

A - D VAUXHALL REGISTER

AUSTRALIAN NEWSLETTER

OCTOBER 2021

Hello Everyone.

The photograph below is of a promotional cigarette case used by Vauxhall Motors/dealers. Nick Portway as well as John Kent both have one of these in their collections of Vauxhall memorabilia. The case is an E Type radiator made of brass and silver plated.



I was given the wooden cigarette case in photo below, it was purchased by a friend in an Antique Shop however the origin of it is unknown. Whether it was used promotionally by Boyd Edkins or it came from England is not known.



Dave Kirke from the UK sent me the photograph below of a wartime D Type that has just been returned to the UK from Latvia. Not a lot is known about the car however I have asked Dave to send me an article on what is known of the car's history.



On the recent V.S.C.C.A. Autumn Rally in the Hunter Valley we stopped at the small Glen William Primary school on the way to Clarence Town to show the children the vintage cars.



Students at Glen William Primary School

From Glen William we drove on to Clarence Town for morning tea provided by the ladies from the Dungog C.W.A.



The photograph above shows what happens when you struggle to get the brolly up in the rain. This happened to us at Clarence Town on the rally, it wasn't windy, I was just being overzealous trying to get out of the rain whilst waiting to get started again.

Following morning tea we drove along the Williams River to Dungog.



Rob and Deb Merryfull in M673 crossing the Williams River

We stopped at the Dungog Golf Club for lunch provided also by the ladies of the Dungog C.W.A.



1918 Benz DS2 - OD494 - OD592 - 1929 Speed 6 Bentley

Dungog Golf Club



Peter Weir's D Type D3120 climbing the range near Dungog

The photograph below was taken by Murray McDonogh in the 80's when Murray and John Giddy were on one of their yearly hunting expeditions in country N.S.W. following up Vauxhall leads. This is a 14-40 that lingered on a property out of Coonamble. Murray recalls he told Noel Howarth about the 14-40 and Noel later purchased it, so someone in the 14-40 fraternity may have some further information on what happened to this car. It was minus the engine and gearbox though looks as though it still has the chassis plate attached to the firewall.



14-40 at Coonamble

Neil Heilbrunn is a peddler of an A Type, an E Type as well as a 23-60 and has recently added an OE 30-98 108/240 which is known as “Black Bess” to his collection.



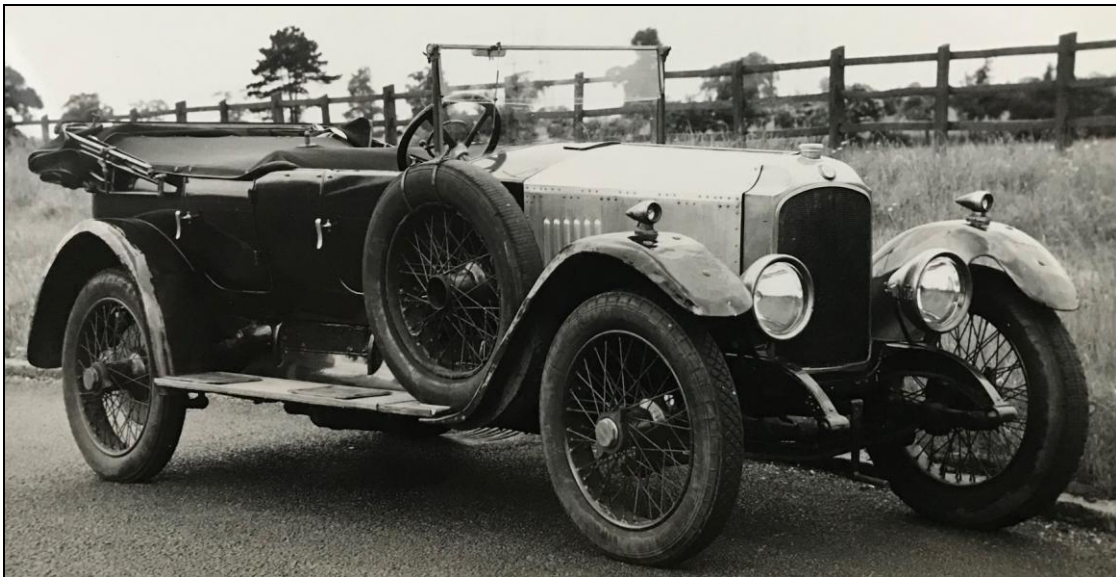
Neil and OE108 /OE240

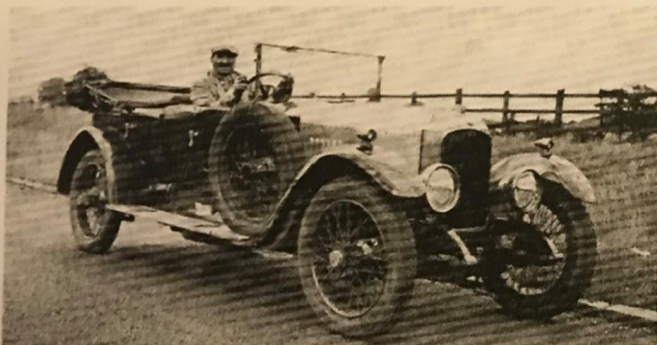
The car was raced in South Australia in the 40's when owned by Laurie Vinal. The original engine for the car was OE110 however Laurie purchased engine OE240 from John Rowley of the UK and fitted it to the car. This engine was highly modified by the factory with a balanced crank, high compression head, tuned camshaft and twin bronze SU carburetors. The gearbox has close ratio gears. It was also fitted with a Delage front axle with 18" drums as well as Minerva 20" drums on the rear and the brakes are hydraulically operated.

I first saw the car in the 60's when owned by Ron Grant in Ingleburn N.S.W. and was fortunate to be allowed a drive of it when I went up with Neil to Chris Herbert's home in Queensland to see the car. I think it would be the fastest and most powerful 30-98 I have driven, it has tremendous acceleration and the exhaust note changes to a loud bark as it revs up through the gears. I must also mention that not only does it really go, it really stops so well with those huge brakes. Certainly a wonderful car to drive.

