



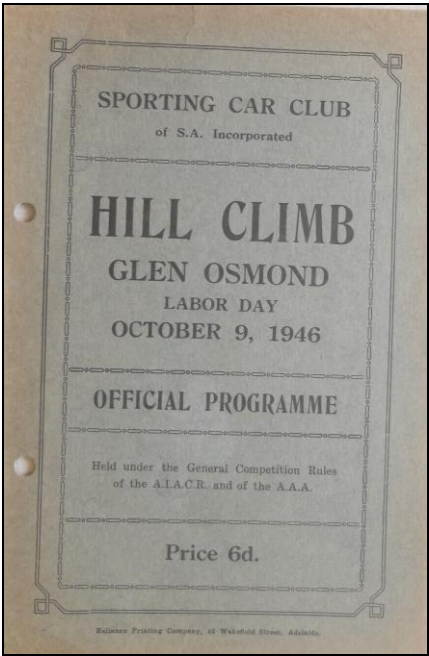
THE VETERAN AND VINTAGE VAUXHALL REGISTER

FEBRUARY 2024 NEWSLETTER

Hello Everyone.

John Kent emailed me a copy of the program for the Glen Osmond Hill Climb run by the Sporting Car Club of South Australia on October 9, 1946.

The 30-98 Vauxhalls entered for the event were Walter Godfrey's OE53 Laurie Vinall's OE108 and John Wollaston's OE142.



The open event for Vintage cars, next on the programme, brought home with some force the hill climbing ancestry of the 30/98 Vauxhalls, for these cars appeared to find their ratio admirably suited to the hill, and romped up it with happy bellowings. Vinall made fastest time in two magnificent 23 secs. runs, Godfrey was second with two equally well managed 23.2 secs. trips, while Turner having changed swiftly from first to top on his first run, retrieved himself with a 24 secs. second run, to record third fastest time. The Vauxhall conquest was momentarily stayed with a brief wave from the Bentley Banner, Sandford-Morgan clocking 24.6 on both his runs, even though his ratios were found to be quite wrong for the hill, but the Vauxhall team replied with 25.6 secs. from Wollaston, just to press home their advantage. The Banner of Howard now gave a jaunty flutter, to express its disdain of these monster cars, by clocking 28.3 secs. with the M.G., and 28.4 with the Austin.

Event 3. OPEN EVENT FOR VINTAGE CARS Run in conjunction with the Vintage Sports Car Club of Australia (S.A. Branch).				Event 5. OPEN CHAMPIONSHIP			
Driver	Car	Time		Driver	Car	1st Run	2nd Run
E. W. Godfrey	Vauxhall 30/98			R. G. Howard	Austin 7		
S. L. Greencklee	Bentley 3-litre			P. J. McLoughlin	M.G. Magna		
D. G. Howard	M.G. "P" Type			E. W. Godfrey	Vauxhall 30/98		
G. Gosse	Bentley 4-litre			R. S. Uffindell	Austin 7		
J. R. Wollaston	Vauxhall 30/98			I. S. McGrath	Chevrolet		
A. J. Condon	Vauxhall 23/60			A. D. Turner	Vauxhall 30/98		
R. G. Howard	Austin 7			R. G. Pank	Lancia-Terraplane		
A. D. Turner	Vauxhall 30/98			C. D. Carter	Wolsley 14		
G. S. Morgan	Bentley 8/c			W. J. Menz	Oldsmobile		
L. E. Vinall	Vauxhall 30/98			G. T. Harrison	Ford		
J. N. Bateman	Bentley 3-litre			G. Gosse	Bentley 4-litre		
Event 4. CARS OVER 2,500 c.c. AND ALL SUPERCHARGED CARS.				L. E. Vinall	Vauxhall 30/98		
Driver	Car	Time		G. S. Morgan	Bentley 4-litre 8/c		
G. T. Harrison	Ford			R. S. Uffindell	M.G. K3 8/c		
I. S. McGrath	Chevrolet			<div>The Empire Champion 100% Pure NATHAN BEER BREWED AT SOUTHWARK, S.A. Obtainable at all Hotels</div>			
R. G. Pank	Lancia-Terraplane						
A. D. Turner	Vauxhall 30/98						
S. L. Greencklee	Bentley 3-litre						
L. E. Vinall	Vauxhall 30/98						
G. Gosse	Bentley 4-litre						
W. J. Menz	Oldsmobile						
R. S. Uffindell	M.G. K3 8/c						
G. S. Morgan	Bentley 4-litre 8/c						
J. N. Bateman	Bentley 3-litre						



OE108 as it was at Loberthal Hill Climb in South Australia



OE 108 as is currently living in N.S.W.



