

Lunch was at the local cheese factory and enjoyed by all.

Following lunch we gathered all the Vauxhalls for another photo shoot about ten miles out of Coolamon. The only car missing was Geoge Cox's 23-60.



*LM4680 OE225 OE235 OE62 OE53 OD742 OE282 OE169 OD793
OD494 OER22*

The Vauxhalls then took an alternate route back to Wagga which saw us visit the small township of Marrar and low and behold we found there was a Royal Hotel, open and in full swing. Whilst we rested our mounts some of us took full use the Royal Hotel was able to provide. The local football club had the bar area packed out and the local lads were in all in top gear either getting ready for their grand final or maybe they were celebrating a win on the day before. There was plenty of alcohol being consumed by way or schooners, shots and whatever so it was a place I thought not to be part of later in the day.



Rob Merryfull, Emi Walton, Neil Heilbrunn, Euan Coutts, Richard Walton and Dave Stuart.

We enjoyed a cool drink on the verandah of The Royal and departed Marrar for our onward journey back to Wagga.

There was another happy hour at the motel and this was followed by the end of rally dinner in the dining room.

All the Vauxhalls performed well and seemed trouble free for the weekend being a credit to their owner's preparation for this rather long event, that is, the journey to and from Wagga for the rally.

All cars left south and north the next morning with our journey taking us back to Orange in the company of Euan and Wilga Coutts in OD793 as well as Lester and Michael Thearle in Lester's 4 ½ litre Bentley.

We enjoyed a relaxing day in Orange on Tuesday with a break from the car and headed off for Raworth on the Wednesday morning. Our journey taking us through Wellington, Gulgong, Merriwa, Cassilis and Denman arriving home about 5pm.

We drove into the little township of Cassilis which is situated about 1 mile off the main road. Time had also passed by this little town and the only pub would you believe was again, The Royal Hotel. It was closed for renovations however I thought it time to put the hood up on the 23-60 as weather reports at home advised lots of rain. I was able to take a photograph of The Royal Hotel and send to Neil Heilbrunn who collects information on the location of all Royal Hotels N.S.W. to see if he knew where we had stopped. Back came the email letting us know we were in Cassilis and enquired were we driving through much rain. Neil certainly knows his Royal Hotels and where they are spread.



The Royal Hotel in Cassilis

At a recent Pre 31 rally in Orange which concluded on the Saturday night a few of the Vauxhallians decided to stay in Orange an extra day and have a day out in our cars. The real reason for the extra run was that the previous two days had seen a snail's pace of the Pre 31 cars and we needed to blow some cobwebs out. Even Syd Reinhardt joined us in his Speed 6 Bentley. Our journey took us out of Orange via Forest Reefs, Mandurama, Woodstock, Cowra, Cudal and Manildra before we returned to Orange. Much to Neil Heilbrunn's delight we were to pass 7 Royal Hotels on the day however only stopped at the pubs in Woodstock and Manildra. The day out was called the Royal Tour and our responsibilities as prudent Vauxhall drivers prevented us from pulling up at each of the 7 Royal Hotels.



E364 OE282 Speed 6 OD592 OE53 OD49

EDKINS NJUAY OILER

Boyd Edkins in the late 1920's was advertising a "Nujay" lubricator and "Jay" Upper Cylinder Oil. To those with wayward thoughts, this apparatus was not in anyway connected with having a good time with your girlfriend, however was to be used to assist with engine wear in your Vauxhall.

In our spares we have one of these which we came across when Richard Walton, Murray McDonogh and I bought the collection of spares that Geoff Collins had accumulated. It did have a piece of string and a tag attached however that fell off and it shows no signs of having been used. We think it maybe new old stock that Geoff had come across in this travels. The glass bowl is embossed with Boyd Edkins Ltd Sydney together with patent number.



On a recent visit from Phil Ferret Virgona, Phil was looking at our spares and spotted the Nujay oiler (photograph attached) we have and a few days later came up with the Edkins' sales literature via Google or Trove.



*The Best
Trade Accessory
You Can Sell*

Quick Easy Seller

*Makes friends — no enemies
Repay the purchaser many times
over*

“NUJAY” Lubricator
and

JAY Upper Cylinder Oil

(The only proper upper cylinder lubricant)

£2/17/6 with 1 Quart of Jay Oil

*Scientifically lubricates the valve guides, valve stems, upper
cylinder walls, and piston rings.*

Restores and maintains the original power of motor.

Manufactured and Distributed by

BOYD EDKINS LIMITED

“Phillip House”

109-119 Phillip Street :: Sydney

MAGIC OILER

The "Nujay" Lubricator and The Famous Jay Lubricant

Inefficient lubrication of the combustion chamber—valves, stems, guides, piston rings and upper cylinder walls working at temperatures ranging from 180 to 3000 degrees of heat, is the reason for missing and bucking motors, caused by sticking valves.

Now the "Nujay" Lubricator Has Solved the Problem

By perpetually supplying the "inner" moving parts of the combustion chamber with a vapour of oil, the "Nujay" Lubricator puts new power, smoothness and quietness and prolongs the life of your motor.

Will Vastly Improve Your Motor in Only 5 Minutes

Put a "Nujay" Lubricator on your car and prove this to your entire satisfaction. Whether yours be a Ford, Dodge, Buick, Cadillac or any other make of car, no matter how badly carbonised; whether it misses or bucks in low, drags in high, loses power on the hills or has no compression on grades, you'll notice a vast improvement. It will make an old motor idle so quietly you can

barely hear it. All the tremendous pulling power your car had when it was young will be restored. Not for just an hour, week or month, but as long as the Jay Lubricant is used.

Here's How It Effects This Great Improvement

The specially prepared Jay Lubricant is sprayed into the intake manifold by the Jay Lubricator. The gas vapour enters the combustion chamber, thoroughly and efficiently lubricating all those heretofore neglected "inner" working parts.

Take Advantage of This Unusual Offer To-day

We'll gladly install a "Nujay" Lubricator on your car for 10 days' TRIAL. At the end of the 10 days' TRIAL period, if you are not entirely satisfied, we'll take it off without question.

"Nujay" Lubricator will soon pay for itself by protecting your motor car investment.

Boyd Edkins Ltd., Sydney

Please give some thought to entering the coming Veteran and Vintage Vauxhall Rally being held in Beechworth Victoria in April next year. The organisers have gone to a lot of preparation and have all the accommodation, meals and day runs in place however are presently short on entries. So if you have missed out with your entry please get it in as soon as you can to Justin Coxhead.

Not a lot more news to tell you about, so here endeth this newsletter.

Cheers.

Dave Stuart.

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