In a previous newsletter I included the photograph below of an unknown 23-60 and asked if anyone could identify it.

Dave Kirke from the UK has now advised the car is OD410/OD411 and was owned by a Captain Richard Zimbler. The 23-60 had languished amongst the props of a film company until purchased by the Captain and at the time had only travelled some 29,000 miles. It was reported to still be in good order.





Young in heart

You can take this tag as applying to either the car or its driver—one of those many enthusiasts who willingly sacrifice modern comforts for the indefinable something that characterised the thoroughbred cars of the twenties.

FOR a long time this vintage Vauxhall—a 23-60 model which took the road in June, 1923—has been still and silent, languishing among the “props” of a film company which wanted it only as a period piece for the occasional film.

It came up for sale a couple of months ago, and was snapped up by Capt. Richard Zimble, who runs motor businesses in Palmers Green and Watford. It was in good trim—had done, says Capt. Zimble, only 29,000 miles. And, with very little touching-up, it has gone into regular service as its owner's personal everyday transport.

The 23-60 had a 4-litre, 4-cylinder engine with harmonic

balancer, thermostatic cooling, and induction “hot spot”. Special features claimed for the engine in contemporary literature were exceptional cold-starting, petrol economy, and smoothness of running; a *Motor* road test of the model published in late 1922 picked out top-gear acceleration and suspension qualities for particular praise. (Shades of 1952!)

Capt. Zimble's specimen seems to have stood the years well; it's still capable, he says, of clocking 65 m.p.h., and gives a good 18 miles to the gallon. In fact, it seems to be enjoying its return to the road so much that Capt. Zimble is taking it across to France for a tour this year.

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Dave Kirke found the below advertisement for the 23-60 in a *Motorsport Magazine* and as you can see there is reference to the Film Company and that the car had been used in several of their films, the latest film “*Daughters of Darkness*” released in 1971.

tourer, in very clean condition, and mechanically sound throughout £220
Vintage Vauxhall, “Kington” type 23/60 O.D., Chassis No. 410, manufactured in 1922 and never been registered. This car is believed to be the only one of its kind in this country, and was the late property of a famous Film Company, who used it in several of their films, the latest was “*Daughters of Darkness*.” Except for the addition of new hood and tonneau, it is absolutely original throughout, whilst genuine mileage is only 29,000 miles. Mechanical condition is little short of perfect, with a tested petrol consumption of 18-20 m.p.g. Four nearly new 895 by 135 tyres are fitted. Vauxhall Motors, who have shown a very deep interest in this vehicle, have kindly supplied photostatic copies of the original handbook. Touring body is similar to V.D.P. and is in B.R.G. Top speed is in the region of 75 m.p.h. Above all, it is completely reliable.
 £215

Auto-Union-Wanderer 1936 but com-

The 23-60 is now living in Spain and as can be seen in the photograph of the car below it is now fitted with front wheel brakes however still appears to be wearing its long splined hubs. In the photographs above it is in its original condition with an unbraked front axle.



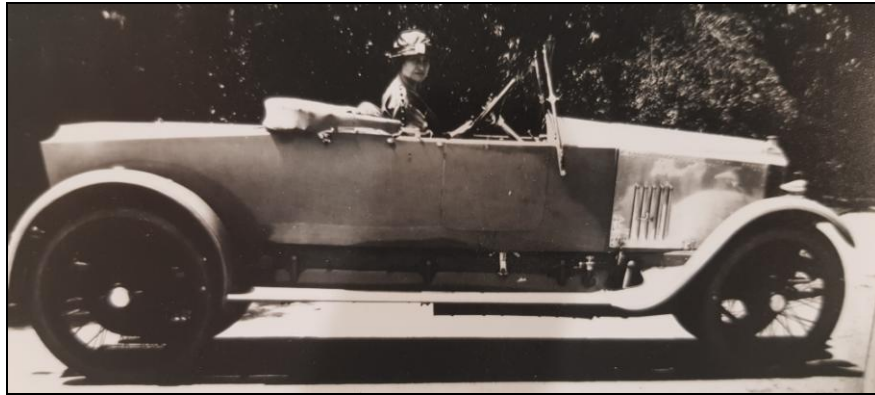
OD410/OD411

Well done Dave Kirke for identifying the car obviously by pure chance when Dave was reading the old 'for sales' in the Motorsport magazine.



*OD494 and OD592 climbing the range near Dungog
on the 2021 V.S.C.C.A. Autumn Tour*

The photograph below came from the photograph album of Ed Harris who was a 3litre Bentley owner from South Australia and only recently died. His son Andrew allowed me to take a photo of it. The car is an Australian bodied D Type Vauxhall however there is no information to identify the car nor the driver.



Below is another photograph I took from Ed Harris' album and it shows a period photo of OE244 when it lived in South Australia and more than likely when it was owned by A.D. (Durrie) Turner. The car is now owned by Rob Barker of Shepparton in Victoria.





Joe Wilson of Queensland in OD588

The article below was sent to me by Evan Quarmby who is presently restoring OD1072 he purchased from Richard Walton.

Occasionally you really get lucky!

A little while ago Jane and I bought OD1072 off Richard Walton and have progressed the restoration to the point where I am HOPING to have a running and driving chassis within the next 6 months. Well that's the plan anyway....

Sometimes you get lucky. I was at a formal function a couple of months back for work where I struck up a conversation with an older guy at the table and somehow got around to talking cars. To cut a long story short, he mentioned that his grandfather had a Vauxhall many years ago in Fairy Meadow, a suburb not far away. Expecting him to be talking about a Viva or a Vagabond, I showed him a picture of a restored 23/60. Surprisingly he said, "yeah that's the same, I was there when Grandad bought it home, I helped him take some of the shiny bits off the car so they didn't get nicked". He went on to tell me that some guy bought it in the 60's and that was the last he heard of it.

Coincidence 1:

In the days soon after, I rang Dave Stuart who I knew was usually involved in just about every 23/60 transaction to ask if he knew of a Vauxhall found in Fairy Meadow in the 60's.

The reply was, "yes".

I said, "Is it still around?" Answer, "Yes".