OE142 as was when in South Australia



OE142 as is now living in UK



*OE53 Glen Osmond Hillclimb
Photos from Richard Walton collection*



OE53 as is currently living in N.S.W.

Neil Bruce from Queensland sent me the photographs below and information regarding his 14-40 LM2434. Both Barnett boys Warwick in his 14-40 and Colin in his E Type attended Vauxhall Rallies in N.S.W. before they passed away.

Dave,

Photos of our 14-40. Taken at our Tarragindi home in Brisbane.

It came fully assembled and directly from the factory in the UK to Eagers in Brisbane.

1st owner: Purchased from Eagers in 1926 by the well known Hunter family

2nd owner: Sold by Hunter family in about 1928 to Gordon Douglas an employee of the Queensland Forestry Department

3rd owner: Sold by Gordon Douglas in 1934 to Ron Whale

4th owners: Sold by Ron Whale in 1964 to brothers Colin and Warwick BARNETT

5th owners: Sold by Jan Barnett , Warwick's widow to Neil & Christine BRUCE in 2008

The 14-40 is in pretty much original condition. It's fully registered. Since owning the 14-40 we have overhauled the engine and done a lot of "fettling".





LM2434



David Neeley from Sydney sent me the attached information and photographs of a D Type as well as the shop front of Vauxhall dealer Murray Aunger in South Australia.

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:

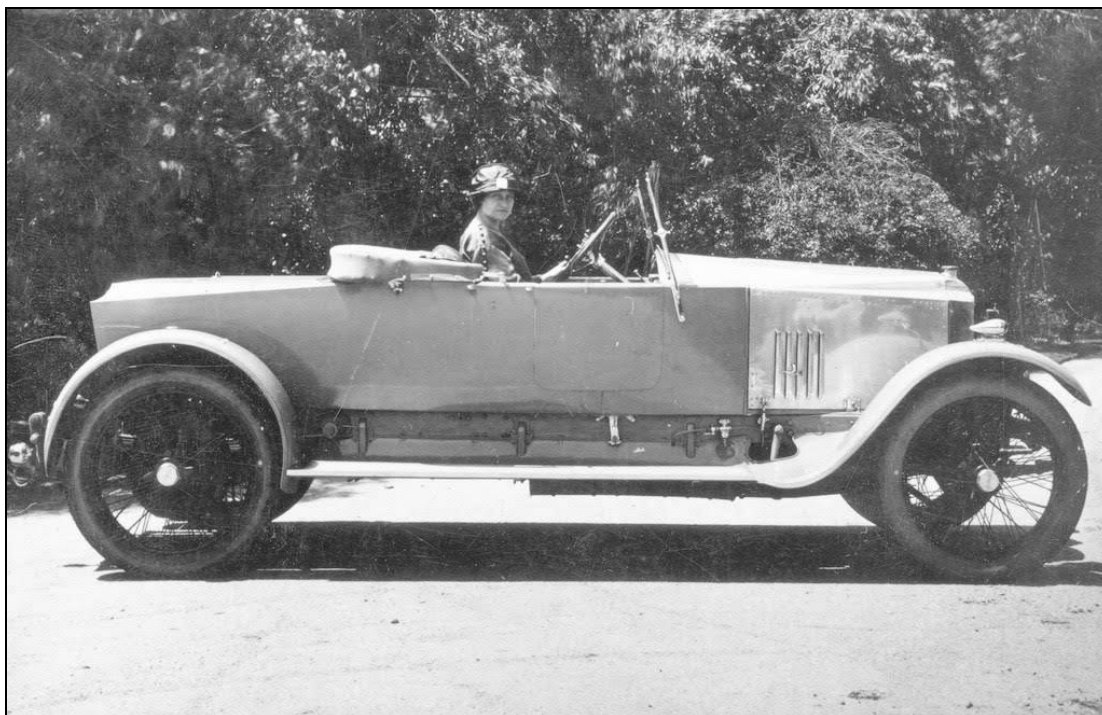
A tourer body was built on the Rolls-Royce by the Adelaide firm of Autocars Limited. A number of members of the Scarfe family were associated with Autocars Limited and had bodies built for their cars.

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.

Kind regards, David.



