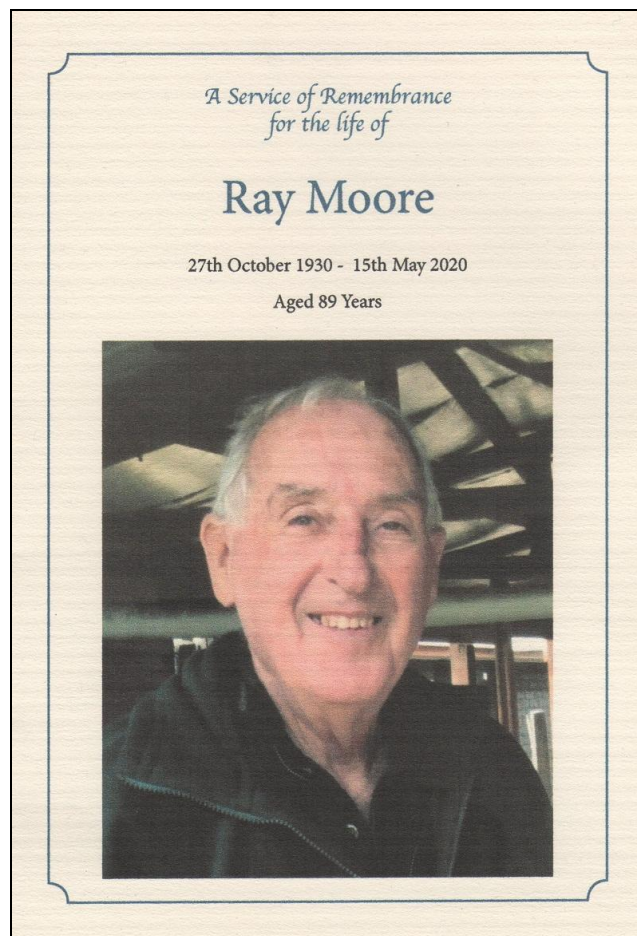


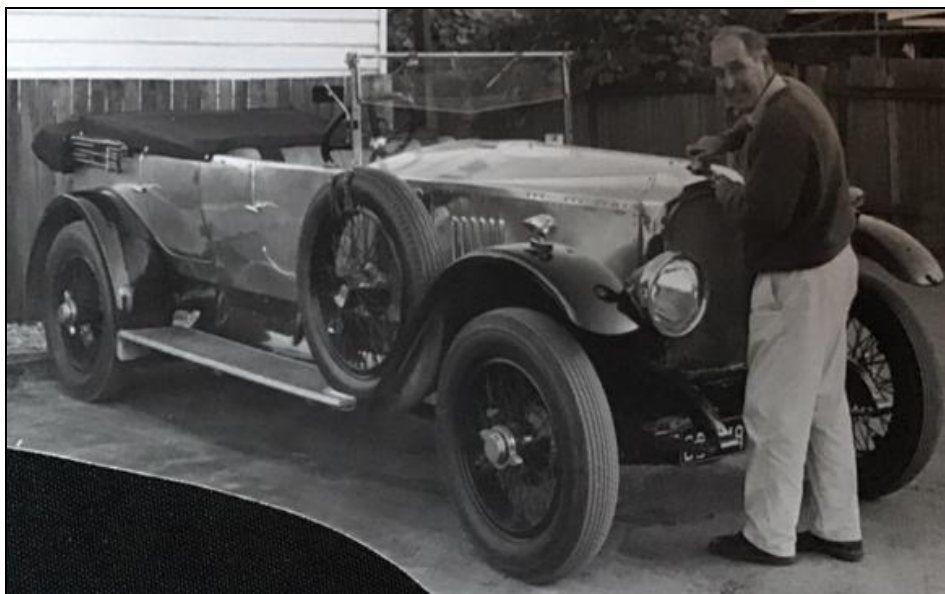
# A - D VAUXHALL REGISTER AUSTRALIAN NEWSLETTER JUNE 2020

Hello Everyone.

## VALE RAY MOORE



**We received news last month that Ray Moore who lived in the Sydney suburb of Forestville died on the 15<sup>th</sup> May 2020. Ray owned OD759 and had been involved with the Vauxhall fraternity in Sydney from the early 60's. Ray and wife Margaret regularly attended Vauxhall rallies and lunches right up until about 10 years ago when each of their health started to decline. Ray will be sorely missed as he was a wealth of Vauxhall knowledge to us as well as being good company.**



**Ray and OD759 at Berry N.S.W. in 1993**

**My constant pleas for photographs and material to include in the newsletters are starting to produce results.**

**You might notice that I have included in past newsletters photographs of Vauxhalls that do not come under the ambit of the A – D Vauxhall Register however as some of them are usually such good period photographs I am sure the readers enjoy seeing them.**

**Ian Irwin recently sent me the photograph below to try and identify the make of car in the car as it was captioned as being a Vauxhall in Tasmania. Well this car as it turns out is a 35hp Minerva and is such a good looking car I am sure it is worthy of place in our newsletter. You might notice the chains on the rear wheel and with the mud showing on the wheel they had obviously come through some wet countryside. I spoke to ex Tasmanian Malcolm McLaren (D3807) now living in Queensland and he told me that he had information that there had been a 35hp Minerva in Tasmania however whether it survived is unknown.**



**Bob Martin (Vict) who navigates for Lloyd Hocking in his 30-98 recently sent me an email with information and photographs relating to OD1126/OD1125 formerly owned by Dave Gunning long time member of the V.S.C.C. Victoria and now owned by Dave's nephew Tim Fraser.**

Greetings Dave,

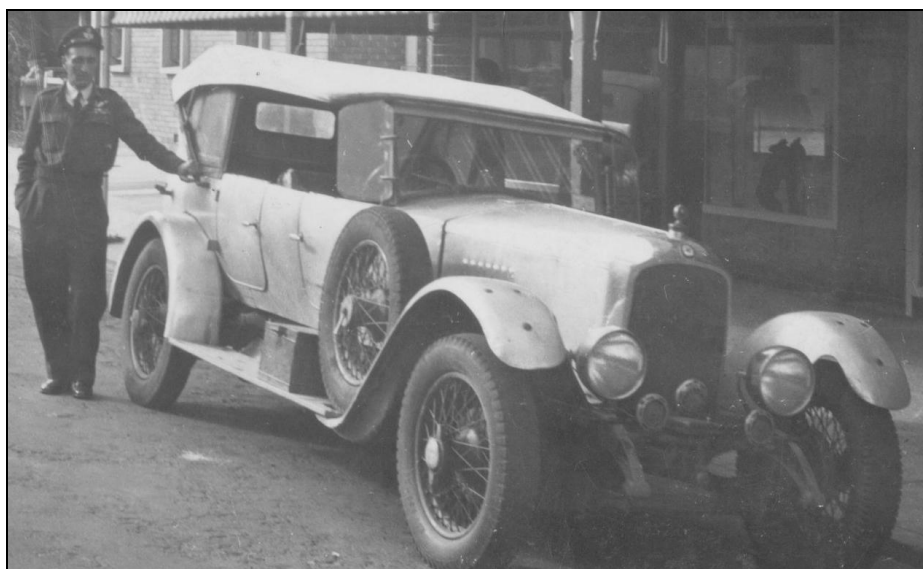
Re Vauxhall 23/60 OD1125

On speaking with Rob Gardiner, formerly of Penshurst Vic, I was able to glean a little information on the car he owned. While he cannot recall the name of the chap he bought it from in September of 1952, he does remember he was a mechanic based with the RAAF in Ipswich. After purchasing the car Rob promptly drove it home. He then proceeded to strip it down in the hope of bringing it up to 30/98 specifications but for a number of reasons found this task too difficult. He subsequently sold the car on to Brian Ritchie in Melbourne. Brian was the brother of another enthusiast, Robin Ritchie. Robin at the time owned a brace of Bentleys, a 3 Litre team car plus a 6.5 Litre.