I said, "Do you know who it was that bought the car?" the reply was "yes".

I said, "Who was it"

Answer "You are talking to him".

I said, "Do you know who has it now?" Answer, "Yes – it's your car, OD1072. I bought it mainly for the windscreen from that place in Fairy Meadow."

We had bought the car when we lived in Albury, but coincidentally have now moved and settled in the very next suburb to Fairy Meadow. So, OD1072 is now residing less than 200 meters from where Dave bought it in the 60's.

Coincidence 2:

Thinking nothing more about the conversation with the fellow, I went about my business. About 1 week later while at work I got a call that a package had just been dropped off at the front counter. I went downstairs and lo and behold, there was a 23/60 original bulb horn with the gauze screen still on it, and a CAV diver's helmet tail light! It turns out that the "shiny bits" the fellow had helped remove were still in the neighbour's shed having not been given over when the car was sold.

So as you could imagine, my next question related to the potential for any other bits to be there.....He remembered that there were more bits he and 'grandad' had put in the shed and he would ask.

It seems that the 'next door shed' was still standing and that the property was now a deceased estate which was tied up in probity. The shed was so full of junk that no-one knew what was in there, and the family and executors were not letting anyone external in to clean it out. My contact had obviously known them for years so they said he could help them when the time came, but no one else could. Surprisingly, he got the family to agree that any of the parts in there were to go back to me for the original car, after all, they were only stored in the shed and were not theirs despite over 50 years of being in their shed. All it would cost me was a ride in the restored car some day.

Over the next months I waited impatiently, not wanting to pressure anything or get anyone offside just in case there was anything else left from our Vauxhall. It turns out there was!

In the cleanout, the following was duly delivered!



Some 50's Morris bits, some 70's Holden bits, and some Lawnmower parts

1 x CAV model EV Headlight

2 x CAV Amps Gauges – silver faces

The original Jaeger ribbed speedo

The matching Jaeger ribbed clock (working!)

Original oil pressure gauge

CAV Dash light.

Spare empty Radiator shell (damaged)

Fuel tank spanner

23" wheel with lock ring

These bits are the original parts for my car and were located exactly where they were placed in the neighbour's shed by the guy and his grandfather all those years prior!

Even though I have hunted around and bought most of the missing pieces for my car, all of these parts will go back on as they are the ones that came with OD1072 from new and that's kind of nice!

So there you go, occasionally you really get lucky. Even though most of the landscape has been well and truly picked over for Vauxhall parts there are still those little pockets of gold out there! I'm just so happy I could reunite these ones with the car they came from.

Evan Quarmby.

Adding a little more to Evan's story I can still recall quite clearly buying OD1072 in Fairy Meadow and it would have been about 1961-62. Ron Grant told me about this 23-60 laying in a paddock and lent me his car trailer to go down to Fairy Meadow and bring it home. I recall Ron telling me there was a 30-98 head on the running board and he wanted it for lending me the trailer. I bought the car and recall although I had the engine running the body was absolutely knackered however I took the original windscreen from it and had it fitted to OD841 I was having re-timbered by a guy called Fred Matherson in the Sydney suburb of Chester Hill. Fred was a tech teacher and taught body building at the Technical College in Harris Street, Sydney.

I think you will agree it is a lovely ending to see these parts from OD1072 lay in waiting all those years and will now be returned to the car to complete its restoration. It makes you wonder what other Vauxhall parts are laying out there in a shed somewhere waiting to be discovered. Murray McDonogh is going to kick my backside for leaving the parts behind but he must remember I was only 17 or 18.

Leigh Whitfield sent me the photograph below taken of an unidentified 23-60 in Lismore Motors. Robert Lovell of Lismore who owns OD1115 was able to identify the car as being OD781 which is now in the UK. It was owned by the Purdues from Lismore, then Earl

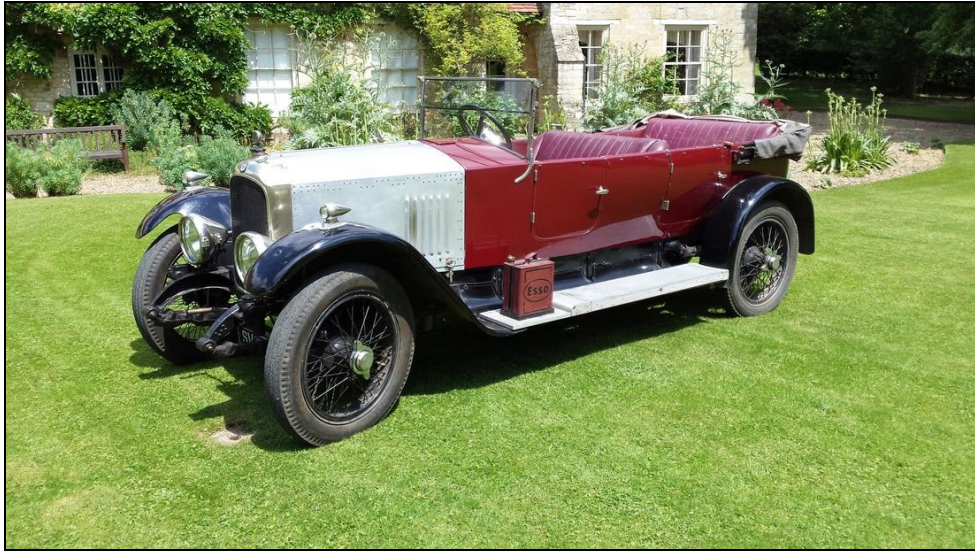
Chapman of Alstonville and Warwick Gillan of Geelong in Victoria. I went down to Geelong with Greg Mackie as Greg was looking to buy a 23-60. I recall the car was very original however the performance was down as it appeared to have retarded ignition or the valve timing may have been out. Greg did not buy it and went on to buy OD793 now owned by Euan and Wilga Coutts in Orange.



