

A - D VAUXHALL REGISTER

AUSTRALIAN NEWSLETTER

APRIL 2021

Hello everyone.

Euan Coutts OD793 from Orange has written the article below on how one overcomes the problems one encounters with handling big nuts. I must say I have not experienced this problem however his advice for those of you with big nuts is below if you need it.

Handling Big Nuts.

Most of our old cars seem to feature large diameter, say over 1" (25mm) Nuts, usually plugs, adjustment nuts and hub caps and some of them can be very odd sizes, or even octagonal. Up to this size we are well catered for with reasonably priced sockets and spanners, but over this size sockets and spanners become a bit pricey. Usually we handle these items by using big shifting spanners or as a last resort, Stillsons and cold chisels, which can be awkward and not very satisfactory and damage the nut.

I have made a number of spanners of the ring variety simply out of ordinary black mild steel. They will take a surprising amount of force. They are relatively easy and quick to make, work well, but require some careful marking out.

The last one I made was for the steering ball joint caps on the Vauxhall which are 2 3/32" (53mm approx) A/F which is 60 mm across the points.

In this instance I used a piece of 5 x 75 mm steel 300mm long. Polish up one side and coat with marking blue or similar. Mark the centre line along the length. Centre pop the centreline 37.5mm (1/2 of 75mm) from one end.

With the dividers set at 37.5 draw circle with the pop mark as the centre. The drawn circle should just brush the end and two sides of the steel. This is the outer ring.

Set the dividers at 30mm (1/2 of 60mm) and draw another circle from the pop mark inside the first circle. For a hexagonal nut, use your dividers without adjustment to step around this circle, starting at the centreline. The marks represent the points of the nut. Make sure that the steps are even and then join them up with scribed lines. It is important to get the points in the right place. Check that the A/F measurement is the same as the nut, then centre pop the points.

For an octagonal nut I adjust the dividers and step around the circle using trial and error, until the steps are even. If you want you can work out the circumference and divide by the number of points to get the divider setting. Again check the A/F measurement and again centre pop the points.

Drill a series of small holes, say 4mm , as close together as close you can along the lines of the hexagon or octagon you have drawn. I usually use a small chisel to chisel between each hole and eventually break out the centre . File to the lines checking the fit as you go. In these big sizes the fit doesn't have to be perfect , but it has to be fairly good.

You can use the " spanner" as it is but I generally make a tapered handle and saw the top part round, following the outer circle, and tidy the whole thing up on a linisher,-or with a file

You can use this method for any size nut and I have used thicker steel 6 or 8 mm if the spanner is to get heavy service. I have tried putting the nut on the steel and drawing around it but it seems hard to get a good result with this method.

On fathers day last year Mary and I went out in the afternoon for a drive to Raymond Terrace for a coffee in the 23-60 and on the way went through Duckenfield near Morpeth. I stopped the car and took the photograph below of the old stone barn right on the side of the road on land near where Duckenfield House once stood. I learnt recently the building was used to house the hunting dogs.



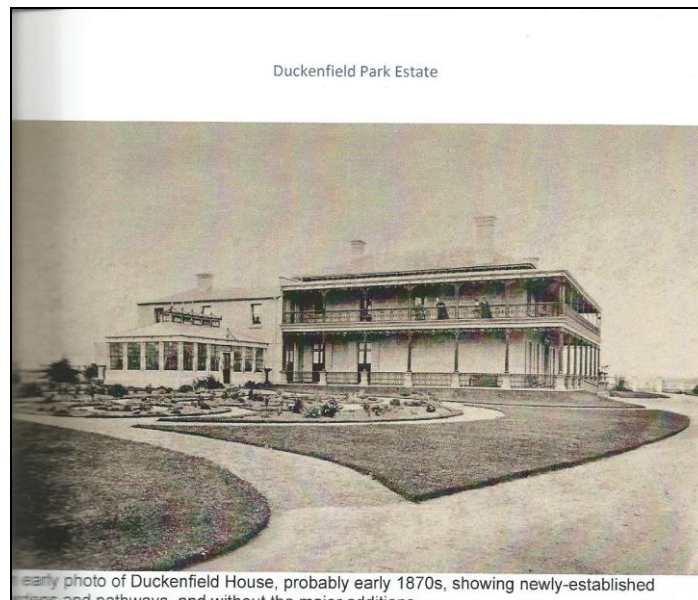
OD494 in front of the old stone barn at Duckenfield