Ellinor Doris (Nellie) Scarfe in her D Type



Shop front of Murray Aunger's garage

Below is an article written by Geoff Goodman who was a member of the V.S.C.C.A. and his article appeared in the Club's magazine in July 1992. It is a good read of how easy it was to find cars in those days as well as giving some further provenance to OE39 which is now owned by Peter Latreille in Victoria. In the 30-98 Register the earliest recorded owner of OE39 was Eric Dunbar and it was Eric who Peter purchased the car from in the early 60's. So I guess Geoff Goodman may have sold it to Eric, does any reader know anything further on the car's provenance?

doing a roaring trade made me more than a little excited. I just love to see people who are making it work - particularly when there is so much gloom around.

Take your kids (one to ninety) along to 780 Military Road Mosman for a bit of fun.

READ THIS AND WEEP.

In response to a passionate plea from Rob Rowe at a recent meeting, I offer these experiences as both an old and a new member.

When I was a young member of the VSCC, if my mates and I were not pulling one of our cars apart, or, much harder, putting it together again, we would engage in our second favourite pastime - searching for other cars. This activity is still very much alive, but in our day, what you found was far more interesting. Trouble was we didn't know just how good it was, as the following little stories will show:

THE MERCEDES.

We heard of this car in Katoomba. Big - wire wheels - had to be European or English. Worth a punt. Katoomba was only two or three hours away, and the road was nearly all bitumen. So we went. It was hot - mid summer - so first stop the pub. "Does anyone know" etc.? Yes, there was a car. Big bugger, no hood, wire wheels. Where?

A couple of hours later we found the house. Belonged to a lady. Her man hadn't come back from the war. "Yes you can look at it. It's in the shed, behind the pile of dirt".

Walked down to the shed. A few tons of red soil blocked our path. We could just spring the old wooden doors apart.

There it was. Big. Roadster body. Blue leather seats. Split windscreen. Big wire wheels - knock-ons.

Cream colour, very dusty. Down on the rims, but the tyres still there. Would they hold pressure? doubt it. Look at that radiator! Big, pointed, little stars on it. Open the bonnet. Two blocks, side valves, twin carburettors. Have to be three or four litres. How would we get it home? Went outside again, looked at the pile of dirt. Must be five tons of it.

Anyway, how much does she want? "Fifty Pounds" Fifty Quid! Another look at the car. Lot of work to do. Outside again. Must be ten tons to move.

We'll think about it. Back to the pub. Perspiration - big cold beer. Must be fifteen, twenty tons of bloody earth in front of that shed! Too hard to move. Bigger it, it's not going anywhere.

(I still cry when I think about it).

THE BENTLEY.

Cootamundra! That's bloody miles away! We could stay the night. They reckon the pub at Coota has the best draught in the South. Okay! let's go next weekend.

A long trip in the 30/98. Worth it! Three young guys, the world their oyster. The thirsty popping along on all four, leaned up a bit to save fuel.

Cootamundra. Late in the afternoon - no time for looking. Let's have a beer! Dinner at the pub. Linen table cloth, linen serviettes complete with ring. Worn silverware, the brass showing through. Four course, 2/6d.

Next morning the search. Anybody know? etc. "Not here mate, but try the Criterion, the squatters drink there!" More questions - first beer of the day. Yes, 10 miles out - Jonesy's place. 10 miles? Ten minutes! Bet you can't. O.K. Hang on! Eleven minutes flat. It was that creek crossing, Never mind, here we are. Could they hide a Bentley here? Hope it's not one of those bloody 3 litres. Could be a six and a half. Jack Jeffery has got a six and a half. Yeah, but he wants 450 pounds for it! Let's look anyway. They're not going to roll it out for us. In

that shed - no dirt in front of this one. Creaking door. Pull it open. What? a BEDFORD!

I'll kill that bugger who said he heard it was a Bentley!

THE FRONTY FORD.

Mate, this is fair dinkum! A genuine Australian racing car. Yes, I know it's only a Ford, but it's a Fronty - look at the picture. Looks like a Bug! Where is it? Up North a bit. Where up North? Well, Mungindi. Mungindi, that's half way to bloody Darwin! Well, it's a fair way, but we'll take the Rover, we'll be there in no time! How are we going to get it home? I'll make a towing frame. Couple of "U" bolts, a piece of hardwood as a spreader, two bits of Angle iron with big holes in one end, a bolt to secure them to the tow bar. Piece of cake-easy. Don't forget the fencing wire to secure the spreader. No worries, there'll be plenty of fencing wire in Mungindi. I didn't think they had fences that far out! Very funny.