OD791/OD781 circa 1960's in Lismore



OD781 when owned by the Purdues

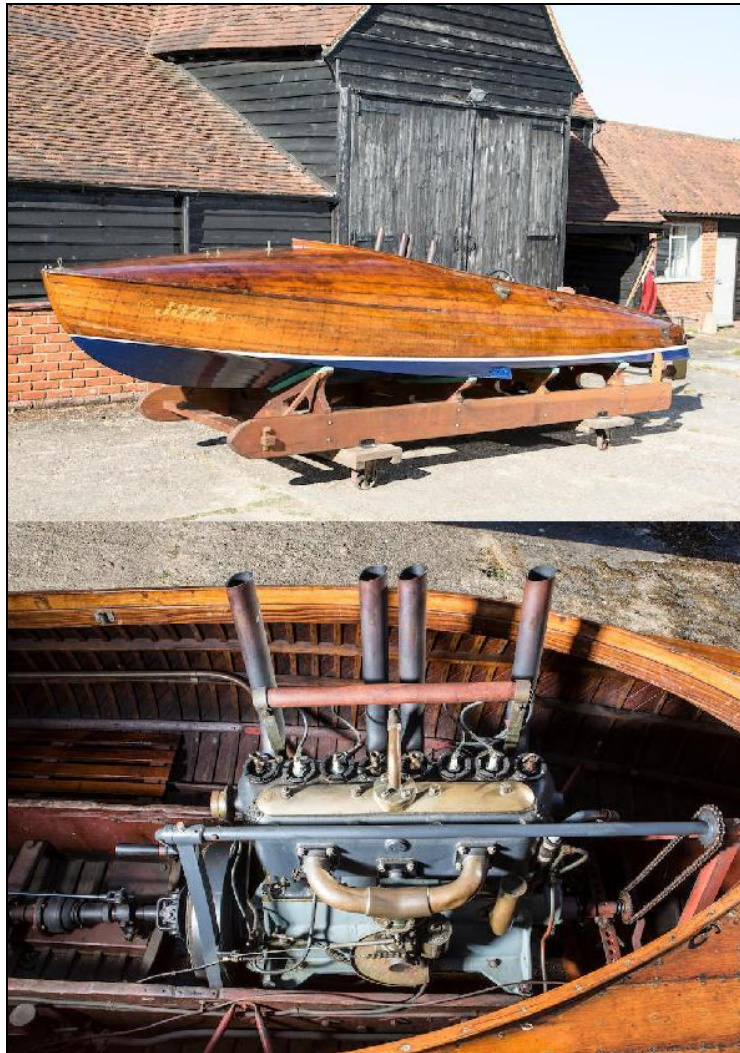


OD781 as it now appears in the UK

Leigh Whitfield also sent me the article below on the Vauxhall engined speed boat. I recall seeing this boat advertised not so long ago in the UK and thought what a lovely thing it would be to have my 23-60 as well as the Vauxhall engined speedboat. I would have been King of the Hunter River, however unfortunately it was just a dream.

Vauxhall Motors made around 150 marine motors from their D Type model engines and this accounts for the variance in the chassis/engine numbers from the late Edwardian period.

I recall seeing a wooden boat in the museum at Windermere in the UK in 1988 and it was fitted with a Rolls Royce Silver Ghost engine. I was with John Giddy at the time and I can assure you we thought of knocking it to motor back to Australia in however access from the lake to the ocean made this impossible, so we dropped off the idea.



Veteran Vauxhall Engined Racing Boats

1911 VAUXHALL-ENGINED RACING HYDROPLANES

At the start of 1912, a series of 3 single step hydroplanes were designed by Mr Montague Batting, under Thorneycraft licence, to compete in the Royal Motor Yacht Club's Restricted Class, the rules for which had been announced in 1911. These hulls were built by Morgan Giles & May in Hammersmith, fitted out by Hesse & Savory, Teddington, and then sent for trials at Southampton. Named 'RIP II', 'Pixie II', and 'Batboat I', the boats were owned by, respectively, Mr James Bird, Colonel Cowper-Essex, and Montagu Batting himself.

'Jazz' is one of the three - it is not known for certain which one of these three became 'Jazz'.

The Restricted Class rules permitted engines of up to 4.1 litres capacity, and Vauxhall, established marine engine makers long before they turned to motor manufacturing. These three boats were fitted with racing engines specifically designed for this class by Vauxhall Motors – they were 4 cylinder, 4 litre and named the A10 Marine. Vauxhall built a dozen suitable units, three of which found their way into Batting's boats. This Vauxhall four-cylinder sidevalve marine engine was essentially the same as that used in its 30/98 sports car. Producing 55bhp at 2,200rpm in racing trim, it gave the lightly built Batting boats a top speed of around 30 knots. Handling difficulties were encountered at speed, which soon gave rise to a series of modifications, which included brass planes at either side to give the stern greater lifting power. The boats raced during 1912 and 1913 and were interrupted by The Great War.

Already renamed by 1924, 'Jazz' was offered for sale that year by a Mr Campbell-Farrer and was purchased by one Donald Rowe, a garage proprietor who was a committee member of the Southampton Motor Boat Club. Rowe refurbished the hull and engine, and raced 'Jazz' throughout through to the end of the 1920s. He meticulously maintained the boat and kept her until 1967 when she was sold to Alan Betteridge, another garage proprietor and collector of Veteran and Vintage cars. There is (copy) correspondence on file between Rowe and Vauxhall Motors Ltd concerning the adaptability of D-Type engines to hydroplane use. Betteridge carried out further refurbishment and, despite the boat's age, entered 'Jazz' in the 1968 Daily Express Bollinger Trophy (now the Round the Island Race) which circumnavigated the Isle of Wight. He kept 'Jazz' until 1997 when ill health forced her sale, and it was at this point in her life that the boat was acquired by John Hewett. Examined and assessed by John Hewett and Steve Mills, 'Jazz' was found to be in remarkable condition for her age and exceptionally original, even down to the engine's cast-iron racing pistons, which were in perfectly serviceable condition. The hull merely required some additional bronze fastenings and was then refinished in traditional Epifanes yacht varnish. Since her 1998 re-commissioning, 'Jazz' has proved to be virtually watertight, while the fixtures and fittings, including the additional brass planes fitted in 1913, are nicely patinated. The comprehensive history file contains plentiful material in the form of correspondence, race entries, invoices, etc but, sadly, nothing prior to 1924. The file also contains an excellent article by Simon Everett, published in Classic Boat in 2003, which gives a fuller account of the craft's history (perusal recommended). While in the vendor's care, 'Jazz' has taken part in numerous classic motor boat races around Europe at venues such as Monaco, Lake Como, and Aix-les-Bains, while in recent years she has been on display in the Motor Boat Museum on the Isle of Wight.