This article is not about Vauxhalls however as most of us are lovers of old cars and buildings as well as the history of our land, this story of the demise of Duckenfield House shows the opulence the old timers once experienced in this area close to where Mary and I live. Such a magnificent mansion sadly had a lifespan of only some 60 years.

In 1853-54 John Eales senior began to sell off a number of his properties and stations and consolidate *Berry Park*. Then in his mid-fifties, he let much of his land to tenant farmers and invested much of his fortune in mortgages. At the same time, he resolved to have built a sprawling mansion, lavishly appointed to reflect his status as a man of mark in the colony. Thus, *Duckenfield Park House* came into existence, replete with fine furniture and works of art, together with a private racecourse, well-appointed stud and stables, and complemented by a set of stylish hunt club kennels.



Duckenfield House



John Eales senior died on 1st April 1871 at *Duckenfield Park House*, and in due course, the house itself and most of the family fortune was inherited by John junior. It was a few years later, in 1875, that John recruited the distinguished architect, John Horbury Hunt, to transform the family mansion into an even more impressive stately pile. By the time Hunt had completed his commission, *Duckenfield Park House* was a vast pile of Pymont sandstone and cedar joinery containing no fewer than forty-five large and lofty rooms, including a beautifully appointed ballroom and a large billiard room.

The house, together with its offices, was arranged around a large botanical garden and tile-paved courtyard in which was set an octagonal aviary containing hundreds of birds. The stables that Horbury Hunt constructed were particularly impressive and altogether fitting because by 1875 the property, which already had a significant association with the Turf, was enjoying a revival.

Though the five Eales brothers as a firm gave up breeding the thoroughbred, Walter Eales continued to dabble in the business for a while longer but met with little success. For almost twenty years the sprawling and palatial pile that was once *Duckenfield Park House* remained deserted. The times were not conducive to the expense of running such an aristocratic establishment, and in March 1916 during the dark hours of the First World War the house and its contents were sold and the property sub-divided. Soon after, all of the buildings were demolished and the materials sold for second-hand value with some of the stone used in the construction of three houses for executives of the *Broken Hill Proprietary Company* in Newcastle. All that remains today of what was once one of Australia's grandest mansions, host to the rich and the royal and the birthplace of a Derby heroine, is a small two-storey section of the house and an Italianate courtyard overgrown with grass. Not a pretty picture



Trees surround where Duckenfield House once stood

Of interest, I read that John Eales also purchased properties on the Liverpool Plains in the 1840's and one of those properties was Walhallow at Caroona, however he did not keep it for any length of time. Our 23-60 OD494 was purchased new from Boyd Edkins in Sydney by Fred Croaker Jnr in 1923 and at the time he managed the property Walhallow then consisting of some 4,000 acres.

The 2020 Orange Rambles

On Thursday 17th September a few of our Club members met at Euan and Wilga Coutts rural property in Clifton Grove on the outskirts of Orange as a two day ramble in our cars had been

planned by the Coutts for the Friday and Saturday.

On Friday morning we all met up in brilliant sunshine with the countryside looking at its spring best. There were:

Bret and Wendy Blackmore in 3 litre Bentley.

Lester and Michael Thearle in 4 ½ litre Bentley.