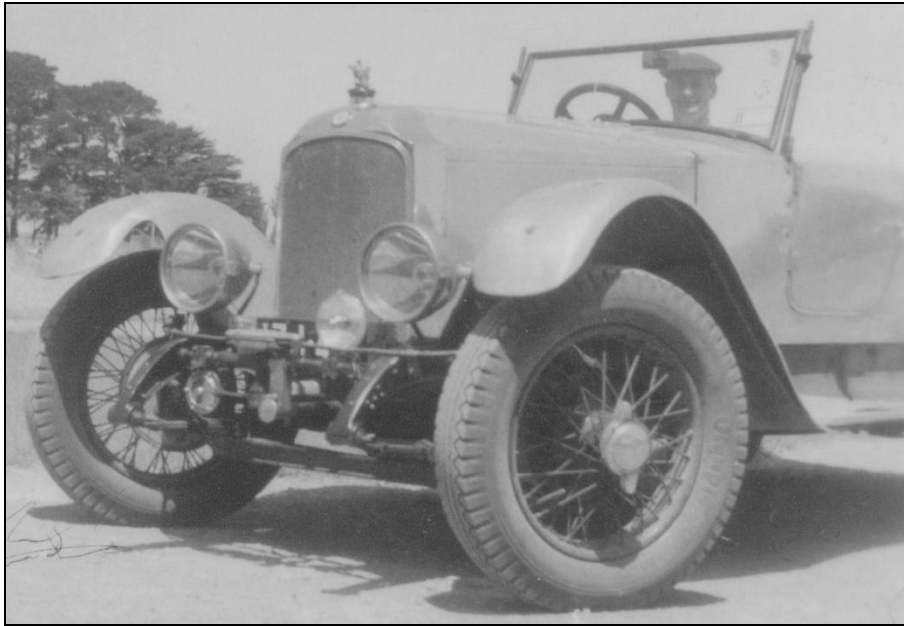
While this is of little significance for the newsletter it may be of interest to the current owner of the car. Attached are some shots I have copied but due to their tiny size they have not scanned all that well. If nothing else they may provide information on the body style and wheel size.

Cheers,

Bob Martin



*OD1126/OD1125 at Ipswich in early 50's*



OD1126



*OD1126 stripped for upgrading*





*OD1126/OD11125 as it now appears*

I thought I should explain the 'for sale' advertisement I included in the December newsletter for a 23-60 head. I trust the majority of readers could see my sense of humour with the placement of this advertisement for the head which I can assure you is absolutely knackered and beyond repair. What you couldn't see is the front section of the head is completely missing as a result of frost damage however I guess from what you saw you could see I was having you on.

Having said that, years ago Brian Boardman wanted to buy a spare head for his 23-60 from our spares and I had one similar with frost damage with frost cracks and parts of the water jacket completely missing. Its saving grace is that it was not covered in lichen and from a distance did look more presentable. Anyhow I told him I had a head that had never had the surface machined and was in good

order. I told him where it was in the spares on the mezzanine floor of my factory and off he went to have a look. When he didn't come back I went up to find him staring at the head in silence. He made a derogatory remark about its condition and I replied the damage was only superficial and quite repairable and that I took exception to his comment about its condition. Silence continued until I started laughing to which he said, 'You bastard Tubby, I thought you were fair dinkum'. After everything settled down he was directed to a better head which he bought however we did get a lot of mileage at the Vauxhall meetings over the gee up.

Phil Virgona sent me the two photographs below of plaques that were required to be fitted to English cars touring the continent in the 20's. The top photograph is of the plaque appearing on the dashboard of Phil's 23-60 OD998 and the lower photograph depicts the plaque fitted to the dashboard of OE183 the ex Jack Broadhead Wensum 30-98 coming up for sale in the UK.

The top line, Automobile is self explanatory, the second line Vauxhall being the make of the car, the third line CHX indicates the horsepower, the fourth line is the engine number and fifth line is the weight of the car in kilograms.

The reason for fitment of the plaques was obviously for identification of the car whilst on the continent.

It is interesting to see the 23-60 weighed in at 34 cwt and the 30-98 at 29cwt. So to me, if an OE engine develops twice the HP as a 23-60, it has a higher diff ratio and is some 5 cwt lighter, this is obviously the reason why so many 30-98's overtake our 23-60 on rallies. However, I do get more mileage out of my tyres and often arrive at our destination before the 30-98's as they usually miss a turn or two in their haste.



**Whilst I was just out in the garage looking for some paperwork for the newsletter our granddaughter Holly has just titivated the printer in my work station with the addition of her barbie dolls 'Summer' and 'Chelsea' together with a birthday card she drew for me. Holly is allowing me to let the girls sit on the printer to keep me company whilst she is here.**





I do hope 'Ken' doesn't see this making him jealous and he pays me a visit. Now back to the newsletter.

The photograph below was taken in Morpeth on the V.S.C.C.A. 1 1/2 day rally in 1989. The Vauxhalls gathered naturally at Griffin Motors for a quick fuel stop and photo shoot. This old building is just down the road from where we live and is now dilapidated and about to be demolished to make way for a new block of units built sympathetically to fit into the period of the other historic buildings that line both sides of the street.



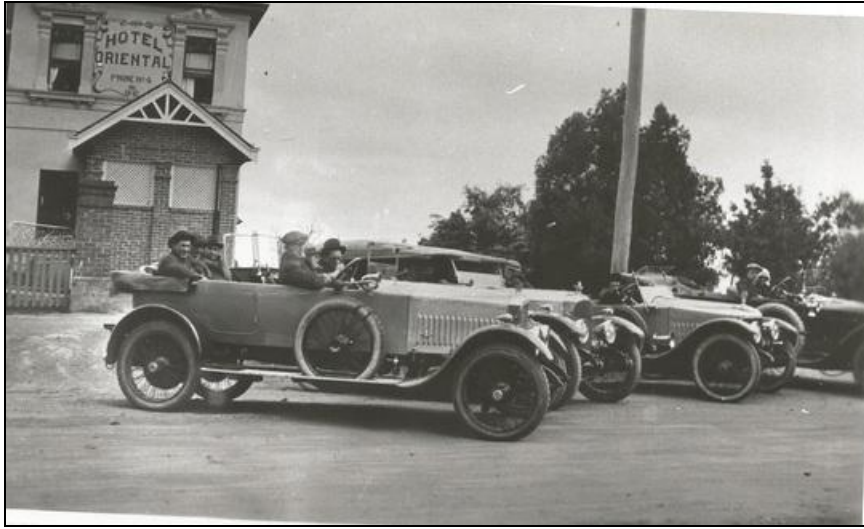
*Merton's OE95 Stuart's OD233 Giddy's OE116 Walton's OD689  
Weir's OE169*



The photograph above was sent to me by Phil Virgona and shows George Innes the Sydney Vauxhall and Humber dealer at a show with some of his stock. The year or location is not known and it could even be in his show rooms in Castlereagh Street. The sign on the Prince Henry says 'The Victorious Vauxhall' and on the Humber is 'The Handsome Humber'.