Mungindi. Gawd, it was near Darwin. And flat! The little P3 ate up the miles. Found the property, and there it was. Better than I thought, A runner. New tyres, AND a spare. How much? Forty-five quid. I've got it! Now to make the towing device. Bolt the pre-drilled angle to the front axle. Pin 'em through the tow-bar hole. Mark the hardwood spreader near the U bolts. Cut slots with the saw. Wire up each side. Perfect. Who's going to steer? We'll take it in turns. First stop the police station for a permit. Big sergeant. "You bought that old thing of Bert's? You must be mad! Permit'll cost you 10/6"

"Sergeant, excuse me, but there's a giant wasp just above your head!" "Yeah, I know, he's me pet - look, he's got a nest just above the filing cabinet! There you go, drive carefully!"

We drove along - 30 - 40 - 50mph. Our steerer was sitting back in the Fronty, hands behind his head.

The Fronty was self-steering perfectly! We stopped. "Come inside" we yelled.

The Fronty was a source of joy. It had a steering box and had been made for a guy called Peter White of Maroubra fame. I read where the Fronty was the only car to beat the Type 13 around the banked track. Gawd, it must have been hairy! I needed the whole of Mount Druitt and got to around 80 mph in the Flying Quarter. Bob Pritchett will confirm it - he was there.

I finally swapped it to Percy Hunter for a 30/98 - the still famous OE39. Some say I was robbed!.

Footnote:

I believe the Mercedes was a 4.5 litre Edwardian, but because it was a side valve it wasn't one of the types that ran in the 1914 Grand Prix. Perhaps a production version, because it had mudguards.

The Fronty has been broken up. Someone in the Club has the bonnet with the hand-made letters "FRONTY FORD" still attached. The body is reportedly still in existence, but not attached to a chassis. And the engine and head could be in any of the specials.



Geoff Goodman.

SOMEONE IN GOGGLES. GOODMAN. BOB FITZSIMONS.

Vintage Car

24

June/July 1992

Further to the above article by Geoff Goodman, John Kent recently sent me the program for a race meeting at Schofield's airstrip in outer western Sydney on 17th June 1957 and enquired who the owner of the 30-98 Vauxhall might have been. I guess we can assume it was Geoff Goodman in OE39.

<i>List of Drivers and Cars Entered</i>			RACE RESULTS	
SPORTS CARS			Event 1	Event 6
No. 10	K. D. Walshe	TR3	1st 88	1st 36
77	Joe Martin	Austin Healey 100S	2nd 122	2nd 39
81	G. Websdale	M.G.	3rd 84	3rd 22
88	D. Chivas	Lotus		
90	J. Manning	TR2		
97	P. Meyer	Austin Healey		
98	W. Parsons	W.P. Special		
99	G. McConnell-Walker	Lea-Francis		
122	N. Buchanan	Buchanan M.G.		
131	M. Ward	Berkeley		
RACING CARS			Event 2	Event 7
No. 3	A. J. Myers	W.M. Cooper	1st 4	1st 19
6	W. Reynolds	Cooper	2nd 18	2nd 3
7	W. Reynolds	Barclay M.G.	3rd 4	3rd 11
9	A. J. Glass	H.W.M.		
11	G. Stewart	Stewart M.G.		
14	J. Robinson	Jaguar		
15	G. Hunt	M.G. Special		
17	F. Breckleman	Sulman Singer		
25	J. Madsen	Ogden B.M.W.		
50	J. Griffiths	L.J.C. M.G.		
60	P. Samuels	M.G. Special		
71	G. R. Murray	Austin		
VINTAGE CARS			Event 3	Event 8
No. 29	C. Nicholls	Salmson	1st 50	1st 5
30	C. J. Bolitho	Chrysler	2nd 11	2nd 145
31	K. Catt	Lancia	3rd 17	3rd 8
32	W. Morony	M.G. C		
33	G. Goodman	30/98 Vauxhall		
SALOON CARS			Event 4	Event 9
No. 4	W. Thompson	Holden	1st 3	1st 81
5	R. Long	Holden	2nd 14	2nd 10
6	W. Slattery	Holden	3rd 122	3rd 131
8	L. Kingsley	Mercedes Benz		
15	T. Corcoran	Renault		
16	D. Cooke	Simca		
18	D. McKay	Simca s/c		
41	R. V. Beer	VW		
42	R. Heffernan	VW		
			Event 5	Event 10
			1st 122	1st 81
			2nd 90	2nd 60
			3rd 97	3rd 5

It doesn't appear the 30-98 ran a place in any of the events.

Now for a little trivia. When visiting Adelaide last year I asked the question as to why the power poles were constructed of steel as well as concrete and Mr Google kindly gave me the answer.

The Stobie pole was invented in 1924 by James Cyril Stobie in response to a shortage of timber and an abundance of white ants in South Australia.