Batboat The Batboat series of racing motorboats was designed between 1912 and 1914. 'Batboat I' was one of three boats initially built at the start of 1912, to compete in the Royal Motor Yacht Club's Restricted Class. It was fitted with a specifically designed A10 marine Vauxhall engine. It is believed that 'Batboat II' was equipped with a similar motor, tuned to produce around 100hp!

'Batboat III' was built specifically to contest the Harmsworth-sponsored British International Trophy race of 1914 and was of lighter construction than the heavyweight opposition, representing a new direction in racing hydroplane development. The original powerplant was an in-line six-cylinder aero engine built by the Green Company, rated at 100 horsepower. A detailed description of this craft's pioneering method of construction is recorded in the Motor Ship and Motor Boat dated 6th August 1914. In the same edition of this magazine a detailed account is given of the first round of trials for the British International races held under the auspices of the Royal Motor Yacht Club at Netley, off Southampton water. 'Batboat III' finished 2nd in the first trial behind the much more powerful (300 horsepower) 'Crusader', the average speeds for the two fastest boats being 36.6 and 35.0 knots respectively, and the maximum speed attained nearly 50 knots. In the event, the commencement of hostilities in Europe meant that the actual races were never run.

Although racing for 'Batboat III' would be postponed indefinitely, the advent of war saw it deployed in a new role: as mobile test-bed for nautical engineering and development. Subsequently, during the 1920s, 'Batboat III' was used for research into torpedo design, being fitted with two Vauxhall 30/98-type engines and twin-screw propulsion. The latter form of drive, when applied to torpedoes, prevented them from turning off course, thus enabling much more accurate targeting. The Motor Boat of August 31st 1934, some ten years later, gives a brief insight into that purpose within an article relating to exploits of the second known owner of 'Batboat III' – a Commander Belleville, RN – who had acquired it in the early 1930s. A photograph reproduced in the article shows modifications to the engine covers and cockpit layout, which was extended aft to accommodate two persons in comfort with a small bench seat behind them. Exhaust stubs can be seen protruding from the port-side hull, while an examination of the hull today reveals later repairs covering these exhaust modifications. Commander Belleville and, subsequently, members of his family retained ownership of 'Batboat III' well into the 1980s, when it next changed hands. By this time further changes had been made in the interests of maintaining the craft for pleasure pursuits. Sometime prior or just after WW2, the twin 30/98 engines were removed and replaced by a single Gray Marine 'Fireball' motor giving a top speed of approximately 40 knots – no mean feat for a boat now 60 years old and still going strong! Because 'Batboat III' was now principally used in salt waters, the original lightweight aluminium deck fittings had been replaced by more durable bronze, and the aluminium engine covers substituted for heavier and more stable ones of cedar and mahogany. Still sporting racing numbers from the late 1930s, 'Batboat III' was offered for sale in this form in the mid-1980s, and a comprehensive survey was commissioned by the new owner from Derek Haswell, naval architect and yachting consultant of Broadstone, Dorset. His extensive report (dated 17th July 1986, copies available) is of great interest, detailing once again the boat's original construction methods and remarking on its fine build quality and excellent state of preservation.

In this form the boat was purchased by the current owners a year or two later, and it has since undergone further restoration over an extended period in order to re-equip it using components more suited to its original conception. The hull was stripped and completely checked throughout, all but some decking being found perfectly sound, particularly the double-thickness hull with its oiled canvas sandwich construction, which remained perfectly intact. Some deck planks have been replaced to match the originals, while all the deck fittings remain as fitted in the 1930s. Motive power is now supplied by a marinised Hispano-Suiza V8 aero engine of the type fitted to such WWI aircraft as the SE5-A and SPAD. This particular 10.5-litre example with Capitol Marine conversion dates from the early 1920s and is rated at 220hp; it has been refurbished and is a snug fit in the hull, which has recently been re-varnished and repainted below the waterline. Capitol Marine's conversion provides a 12-volt electric self-starter, together with a dynamo for charging and lighting. Ignition is by twin distributors. A new phosphor-bronze propeller has been specially computed to match the power output and is geared to give approximately 50

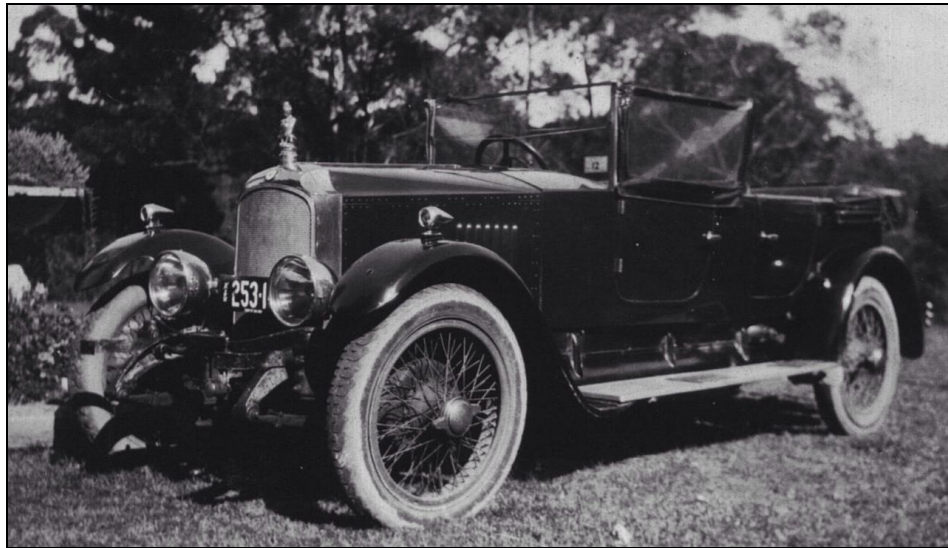
knots at around 2,000 revs. Still to the original layout, the steering is by wire cable externally to starboard by pulleys and quadrant atop the rudder. The cockpit is equipped with new wickerwork seats with leather cushions to an aviation pattern of 1914, while the dashboard is a new aluminium casting incorporating a complement of instruments including an early chronometric rev-counter, oil-pressure gauge, clock, etc, all of which are approximately contemporaneous with the original build date. Another racing boat was 'Silver Wings', little is known of this craft but it is reported as having 6 Vauxhall engines fitted

The photograph below is of Rose Lindsay in her late model 23-60. Rose was the model and wife of artist Norman Lindsay who lived in Springwood N.S.W. This is yet another unidentified 23-60 that came to Australia.