The three photographs below are of D types and a particular feature common to the three cars has recently come under discussion.

The first photograph is a period photograph taken in the 20's and shows a line up of Vauxhalls outside The Oriental Hotel at Springwood in the Blue Mountains of N.S.W. The pub is still standing and a landmark in Springwood.



**It is not known where the centre photograph was taken however the car is bearing N.S.W. SM-570 plates and on the rear of the photograph is written Lex Murray.**



**The last photograph is one of a D Type that Ron Gaudion of**

**Queensland owned for some time. It is thought the car sold to the UK and maybe now running around posing as a special or a replica E Type. Enquiries in the UK are being made to establish who imported the car from Australia.**



**Anyhow, the interesting thing about all three D Types is they have louvers all the way along the bonnet side and not the five louvers D Types normally came out with. There is the possibility that all three photographs are of the same car in the three stages of its life. If anyone can shed any further information on these cars I will print it in the next newsletter.**



Ian Irwin from Canberra sent me the two advertisements below, the first one it dated 1909 and the second one 1910 with both ads coming from the archives of the National Library in Canberra.

# VAUXHALL CARS

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Before purchasing a Car do not miss the opportunity of seeing the VAUXHALL, whose extraordinary Hill Climbing, Efficiency & Reliability are the talk of the Automobile world.

The 1908 Record of the VAUXHALL speaks for itself:

<p>2000 Miles Trial.</p> <p><b>Vauxhall</b></p> <p>Awarded Silver Cup.</p> <p>—</p> <p>Non-Stop run throughout.</p> <p>—</p> <p>In these trials the VAUXHALL created a world's record.</p>	<p>Scottish Trials.</p> <p><b>Vauxhall</b></p> <p>Awarded Gold Medal</p> <p>—</p> <p>• Fastest Time in all Five Hill Climbs and many other Awards.</p>
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**SOLE AGENT:** **'Phone 4497.**

**ALPHONSO BROWN, 246 Pitt St.**  
(Opposite School of Arts).



# VAUXHALL CARS

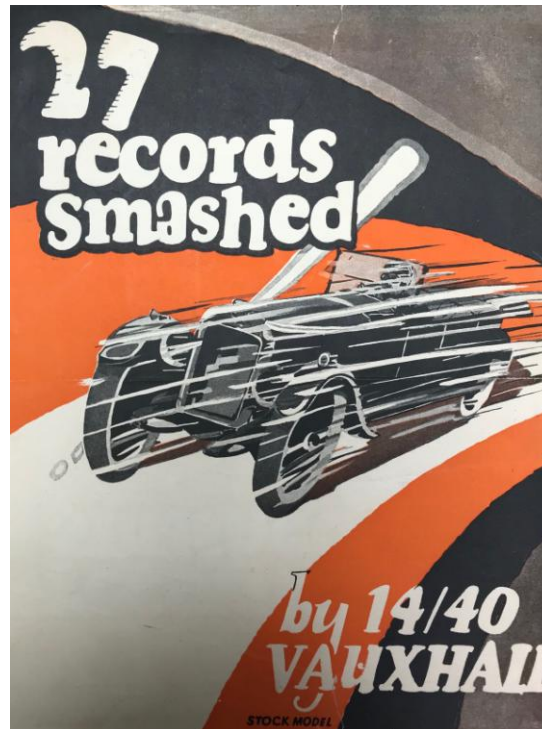
Before purchasing a Car do not miss the opportunity of seeing the VAUXHALL, whose extraordinary Hill Climbing, Efficiency & Reliability are the talk of the Automobile world.



SOLE AGENT: 'Phone 4497.  
**ALPHONSO BROWN, 246 Pitt St.**  
(Opposite School of Arts).

**Alfonso Brown preceded George Innes in Sydney as the Vauxhall agent in New South Wales and following Innes there was Boyd Ekins who we think took over the agency in about 1912. Ekins made the name Vauxhall more known to the public with his attendance at race meetings, hill climbs, reliability events as well as inter-city record breaking runs.**

Phil Virgona also sent me the two attached advertisements for 14-40 Vauxhalls and the records they smashed.



**24 hrs. non-stop: 200-400-500-600-700-1,000 miles**

**it lowered them all**

**breaking, in total- 27 Australian Records**

**VAUXHALL VICTORIES**  
 27 New Australian Records set up—  
 1477¾ miles covered at average speed of 61.65 m.p.h., including stops.  
 1000 miles in 93 minutes—previous 1000 mile record bettered by 42 minutes. The smallest engine to tackle the 24-hour record.  
 So may be chronicled this latest epochal achievement of a standard model 14-40 Stock Vauxhall.

**URGENT TELEGRAM.**  
 COMMONWEALTH OF AUSTRALIA—POSTMASTER-GENERAL'S DEPARTMENT  
 Station From: [Signature] To: [Signature]  
 [Signature] 4/20/34 [Signature]  
 [Signature] 4/20 [Signature]  
 [Signature] 4/20 [Signature]

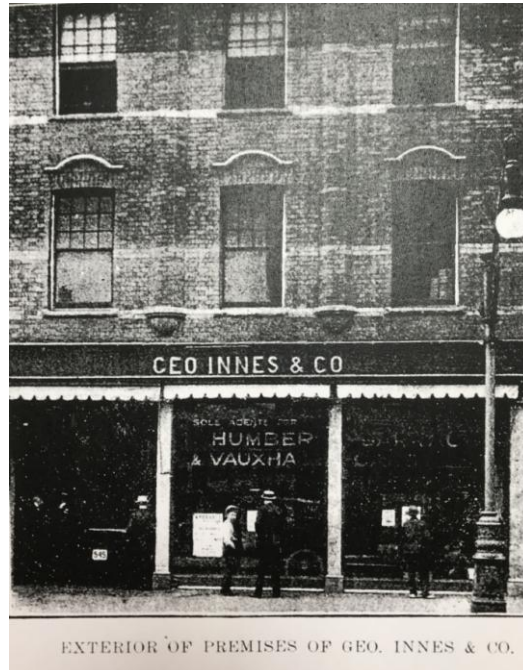
This message has been received subject to the Post and Telegraph Act and Regulations.