Euan and Wilga Coutts in 23-60 Vauxhall

Richard and Emi Walton in 30-98 Vauxhall

Jim and Peter Weir in D Type Vauxhall

Dave and Mary Stuart in 23-60 Vauxhall

We set off from Millthorpe and drove out through Forest Reefs on a scenic road which meandered its way through vivid green countryside sprinkled with paddocks of canola that was in full bloom and brilliant yellow. Arriving in Carcoar we parked the cars in front of the historic court house and then went for coffee.



Carcoar Court House

Following our coffee stop in Carcoar and viewing of the buildings in this historic little town we set off for Cowra via Mandurama and Lyndhurst to visit the Japanese Gardens for lunch. Following lunch a tour of the gardens took place and revealed a mass of spring colours. We set off from Cowra and drove out to Goolagong which has a pub and a hall with not much more.



Goolagong Community Hall

As the bridge on The Rivers Road was closed this prevented us visiting The Rivers property to see where Euan and Wilga's 23-60 came from so an alternate route took out towards Eugowra and then into Canowindra before returning to Orange via Cudal. The countryside looked glorious and made it very pleasant whatever road we took as the scenery all day was green and gold. In total we had travelled 280kms with all the cars running well.

That evening we all gathered at Euan and Wilga's property in Clifton Grove for a happy hour and dinner with normal chit chat amongst the girls about diff ratios and magnetos.

The following morning Saturday 19th September we all met at a coffee shop in the main street or Orange for a quick caffeine fix prior to the days touring this time to the north of Orange.

We left town about 10am and drove north out along Burrendong Way to Euchareena where we turned west for Molong. Along this part of the tour the road meandered again up and down hills in the green and canola yellow countryside which gave splendid panoramas.



Somewhere between Euchareena and Molong



Continuing along the road brought us into Molong where we lunched in a small cafe opposite the workshop of John Morphet who some of you might remember has a veteran and vintage car restoration business however unfortunately the gates were closed and we could not catch up with him.

Following lunch we headed north west up through Cumnock and Yeoval to then turned to the east and drove across the range to Wellington where we all refuelled the cars. We then headed off for Stuart Town as we had bullied rally director Wilga into allowing a comfort stop at the Ironbark Hotel. Stuart Town was originally called Ironbark and is where the man from Ironbark came from in Banjo Patterson's poem.



L To R: Richard Walton – Emi Walton – Wendy Blackmore – Dave Stuart – Jim Weir – Bret Blackmore – Lester Thearle

Peter Weir and Michael Thearle



Ironbark Hotel Stuart Town

L to R: Jim Weir – Michael Thearle – Dave Stuart – Emi Walton – Wendy Blackmore – Richard Walton – Peter Weir
Lester Thearle – Bret Blackmore

Leaving Stuart Town to the locals who were gathering for the Saturday night's entertainment at the pub we returned to Clifton Grove along Burrendong Way via Euchareena, Mullion Creek and Clergate. We had completed 268kms again with no mechanical problems.

That evening Euan and Wilga provided a pleasant barbecue for everyone as well as their son and family who live on a property across the road. It wasn't a late night as a day's driving in an open car seems to creep up on you these days a lot earlier than it used to.

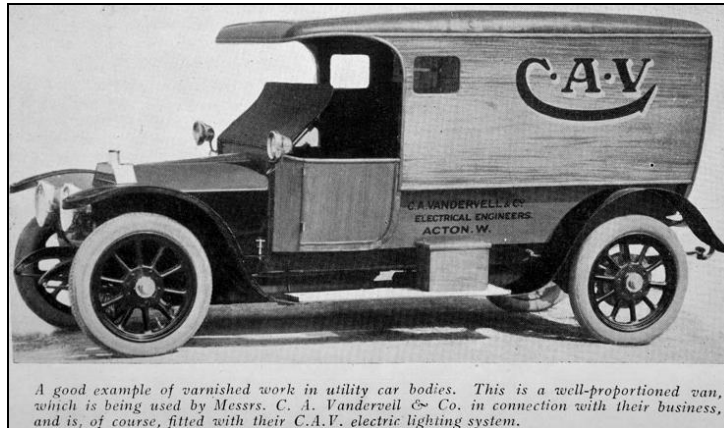
Sunday morning met us with heavy rain which did not deter Richard and Emi who braved the elements and set sail for home in their 30-98 at 7.30am through Bathurst and Katoomba. The rest of us gathered at a lovely cafe in Millthorpe for a great breakfast of bacon and eggs done however you liked.