Rose Lindsay

born in Gosford 5 July 1885 - died Lane Cove 23rd May 1978



Rose Lindsay's 23-60

George Seymour also sent me the article below printed by the National Trust of N.S.W.

THE SPHINX RADIATOR CAP

In 1926 Norman designed a sphinx as a mascot for Rose's Vauxhall car. It was cast the following year by Rayner Hoff in lead from melted down paint tubes but this proved too heavy and so Hoff cast another in metal which was silvered.

The sphinx is the work of both Norman and Rayner as Rose quotes:
 "... the finished result is Norman's work down to the chest, and Rayner's below".
 (A Model Life, Odana Editions, 2001)

Right: Rose in her Vauxhall with the sphinx radiator cap 1934

In the 1994 movie 'Sirens' that starred Elle McPherson as Rose Lindsay the Vauxhall used was a 14-40 LM2606 and at the time was owned by Phil Virgona. The car now lives in Tasmania. For the movie the 14-40 was fitted with a similar mascot to the Sphinx on the radiator cap to Rose's 23-60.



LM2606 on location in the Blue Mountains N.S.W.

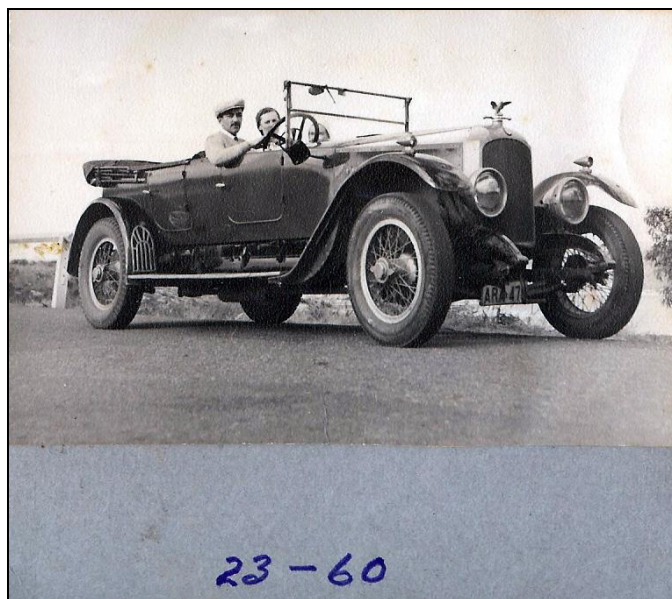


Elle McPherson driving LM2606 with Portia De Rossi and Kate Fischer



LM2606 in Sofala N.S.W. on location for the movie.

I have permission to reproduce photographs from the archives of the Vintage Motor Club in N.S.W. The Club produced a DVD with some 850 photographs of cars and members on their events and covers a period of the 60's to the 80's. I have down loaded all the Vauxhall photographs as well as some other Club cars which I am sure will interest you. I will include a page or two of photographs in coming newsletters.



*George Brown from Seaforth near Sydney in OD592
now owned by Greg Mackie*



Captioned on the back ALL VAUXHALLS
1958 The Oaks Airstrip N.S.W.



1960 Hillclimb The Oaks N.S.W.

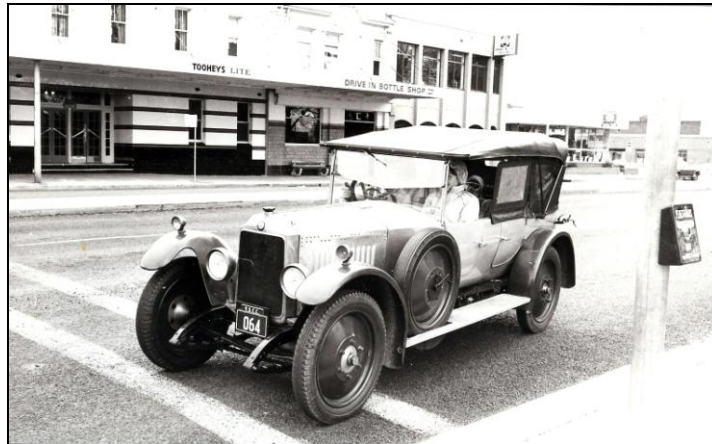


1973 Chicanery Kemps Creek N.S.W.

OD966 - OE91 - OD949 - OD781 (all cars still survive)



George Horodyski in OE91 on the 1984 Mountain Rally

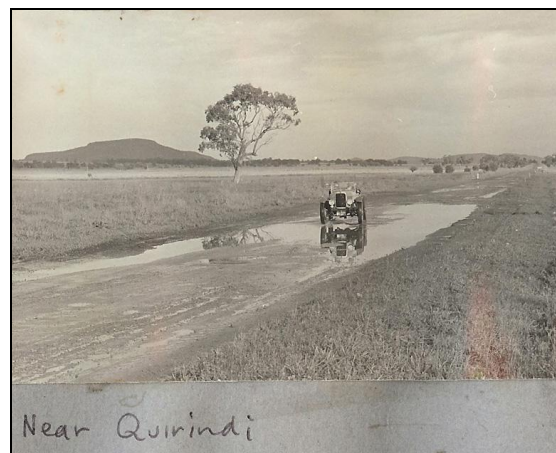


*1984 Mountain Rally M1028 Richard and Emi Walton
Leaving Orange*

The photographs below were taken in the 70's when four members of The Vintage Motor Club used two 12/50 Alvis to undertake 1,000 miles in 24 hours. The members were Rob Gunnell, Bill Chapple, Ray Neely and Max Houston.