MAROUBRA SPEEDWAY YESTERDAY FORTY VAUXHALL TWO THOUSAND TWO HUNDRED NINETY SEVEN CUBIC CENTIMETRES CAPACITY SUCCESSFULLY COMPLETED ONE THOUSAND FOUR HUNDRED SEVENTY NINE THREE QUARTER MILES FIGURES BY ELEVEN THREE LOWERED PREVIOUS AUSTRALASIAN NEW RECORDS ON MILEAGE PER QUARTER MILES CREATED SIXTEEN NEW RECORDS ON MILEAGE PER HOUR ALSO ALL PREVIOUS RECORD ONE THOUSAND FOUR HUNDRED HUNDRED MILES PREVIOUS RECORD BY AN ENGINE OF THREE THOUSAND SIXTY EIGHT MILES CREATED BY AN ENGINE OF THREE THOUSAND FIVE HUNDRED EIGHTY ONE CUBIC CENTIMETRES

BOYD EDKINS  
 Time received at this Office

Speed, endurance, starting and all-round performance were shown by the Stock Model 14-40 Vauxhall at the Maroubra Speedway on February 22nd and 23rd.  
 Record after record was smashed—larger cars had their records shattered one after another—only a car which had built into it the finest materials, by the most finished craftsmen could have accomplished so much.  
 The previous 1000-mile record had been set by an engine of 3581 c.c. The Vauxhall has an engine of 2297 c.c. Notwithstanding that its engine was 55% smaller, the Vauxhall attempted and accomplished that which experts voted as impossible.  
 The Vauxhall which accomplished these things was not a racing car. The only departure from strictly standard was the equipment of a Solex Carburettor, larger exhaust pipe, shock absorbers, and extra oil capacity in the sump.  
 The same type Vauxhall which made these records is available at your nearest Vauxhall dealer. For the motorist who wants quality and endurance in his car—for the motorist who wants latent speed which can be called forth instantaneously—and for the motorist who is best convinced by accomplishments, a study of these 27 Vauxhall Records will prove interesting. The price also is the lowest in Vauxhall history—455 delivered at the works of the General Motors Plant in your State.

Thanks again to Phil for the below photographs of George Innes' showroom at 141 York Street, Sydney and advertisement in the N.S.W Motorists and Cyclists Annual.



40 N.S.W. MOTORISTS' AND CYCLISTS' ANNUAL.

MR. G. INNES AND HIS ASSISTANTS IN A 14 h.p. Innes Car.

N.S.W. MOTORISTS' AND CYCLISTS' ANNUAL. 41

## GEORGE INNES & CO.,

141 York Street,  
OPPOSITE Q.V. MARKETS (4 Doors from Drutt Street),

### Mechanical Engineers,

AND IMPORTERS OF

Motor Cars, Cycles, Launch and Electric Groups,  
Tyres, Lamps, Batteries, &c.

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#### REPAIRS

To all kinds of Motors promptly and properly executed, under supervision of **MR. G. P. INNES**, who is a Certificated Engineer, with 9 years of Motor experience, having constructed a workable 4-cylinder Motor in '97.

#### THE INNES CARS

Are built in France, to our specification, and carry a six months' guarantee. They are **Cheap**, because they run well, are simple and accessible, and cost about **Half** as much as other cars of same size and power. Their wearing qualities are undoubted.

#### INNES CARS

Are not sold by Extensive Advertising, but by the Recommendation of Satisfied Customers.



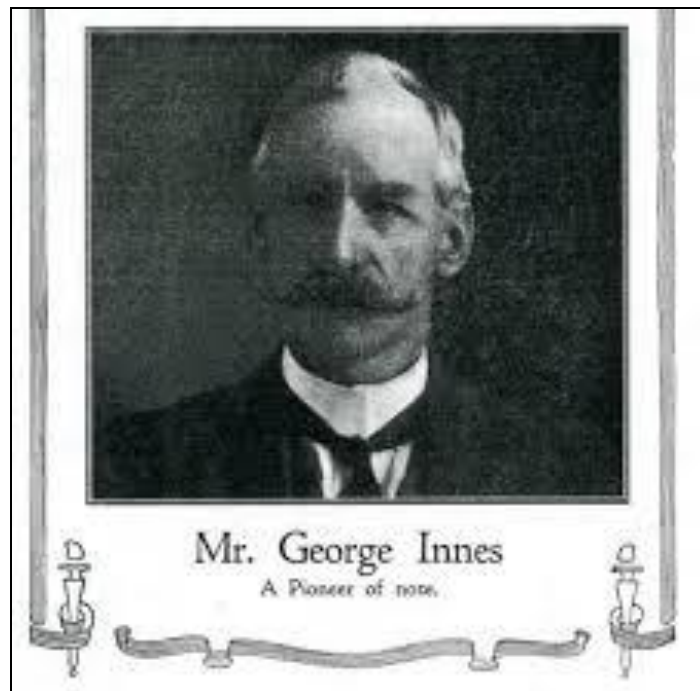
I recall there was a body from an Innes car laying in the shed near Ingleburn where Greg Roberts' D Type was stored. The chassis and running gear was there as well and both were later purchased by Geoff Symonds a member of the Veteran Car Club in Sydney.

The photo below is of Geoff Symonds and the Innes car following its restoration. The car is now owned by the The Australian Motorlife Museum at Kemble Grange near Dapto south of Sydney. Geoff advised me the Innes car has been dated at either 1903 or 1904.

It was a Lacoste style of car which anyone could purchase in chassis form in France, it did not have a makers name appearing on the parts of the car and you then placed your own trade name on the vehicle or sold it under your business name to start your life as a motor trader.



*Geoff Symonds and the Innes car.*



*George Innes as passenger in an Innes car.*



If you Google “George Innes Sydney” you can read an article printed on George Innes and his connection with the motor car in Sydney in the early 1900’s.

The photograph below sent to me by Phil Virgona depicts Vauxhall’s 1912 car which Portway’s book tells me this model was fitted with a 4 1/2 litre twin overhead cam engine. No doubt a fast racer of the day and what a pity the factory did not carry on with the design of this engine which at the time would have been quite advanced. You might notice that no muffler is fitted so it would have given you a delightful note as it went past.



*1912 Coupe de l'Auto*

The two photographs below are George Green’s A Type A11.596 now owned by Garry Rainsford in South Australia. The black and white photograph was taken at George’s house in Castlecrag, a suburb of Sydney. The garage under the house had room for about 20 cars and you can just see the front of his Crossley Shelsley. George allowed young members of the local car clubs to maintain

and use the cars in his collection and Lester Thearle from Gunnedah was one of these 'hey yous' as they I have heard them referred to as. I think Lester was the custodian of George's 8 litre Bentley saloon which wasn't too bad a deal for an enthusiastic teenager. John Giddy was another 'hey you' and he drove the Prince Henry. The coloured photograph shows the A Type after restoration and in the background is George's Prince Henry.



*George Green's A Type Vauxhall*

Lester tells me that driver the A type in the black and white photograph is Greg Daley and sitting beside him, he thinks is Terry Cook. The photograph was taken in 1964 and as a lot of water has passed under the bridge since then, Lester's memory is a little vague as to the names of the three lads in the rear seat.