Following breakfast we said our goodbyes to Jim and Peter as well as Bret, Wendy and Lester and Michael who headed off north and east. Mary and I decided to stay with Euan and Wilga an extra day and let the rain pass by as well as having a day away from driving the 23-60.

Mary and I headed off home on Monday through Wellington, Gulgong, Merriwa and Denman to Raworth and must say our decision not to go home on the Sunday saw us in sunshine all day though the weather radar did show rain coming down from up near Gunnedah.

Our thanks must go to Euan and Wilga for providing this little group of enthusiasts with a couple of lovely days in our vintage cars touring about the south west slopes in what could only be described as countryside looking it absolute springtime best.

The photograph below is from Peter Ransom in Queensland and shows a C.A.V. work van. Like Vauxhalls the work van is fitted with C.A.V. electrics.



A good example of varnished work in utility car bodies. This is a well-proportioned van, which is being used by Messrs. C. A. Vandervell & Co. in connection with their business, and is, of course, fitted with their C.A.V. electric lighting system.

Phil Virgona sent me the letter and photographs below. The letter is from Euan Cameron who was the Holden Dealer in Orange when I lived there in the 70's. Euan refers to his father standing in front of his father's house in Orange with a 30-98 however it is actually what appears to be a fairly new M Type 14-40.

Dear Phil.

As promised by me I enclose copies of 3 Early Photographs.

- ① "Bartlett's 30/98 In Daily Guardian Trial. at the end of the Brake Test" A Neil Chambers also part of the trial.
- ② my father, Bill Cameron with "E.C.'s 30/98" taken in front of his father's home in Orange.
- ③ A very proud man taking delivery of his new Buick Roadster (this is about 1914/1915). The Buick in the background with seat slumping was being cut down by "E.C." to be used as a service vehicle & towing purpose.

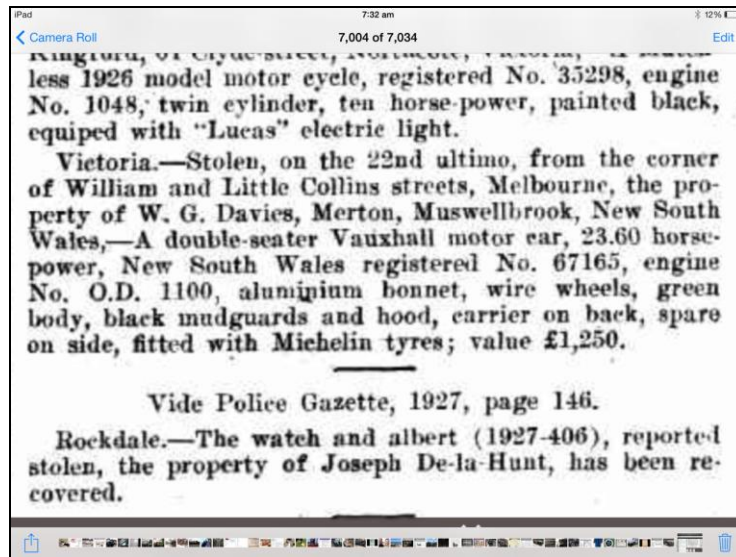
Photos were taken in the building that E.C. Buick in 1914 (Buicks arrived on Block the day Monday 18th I was there). This building had generated electric power (15) in Orange. If you look very closely you can see lights in ceiling.