They started their campaign at the Ampol service station in the Sydney suburb of Wentworthville and headed north to the Tamworth and Quirindi district to do a big loop and returning to Sydney having travelled the 1,000 miles in 24 hours.

I think you will agree the Club members in those days found some interesting events to participate in when the roads then were a lot quieter and generally were not all sealed and in the good condition of today's roads.



Evan Quarmby (OD1072) asked me to include the following request to all 23-60 owners. Whilst in lockdown Evan has been exploring the possibilities of what is the right configuration for the horn to be fitted to his car, whether it be electric and bulb horn or maybe combination two tone Klaxon. If you can help by emailing Evan with the chassis number of your 23-60 as well as a photograph of the type of electric horn as well as a photo of where the horn button is positioned on the body it would be appreciated. Evan will do the rest and put together a list of this information to try and establish when Vauxhall changed the style of horns fitted to their cars.

Hi Dave

I'm thinking about asking you to put the following into the Vauxhall newsletter:.....

Calling all OD owners! As a bit of a project to while away the Lockdown hours, I am trying to pin down when 23/60's changed their different horn configurations.

Basically, it seems there were three main set ups:

Early cars: the Vertical drive klaxon horn most commonly seen and used alongside the Rotax Clarion bulb horn.

Mid cars: a Sparton horn used alongside the same rotax clarion bulb horn.

Late cars: the Klaxon Combination "two tone" town and country horn with the bulb horn deleted completely. On these cars, there was no round hole in the firewall for the bulb horn to go through as it was deleted.

What I am trying to do is reach out to owners for information. If you are happy to help, please email me. All I need is the car number and what horn configuration the car currently has.

If you can also comment on whether you know it is original, suspect it is original, or don't really know if it was the factory set up for that car, that would be great.

I will compile a list and it can then be maintained on the Vauxhall website for future reference.

Let me say from the outset, this is just a bit of fun! I'm sure there will be different opinions and perhaps even plenty of crossovers between cars. I know there won't be a hard and fast outcome. I just want to put together the best info we can collectively.

Any information would be fantastic. Email me at rust2ruby@gmail.com

Thanks in advance.

Evan Quarmby.

PARTS AND SERVICES

EVAN QUARMBY (OD1072) mobile 04 4842 4476 from N.S.W. can provide new 23-60 and 30-98 radiator caps as well as re-enameling of Vauxhall radiator badges.



New rear brake cam shafts to suit 23-60 and 30-98 trunnions.

Restoration of damaged bakelite magneto distributor caps.



Before



After



CRANKSTART ENGINEERING John Kent (w) 03 5798 3053

Parts - not exhaustive

Blade drive couplings for D, E, early OD and OE.

Bottom Water Elbow castings in alloy.

Head Gaskets - pending for OD and OE.

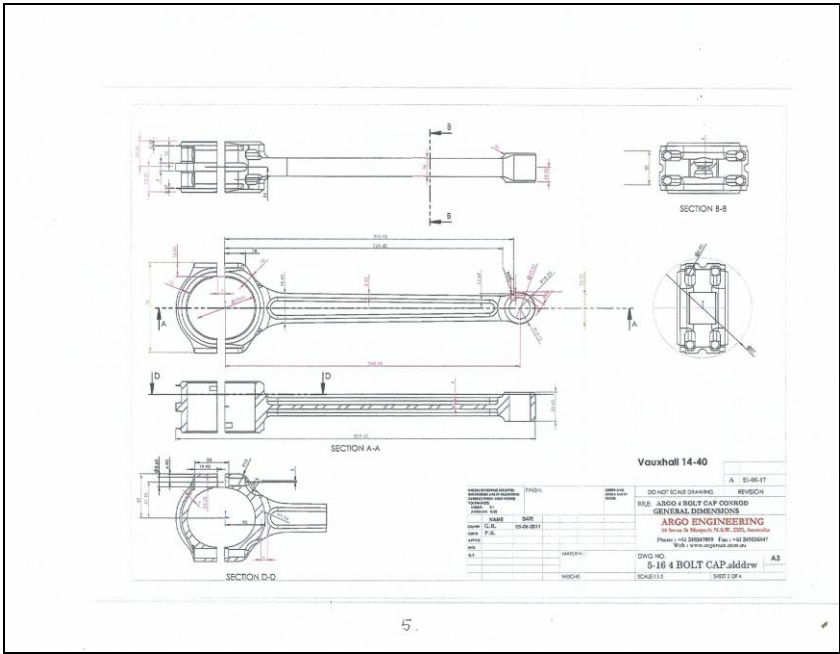
Timing chain conversion to roller chain for D, E, OD and OE models.

OE Cylinder Heads.

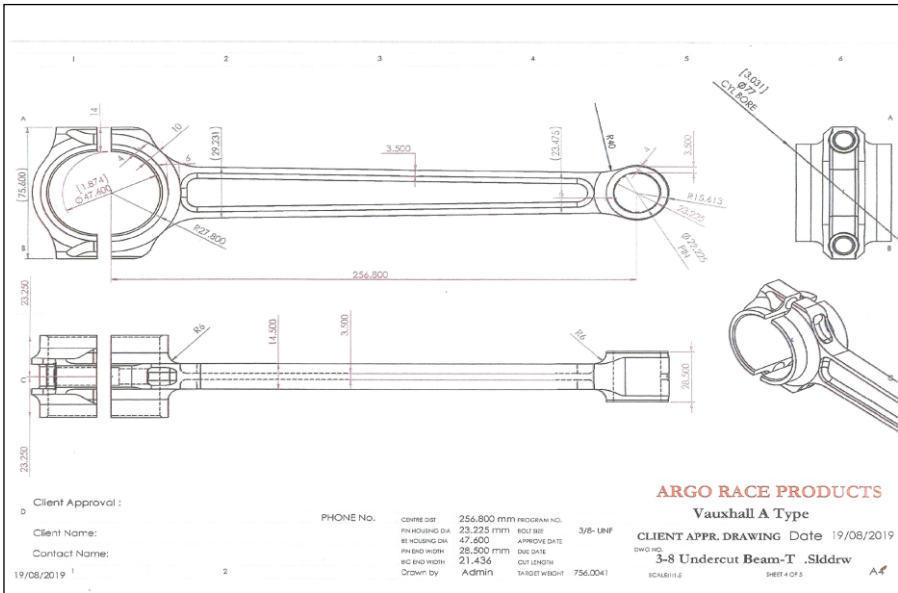
OE exhaust manifolds.