*George Green's A Type and Prince Henry*

Below is an article on 04.93 was written by the late Bill Guy a Lancia man who lived in retirement at Jyndabyne N.S.W. Bill was a true gentleman, very quite however with a good sense of humour and we enjoyed many rallies in his company and wife Kate who herself was quite a character. Bill was unfortunately killed when his Lancia Lambda ran off the road when he was returning to his home from the village of Jyndabyne. My thanks to Martin McCarthy of Hilldale N.S.W. for the copy of Bill's letter and photos of 04.93. which is now owned by the Adams family of Boolaroo N.S.W.



/04.93

### NOTES ON AN EARLY VAUXHALL

It was in Tasmania in the late nineteen fifties when I was an engineering undergraduate at the university that Sidney Cripps of Dynnyrne, who owned an OM and a Trojan, gave me a clue regarding an Alldays and Onions reputed to be stored in an old house soon to be demolished in Battery Point. Following up the clue I found not an Alldays and Onions but the tubular chassis of a de Dion Bouton, circa 1903, and the bodywork, axles and wheels of a 1904 Vauxhall with a steering wheel and not a tiller as in the 1903 model.

Apparently the Vauxhall was dismantled in the early twenties and the motor made into an ore crushing plant and sent to the Osmiridium mines at Adamfield in the rugged south west of Tasmania. I researched old mining leases for the area and set about trying to track down the early miners only to find that some were then no longer with us. Finally I located an old miner named Oscar who recalled that the Vauxhall motor was on Pat Roach's lease and was pushed down a mine shaft when the bottom fell out

of the osmiridium industry in the early thirties when it became no longer fashionable or necessary to tip fountain pen nibs with osmiridium.

On a subsequent final year geology excursion was able to recover the motor and flywheel, sadly in a very sorry condition. I then got touch with the Grand Old Man of Tasmanian motoring, Gordon Fysh, who told me that Mervyn Gray of Launceston had an almost complete 1903 tiller steered Vauxhall which he would not part with but that he, Gordon Fysh, also knew of another early single cylinder Vauxhall motor driving a saw bench at Prospect.

I finally traced the motor to a Mr. Plumbrie who agreed to part with it in exchange for a chain saw in reasonable condition.

By this time I had graduated and was working for a consulting engineering firm who transferred me to Canberra in 1966 to establish an office so the Vauxhall went into storage in Hobart.



3.

A few years later as my interest tended to vintage rather than veteran cars I gave the Vauxhall to Alan Higgisow in Canberra provided he collected it from Hobart.

So the Vauxhall came to Canberra to be ninety per cent restored by Alan Higgisow finally to be the subject of a swap with George Green for a vintage Stanley Steamer

I do not know what became of the Vauxhall after that but I do recall driving the Stanley Steamer one afternoon after spending the entire morning striking matches and burning all the hair off our arms in our efforts to achieve a sufficient head of steam to move the two ton monster.

D.S. Guy

P.O. BOX 636.

JINDABYNE

NSW 2627.

7-5-94



04.93



04.93

Ian Irwin from Canberra sent me the photograph below and asked me to spot the Vauxhall. When you blow the photograph up it is clear the seventh car from the left reversed into the kerb is the Vauxhall. It is a 14-40 and what looks like a sun roof is actually rain water accumulated on the hood as it had obviously been raining with the reflections on the wet street surface. It looks as though the photograph was taken near the bottom end of Macquarie Street somewhere near The Royal Automobile Club opposite where the cars are parked.



*Macquarie Street, Sydney c1929*

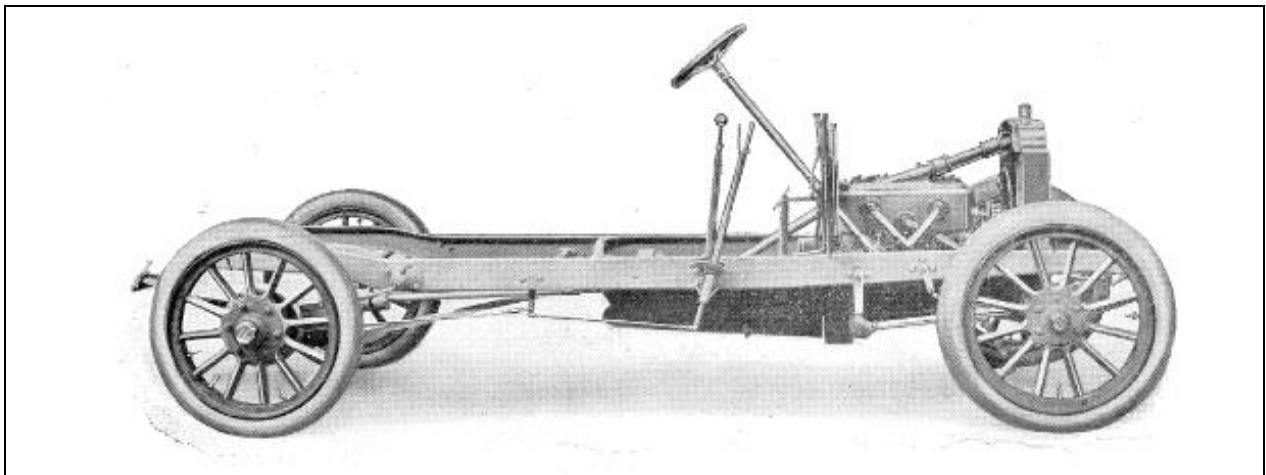
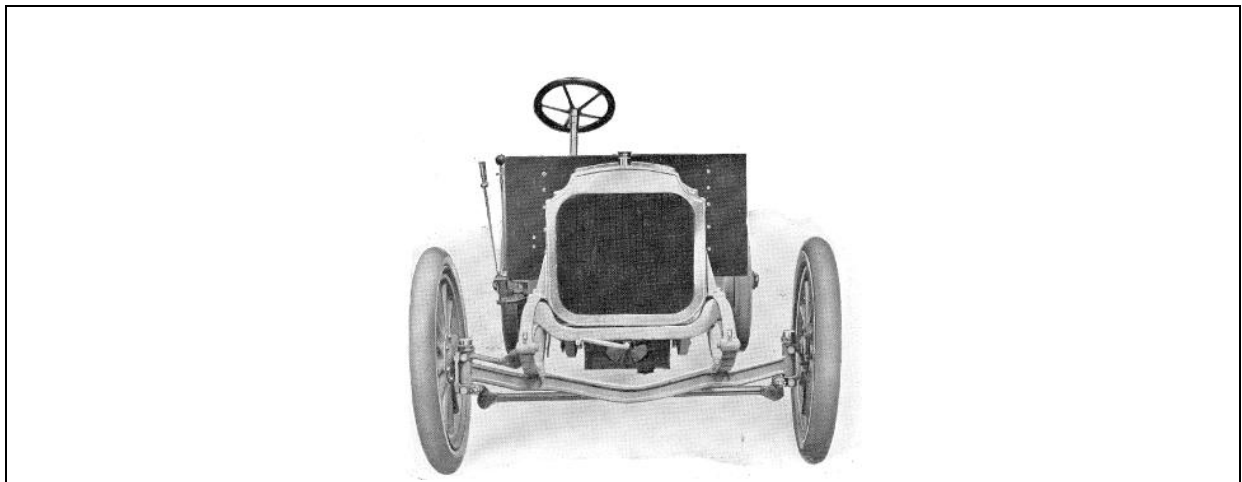
**Peter Weir has been good enough to write up the article below on his veteran A Type Vauxhall A09.1. I might make mention that Peter designed and built the body, hood and guards for the A Type himself. When the block failed he drafted drawings for the block enabling new ones to be cast with Peter machining them to a finished state. A09.1 is a credit to Peter and like others I admire his ability to complete so much of the restoration in his own workshop.**