Euan Cameron



Hope Bartlett's E Type 30-98

Phil Virgona also sent me the article below that appeared in a Police Gazette reporting the theft of a 23-60 in 1927. The engine number OD1100 is not known to us and there is no record of the car.



Whilst foraging for Vauxhall parts at Jeff Wolfgang's property Mayfield in Denman we found the rusty top of a milk churn and attached to the top was a brass plate with the name "W.G. Davies Denman"



What is interesting is that the property Merton near Muswellbrook is the original name of Denman where Jeff Wolfgang lives and is mentioned in previous newsletters. Google tells us the information below:

Merton was a grant to Commander William Ogilvie who had served as a Midshipsman under Lord Horatio Nelson at the Battle of Copenhagen and who retired from the Royal Navy to the Colony of New South Wales.^[1]

He arrived with his wife and four children in 1825 and almost immediately applied for a grant of land in the Hunter Valley. He was allotted 1,600 hectares (4,000 acres) near the present town of Denman, and named it Merton after the house of Lord Nelson in Surrey.

The original Merton cottage built in 1826 was a small four-roomed cottage, whitewashed with an earthen floor. Later, wooden floors were laid. Room partitions were made of wooden at first, was eventually thatched. Sandstone for the cottage was quarried on the hillside behind.^[1]

This homestead became the centre of the first village in the Upper Hunter Valley, possessing courthouse, church, school, cemetery, etc.^[1]

Jeff Wolfgang took Phil Virgona, Neil Heilbrunn, Rob Merryfull, Phil Lamrock and I to Merton recently as he knows the present owner. We were given a tour of the property as well as Merton's cemetery which is now situated on an adjoining property about 3 kms towards Denman.



The present residence on Merton

The present residence replaced the original stone four bedroom cottage of which only two walls survive.



The car and buggy garage at Merton



Brick with small handprint inside wall of garage



The sundial in the front yard at Merton

(note the name MERTON on sundial)

Email below from Ian Irwin in Canberra.

Hi Dave,

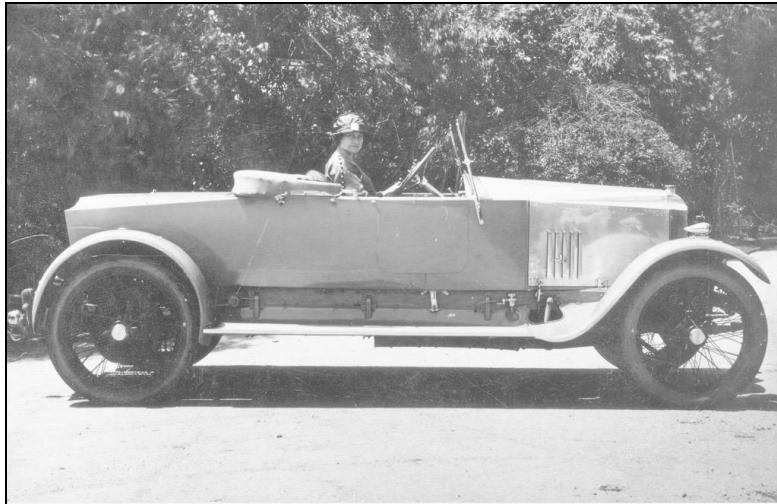
When researching a Rolls-Royce owned by Mrs Scarfe in Adelaide I found her daughter owned two Vauxhalls. No doubt you are aware of them. However, I was interested in the motor body builder. Extracts from my article:

A tourer body was built on the Rolls-Royce by the Adelaide firm of Autocars Limited. A number of members of the Scarfe family were associated with Autocars Limited and had bodies built for their cars.