Services

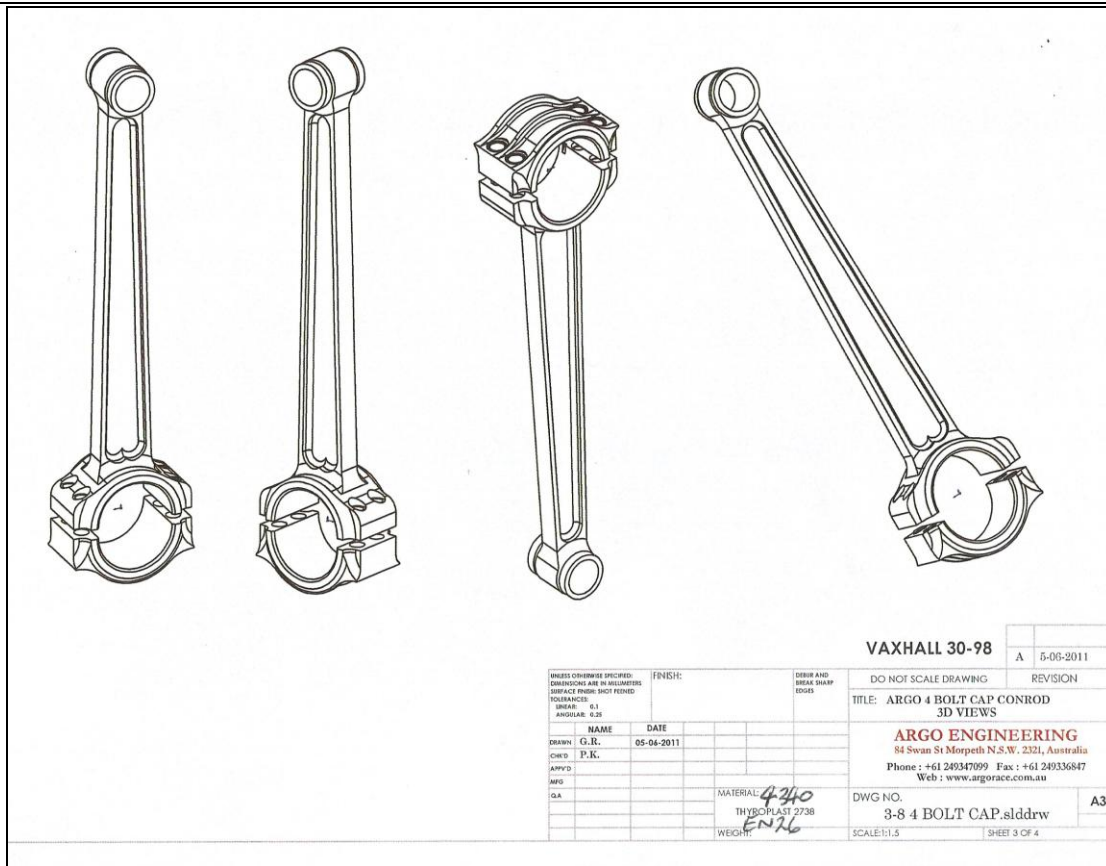
All aspects of restorations and maintenance including sub assemblies.



14-40 Conrod



A Type conrod

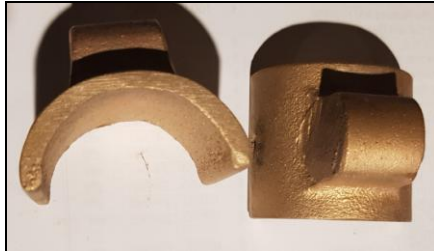


30-98/23-60 conrod

For enquiries or placement of orders for new steel conrods direct contact on the above phone number to either Phil or Adam is required. You will need to discuss whether the rods are to be machined for poured or slipper bearings – they can provide both.

DAVE STUART mob 04 2828 2360

New bronze castings for early model hood rests \$25.00 ea

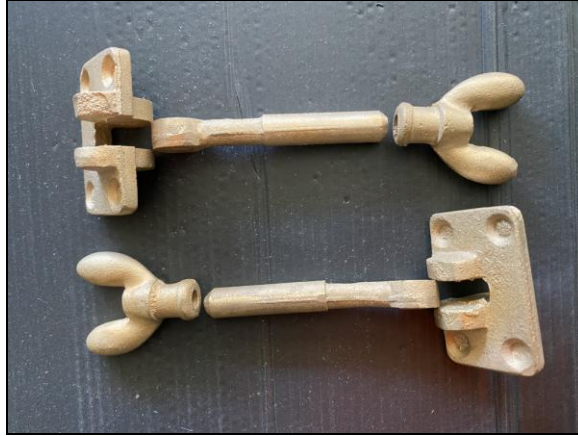


New bronze castings for Rotax bulb horn mounting bracket to the firewall \$25.00 ea



New aluminium castings for C.A.V. side light plinths \$20.00 ea





OD - OE and 14-40 hood to windscreen clamps



D Type OD and OE luggage rack brackets

LATE NEWS

I can now advise that Murray McDonogh from the A.C.T. ex OE265 owner has bought Peter Kennedy's DType D3190 from South Australia. There are eight D Types still left on the road in Australia.

Congratulations Murray, it's good to have you back on the team.



D3190/D3337A

Thanks to all those who contributed to this newsletter.

Dave Stuart.

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