# 1908 A Type Vauxhall A09.1

A09.1 was built on the 24<sup>th</sup> November 1908. At that time, the chassis price of standard wheelbase cars of 9' 7" was £420, interestingly A09.1 has a longer wheelbase of 10' 3", with this extra 8" costing an extra £5. The shop records below also show that the rear axle ratio supplied was 15 to 62 or 1 to 4.13 which is quite low. This original ratio remains to this day, and along with the very upright steering column (which all car body builders know brings the front seat closer to the firewall), and the longer wheelbase, my suspicion is that the chassis was intended to be the base for a large formal chauffeur driven Landaulette which were common to Vauxhall, and other makes at around this time.

1909 10 11		Stroke		Cooling		Supply		Magneto		Carburetor	
Inches		M/M	Inches	M/M	by	G. Gravity	F. Force	Make	Type	Make	Type
1	1770 A09	1	1993.53	90	4.75	120	Thermo Siphon	G	Bosch	W.P.	30 m Cc

Hand Brake Dia.	Size of Tyre	Rear Axle Ratio	Make of Motor Machine	Remarks
12 375X10515-62	24-11-03	GUNNAR SUNDEUS CAR. EXISTING.		



**VAUXHALL MOTORS, LTD.**

*(Works : LUTON),*

**180, GREAT PORTLAND STREET, W.**

*Telephone : 1079 Mayfair.*

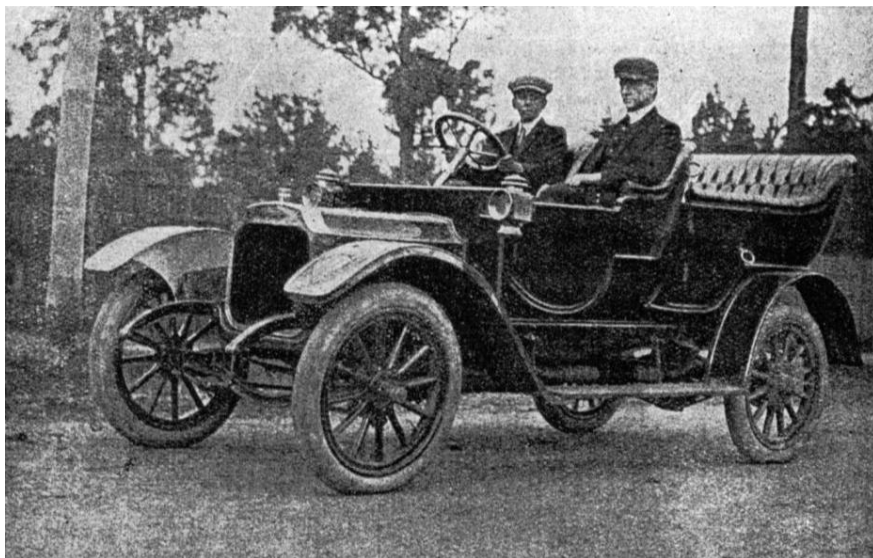
*Telegrams : "Whirling, London."*



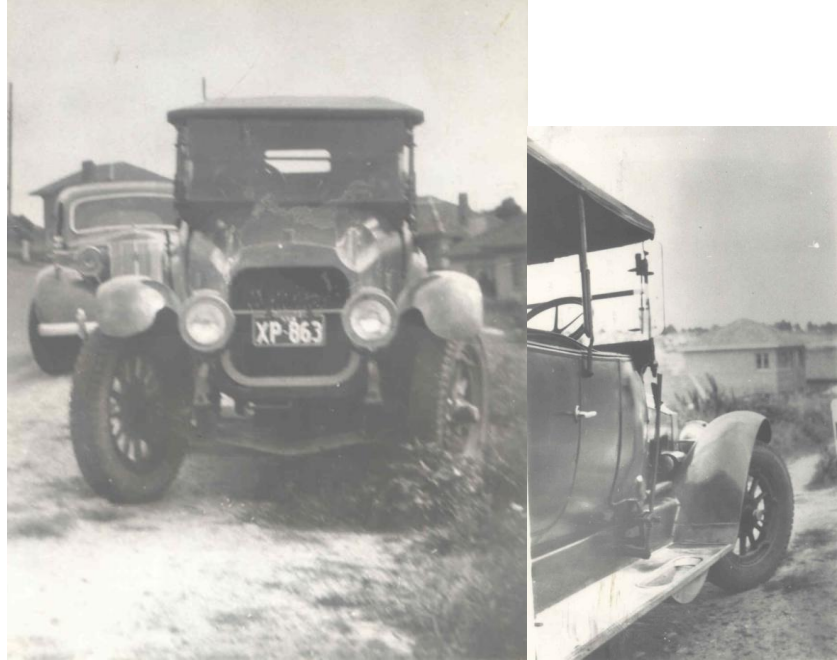
The cars early history is not known, but in NSW in 1915, the Holderness Motorists Guide lists 56 Vauxhall cars of varying capacity. Up till the early 1920's, registration plates were only required at the rear of the car, so trying to identify veteran cars from early period photos in NSW has proven to be difficult.

The photo below supplied to me by George Seymore a few years ago, is from a 1910 Australian publication called GMT (Golf Motoring Tennis), and whilst I have no evidence to say this is my car, it certainly has a lot in common with my car. As a side note to this, from all the other period photos I have seen, not one other car has come close to being even a distant match.

*Photo from GMT circa 1910*



The first confirmed photos of my car appear from about circa 1950, and as typical of many cars, A09.1 had at some stage been given a new lease of life with a 1920's vintage style body. Someone must have thought that the mechanicals on the car were good enough for more modern times and were worth saving, I guess this must have been a testament to the reliability of make. Note that in the 3<sup>rd</sup> photo below, the gear lever has been cranked inwards to clear the body. The same cranked gear lever can be seen lower down in this article, the photo by Sticky Walton, with Martin McCarthy at the wheel.



*Photos circa 1950*

Early in 1955 the car was owned by a Mr. TF Wilson of “Four Oaks” Seven Hills NSW. A quick internet search has revealed that his full name was Trevor Frederick Wilson, he was a Sydney art director, and remained at the Seven Hills property till 1959. This heritage listed house still stands today, the extract below is from the NSW Government Office of Environment and Heritage.