Scarfe family interests in the motor industry go back to at least 1910 when Frederick G. Scarfe (1867-1961) was Chairman of Directors of Murray Aunger Limited. He was a nephew of Thomas Scarfe and by 1912 the chairmanship passed to Alfred Augustus Scarfe (1869-1944). Alfred was a pastoralist and also a nephew of Thomas Scarfe. Established in 1908 as Murray Aunger Limited it changed to Autocars Limited after Aunger retired in 1917. A visit to the Body Building Department in November 1917 was reported in 'The Mail', "Only the best wood and upholstery were being used. It is worthy of mention that all the panels are hand-beaten by the employees, and every part of the manufacture of the motor body is done on the firm's own premises." Autocars employed 85 men by 1919. As early as 1912 they were selling American makes including Overland cars. The company also handled English cars, notably Vauxhall, as well as European makes.

Mrs Scarfe's youngest daughter Ellinor Doris (Nellie), who was born in 1900 became a keen motorist in the 1920s. Nellie commissioned Autocars to build a body to her own design on a Vauxhall 25 HP D-Type chassis in 1921. In February 1923 Nellie purchased the latest Vauxhall 23/60 HP chassis and again commissioned Autocars to build a body, once more to her own design.

Nellie's design of the rear panel seems to echo the flute - looks like a very smart resolution.



Vauxhall agent Murray Unger Adelaide

The three photographs below depict Boyd Edkins' E Type 30-98 when Burton drove it from Sydney to Perth and return.



The photo below shows what happens when our Vauxhall driving days come to an end. Sticky (OE53) was always competitive and ready for a quick blat either to or from his destination, and here he hangs the tail of his scooter out whilst attempting to overtake the granddaughter Emelie in a race to the letter box.



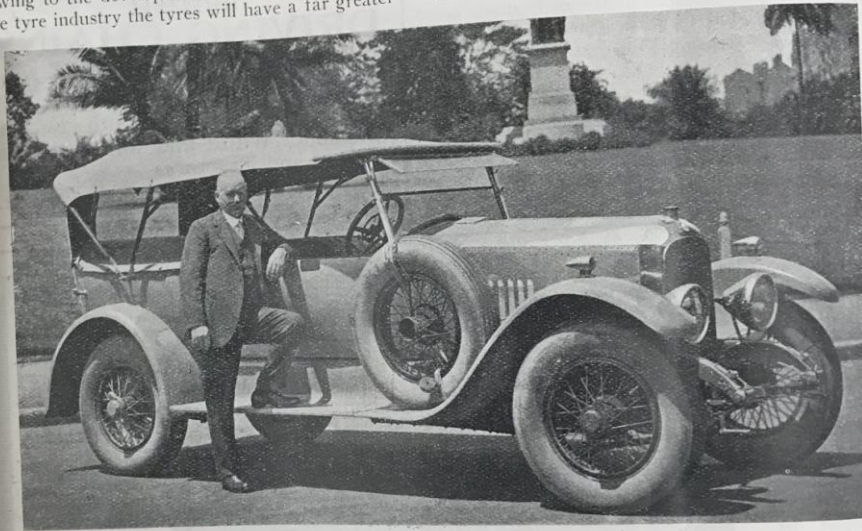
I have used the photograph of this D Type previously however Phil Virgona recently sent it to me again together with the article on balloon tyres the photograph appeared in The Motor in Australia on 1 January 1924.

Balloon Tyres

THE progress of the motor car towards its present high standard has been brought about in many ways. First of all, there is the mechanical efficiency of the engine, after which there is the strength of the chassis. These things combined give the power and speed that is required, but they do not give comfort. The comfort of a car depends upon the springs and also to a great extent upon the tyres used.