“Four Oaks is of historical significance to the Seven Hills area as an example of a late colonial residence belonging to the settling families of the area. The house has linkages to the Pfoffer Family, the Best Family, and the Pearce family, all of whom are founding families of the district, and whose residences are also retained as heritage items in Blacktown and Baulkham Hills local government areas.”

The letter below documents his correspondence with the Vauxhall Factory in early 1955. The 1909 car, painted a fire engine red the Vauxhall factory refer to, is of course the 1909 B Type roadster which has been at the Vauxhall Heritage Center for many years.

You will note that details listed about the car in the letter are basically a copy of the original work order. The tone of the letter seems to suggest that the company was interested in the request for information about one of its early cars, how times have changed.

TELEPHONE  
NUMBER 2800, LUTON

Vauxhall Motors Ltd

TELEGRAMS  
CARVAUX, TELEX, LUTON

AIR MAIL

Ref. No 600

LUTON



BEDS.

ENGLAND

11th February, 1955.

Mr. T.F. Wilson,  
"Four Oaks",  
Seven Hills,  
N.S.W.  
Australia.

Dear Sir,

Further to Mr. Tipper's letter of the 8th February, you will be pleased to know that we are able to confirm that your particular vintage car is a 1909 model which was built at this factory on the 24th November 1908. It was the first of the 1909 models and from our records we can give you the following details:-

R.A.C. rating - 19.9.  
4 cylinder engine Bore 90 mm. Stroke 120 mm.  
Bosch magneto.  
W.P. carburettor - 30 mm.  
Cone clutch.  
12" foot brake and hand brake.  
8.75 x 105 tyres.  
Rear axle ratio - 15.62.

It so happens that we have rebuilt a 1909 Vauxhall and this car is now on show in our showrooms, painted a fire engine red. The enclosed photographs are of this particular vehicle and we think they should be of considerable help to you in your rebuilding.

If you require any further information on this model, we may be able to draw on the experience of the service fitter who carried out the work on our car but we feel that in your case this will not be required. We do hope you have much enjoyment in building up this wonderful vintage car and if you do have a photograph taken on completion we shall be very interested to have a copy.

Yours faithfully,  
VAUXHALL MOTORS LIMITED.

G.B. WATSON.

Manager,  
Export Administration.



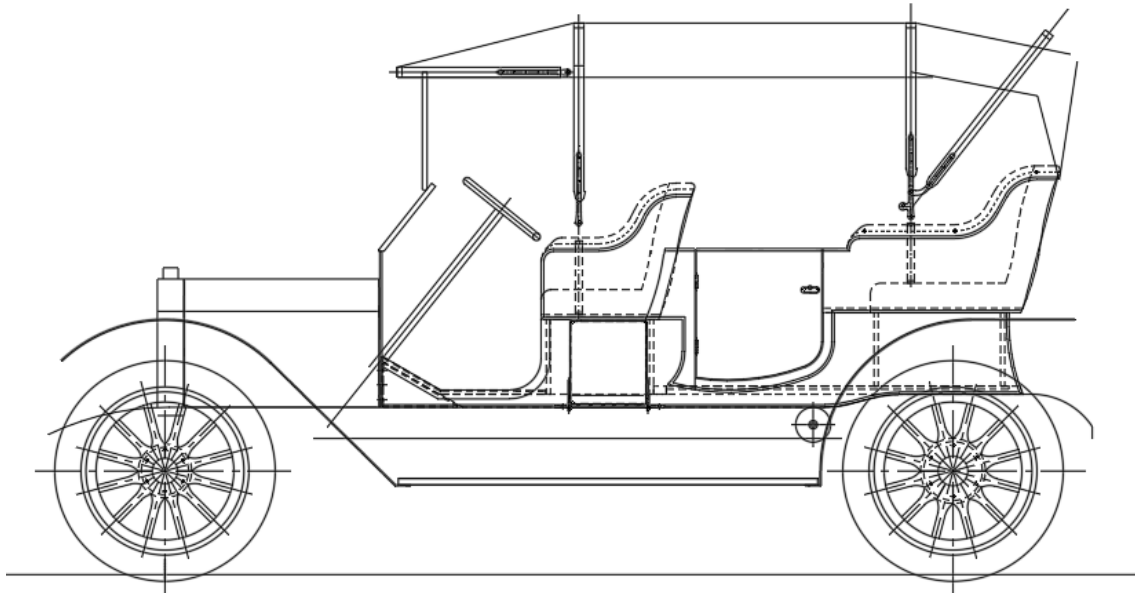
A09.1 eventually passes on to Ron Grant who as I believe, was an early member of the Vintage Sports Car Club of Australia. Even though he also owned at least 5 30-98's and other cars as well, he was instrumental in the establishment of the Veteran Car Club Australia (NSW) being their foundation president.

Around 1971 A09.1 along with two 30-98's pass from Ron Grant to Gunnar Sundell. The vintage body is now long gone, having been replaced with a rather odd-looking design, neither veteran nor vintage.

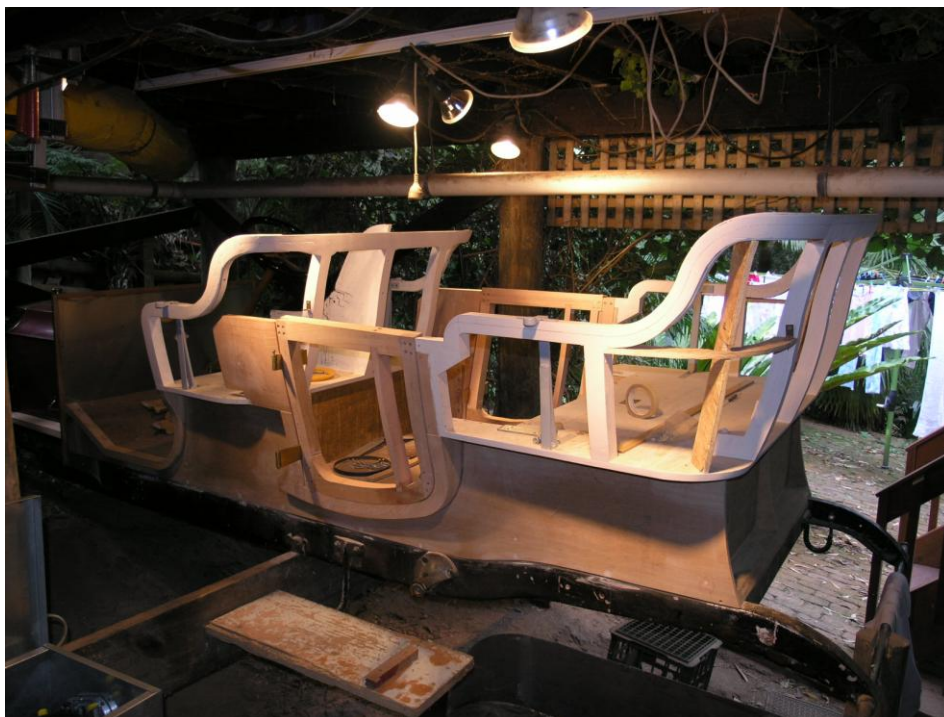


***Martin McCarthy at the wheel 1980s***

On the 04/04/2003 after 18 months of negotiating, I finally succeeded in the purchase of A09.1 and straight away jumped into a full mechanical restoration. The body had remained unchanged as per the photo above, so it was removed and after several months of procrastination and staring at a white board full of pre 1910 Vauxhall period photos, a design fitting of a 1908 Edwardian Vauxhall was finalised, and I set about its construction.



*The design is finalised, surely building a body cannot be that hard. November 2003*



*The body starts to take some shape October 2004*



***Almost ready for painting October 2006***

Over the years it eventually it all came together, and the car was retuned back to the road in February 2008, and since the above photo was taken, some family friendly comforts like a windscreen, and hood have been added. These comforts have been well utilized in subsequent veteran car and Vauxhall Register rallies over the years.



***Vauxhall Register rally November 2013***



## WANTED

Evan Quamby is in need of an original oil pressure relief valve complete for his 23-60 crankcase. If you have one and would like to sell it please contact Evan on his mobile 0448 424 476 or email him on [rust2ruby@gmail.com](mailto:rust2ruby@gmail.com)

## WANTED

Peter Weir is looking for an original complete replacement gauge, or parts to re build a fuel pressure gauge for a 1920 D Type Vauxhall. My current gauge pictured has a very ordinary face plate which was hand painted by someone many years ago. Call Peter direct on 0414 831 872 or email at [weir@1earth.net](mailto:weir@1earth.net)





## FOR SALE

Reg Wade's 14-40 LM4786 of Bundanoon N.S.W. phone 02 4883 7680 mob: 0407 256 087 is selling his lovely 1927 Propert bodied LM 14-40. This is a sound original car with matching numbers and Reg has many 14-40 parts he will sell together with the car. Reg has owned the 14-40 for about 25 years and the history of the car shows that he is the fourth owner since new. So if you are interested and need to know more about the car then a phone call direct to Reg will need to be made. Reg is asking \$38,500.00 O.N.O. with the listed spare parts below which I think is a fair price. The parts will not be sold separately.



### LM4786 *List of some of the spare parts for Reg Wade's 1927 Vauxhall LM 14-40*

1. 1 x Alloy head repaired and machined
2. 1 x new alloy head not machined
3. 1 x Fuel tank
4. 1 x Water pump + extra parts
5. 1 x Magneto cradle
6. 1 x Watford F04 - rewound, timed and ready to go
7. 1 x Sims coupling spare

8. 1 original radiator cap

9. 1 x No 2 oil pump parts

10. 1x set of new valve springs

11. 1x Starter switch

12. 1 x Set of Mechanical Drawings for LM 14-40

*And many more spares - too many to mention for the car you would like to be seen driving.*

**Reg emailed me with the additional list of parts that will be included in the sale and go with the car.**

Vauxhall LM 14-40 - **additional** Spare Parts to those listed in advertisement

1. 1 x radiator
2. 1 x Lucas GA4 magneto (2 bolt) fits this Vauxhall
3. 1 x steering box
4. 1 x No.2 oil pump
5. timing gears – new pilot drilled
6. timing gears – old – good for hub recovery
7. 1 x crank handle to engine fitting
8. 1 x Zenith carburetor complete – body + main jets
9. 1 x clutch assembly
10. 1 x tail shaft
11. 1 x engine block
12. 1 x crank case
13. 1 x gear box (has a broken finger on the gate)
14. 1 x Vauxhall branded foot tyre pump
15. 1 x set of tyre irons
16. spark plugs: 8 x 18mm Edison – new (42-TS)
17. spark plugs: 4 x 18mm KLG TYPE (ML5) - these run well in 14-40's engine
18. LM 14-40's toolbox containing:

- a) 1 x new timing gear
- b) 1 x wheel puller
- c) 1 x oil pressure regulator spring
- d) 1x water pump gland packing
- e) 2 x suitcase straps

19. 1x generator bracket

20. 1 x brass brake cable holder

21. 2 x headlights – 1 has small dent
22. 2 x side lights – 1 needs glass and rim
23. pair of dynamo bearings
24. 1 x differential with 2 back axles
25. 1 x torque tube bush with 1 x torque tube with tail shaft
26. 2 x rear Vauxhall brake drums – M? or LM?
27. 1x door lock assembly - no outside handle
28. 1x oil pan drain plug with screen
29. 1 x front shackle No. V8146
30. 1 x firewall
31. 1 x foot brake assembly and clutch pedal
32. 1 x Brass Identification Plate for Vauxhall LM 14-40 – chassis number LM 5165

Plus many more nuts & bolts, bobweights, etc

**The above photograph and parts list supplied by Reg Wade.**

### **WANTED**

Pair of starter motor straps as fitted to D, E, OD and OE models.  
Tube for control levers through cylinder block to suit OD or OE.  
Please contact Thurston Kent C/O John Kent mob 0411 662031 or email [jken3849@gmail.com](mailto:jken3849@gmail.com)

### **FOR SALE**

Ron Capil (20-60) from Queensland has a set of 14-40 knockons for sale.  
If you are interested please ring Ron on mobile 0467 724 839 or you can email him on [capilraj@bigpond.com](mailto:capilraj@bigpond.com)



Now with a little light non Vauxhall trivia to end the newsletter.

Nearby to where we live there is a shed beside the road in a paddock advertising Dr Morse's Indian Root Pills. Now this sign has always intrigued me and I thought maybe Doctor Morse's pills might be the answer to an age old complaint we suffer from. Thinking if we could buy some of his pills, Dr Morse may come to our rescue and put some life back into what is now for us, simply a memory.





**Mr Google was of little help as it shows Dr Morse's pills were to treat a blood related disease so I was not actually sure they would help our ailment. Also it gave no indication as to where we could now purchase the good doctor's pills.**

### **GOOGLES REFERENCE TO THE PILLS**

**Dr. Morse's Indian Root Pills** was one of the most successful and enduring products to be manufactured and marketed in [North America](#) as part of the lucrative [patent medicine](#) industry, which thrived during most of the 19th and 20th centuries. Its manufacturer claimed the pills contained herbal ingredients that would help "cleanse the blood," as "impurity of the blood" was believed to be the cause of all disease.

**Below is another reference on Google and outlines another benefit of taking Dr Morse's Indian Root Pills. Most of us can relate to both the over indulging and lack of exercise, however it is the last part that is of interest to me and this was getting closer to the mark.**

**Dr. Morse's Indian Root Pills** - The indications or uses for this product as provided by the manufacturer are: Laxative. To assist man when he overindulges in eating or drinking, and through lack of proper exercise, by helping renew his interest in life.

**Please let me know if any of you out there have any success with the good doctor's medication, maybe it only works on Indians.**

**My thanks to Bob Martin, Phil Virgona, Ian Irwin, Lester Thearle, Martin McCarthy and Peter Weir for the material they each sent me included in this newsletter.**

**That's it for the end of the financial year, I hope the next financial year sees us virus free.**

**Cheers.**

*Dave Stuart*

**Mobile 04 2828 2360**

**Email [tubby2360@gmail.com](mailto:tubby2360@gmail.com)**