Owing to the developments that are taking place in the tyre industry the tyres will have a far greater

ing with these low-pressure tyres. After many experiments a set of 34 by 7 tyres was built and fitted to the Vauxhall car driven by Mr. E. M. Perdriau, who subjected the tyres to rigorous tests. The tyres are inflated to a pressure of 25 lbs., and it was found that they were a wonderful improvement. Such things as bricks and kerbstones were run over, and the vibration from these obstacles were hardly felt. In fact, running over a piece of road with balloon tyres is like running over a piece of road metal with ordinary cords. Not only does the tyre



Mr. E. M. Perdriau and his Vauxhall Car which is shod with the new Balloon Tyres.

bearing on the car of the near future than they have in the past. The reason for this is the development that is taking place in tyre construction at the present time. The object of the pneumatic tyre is to provide an air cushion to enable the car to ride smoothly over inequalities in the road. This end was achieved to a considerable extent with fabric tyres. Then cord tyres came into use, with tougher covers, but both of these were inflated to such a high pressure that the value of the air for cushioning purposes was greatly reduced. The problem has been how to obtain a tyre that will stand up to the needs of the car at a low pressure. It was a problem of construction.

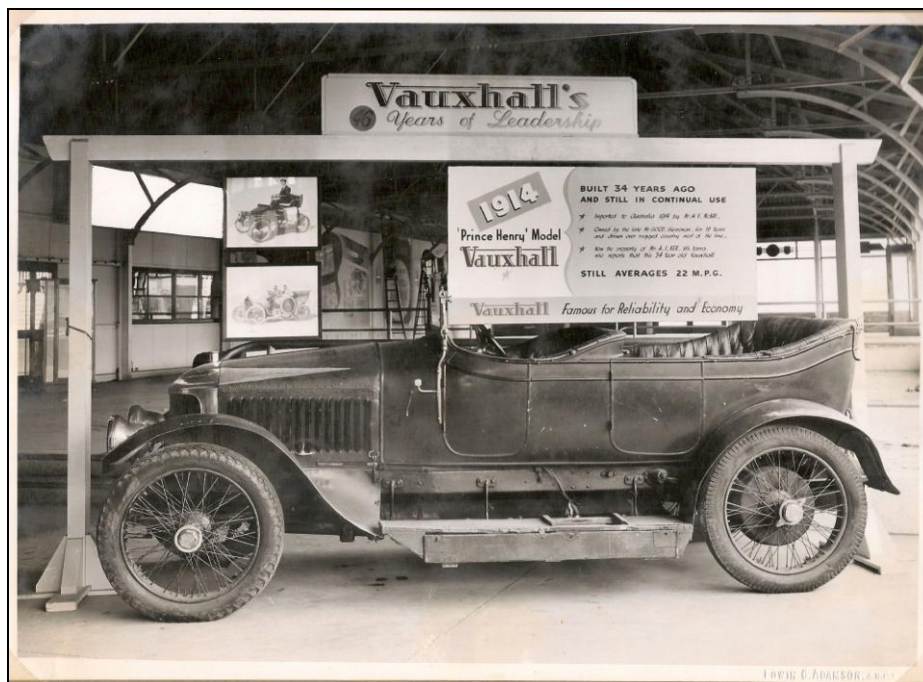
Like all others engaged in the tyre industry, the Perdriau Rubber Co., Ltd., have been experiment-

give increased comfort, but they give more economy in petrol consumption, and tests have shown that the car climbs hills faster with the new tyres than with ordinary section cords, owing to the greater road contact at lower pressure.

This firm has decided to use a 20-in. diameter straight-sided rim as standard, and this will allow fitting balloon tyres from 29 by 4½ to 34 by 7, according to the weight of the car and the degree of comfort desired. Owners of Ford cars, by fitting 29 by 4½ balloon tyres, will have the comfort that at present can only be found in much higher-priced cars.

The advent of Perdriau balloon tyres shows that this Australian firm is determined to keep in the forefront of the tyre industry.

Photos below from Leigh Whitfield Vict.





Reg Wade from Bundanoon in the Highlands of N.S.W. rang and advised his 14-40 LM4786/LM4797 has sold and is now owned by Dale and Michelle Cunnington of Barwon Downs in Victoria. Dale and Michelle will also receive a copy of the Vauxhall newsletters and are keen to meet up with everyone at Beechworth next year.

My thanks to those who sent me copy for this newsletter.

Dave Stuart.

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