According to author R.W Linn, who wrote a biography of Mr Stobie, traditional timber power poles that were brought over from interstate were often being destroyed by termites.



A painting of James Cyril Stobie, the inventor of the Stobie pole, on a Stobie pole.(*Facebook: Paint Bank West*)

Mr Stobie, who was an electrical engineer with Adelaide Electrical Co (later ETSA and now SA Power Networks) designed a power pole made up of two steel "I beams", held together by tie bolts, and filled with concrete.

The Stobie pole was patented the following year, and Mr Stobie was paid 500 Australian pounds by Adelaide Electrical Co for his design.

Despite some initial interest from New Zealand, the US and the UK, the Stobie pole never took off outside of South Australia.

There was even opposition to using the poles elsewhere in Australia — in particular, New South Wales objected to using the pole over fears it would rust.

SA Power Networks head of corporate affairs Paul Roberts said aside from a few poles in the Northern Territory, you won't find them outside of their home state.

"There were hopes, I think, of the inventors that this could be quite a cost effective and potentially a money-making thing for Adelaide Electric Company," he said.

"The reality is ... there are very few outside of South Australia and there's not really an interest in incorporating them interstate and now we are seeing different options for cement-spun poles, even heavy plastic work is being done in some places.

"It's not something that we would expect elsewhere, but it is certainly something that is going to continue to serve South Australia very well for many years to come."

In the 1940s when Mr Stobie was applying to extend his patent rights, he boasted that while a wooden pole had an 11-year life span, a Stobie pole could last for at least 45 years.

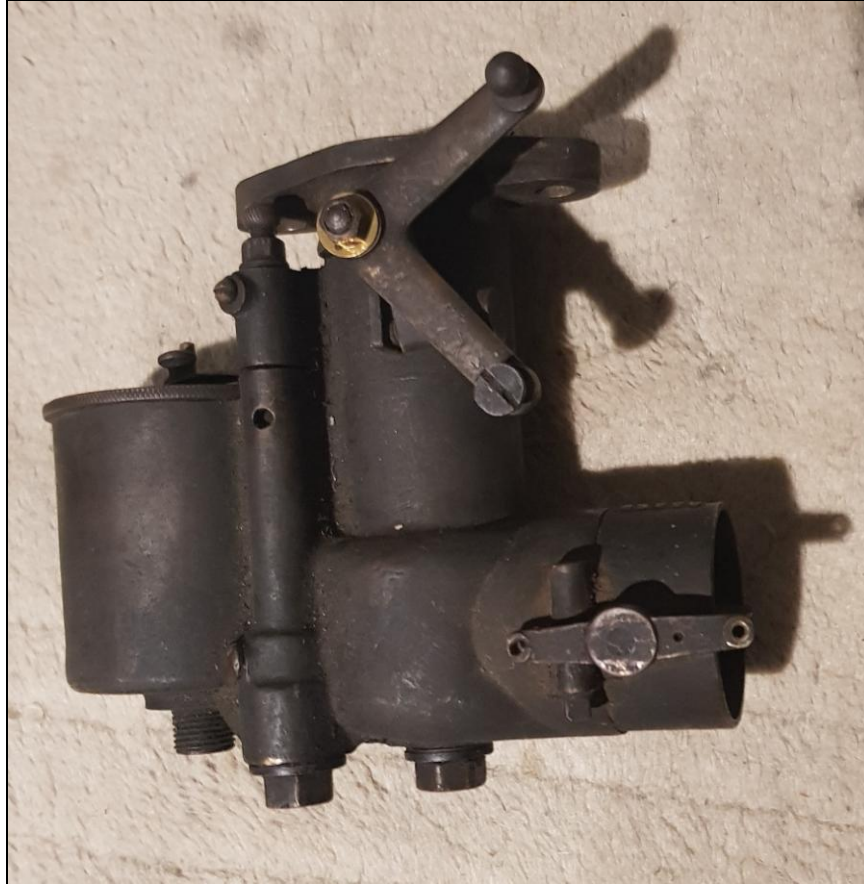
One of the downsides of the Stobie pole is they are not good to hit with your vintage car and not good to be anywhere near in an electrical storm.

So now you know all about the stobie poles in South Australia and can mark that one off those important things in life you just must find out about.

Whilst in Adelaide Mary and I had lunch with Marj Ellis who had recently lost her husband John who was well known in Vauxhall circles throughout Australia. Ral Rainsford was also to have lunch with us however could not attend as he was confined to barracks as he had been diagnosed with Covid.

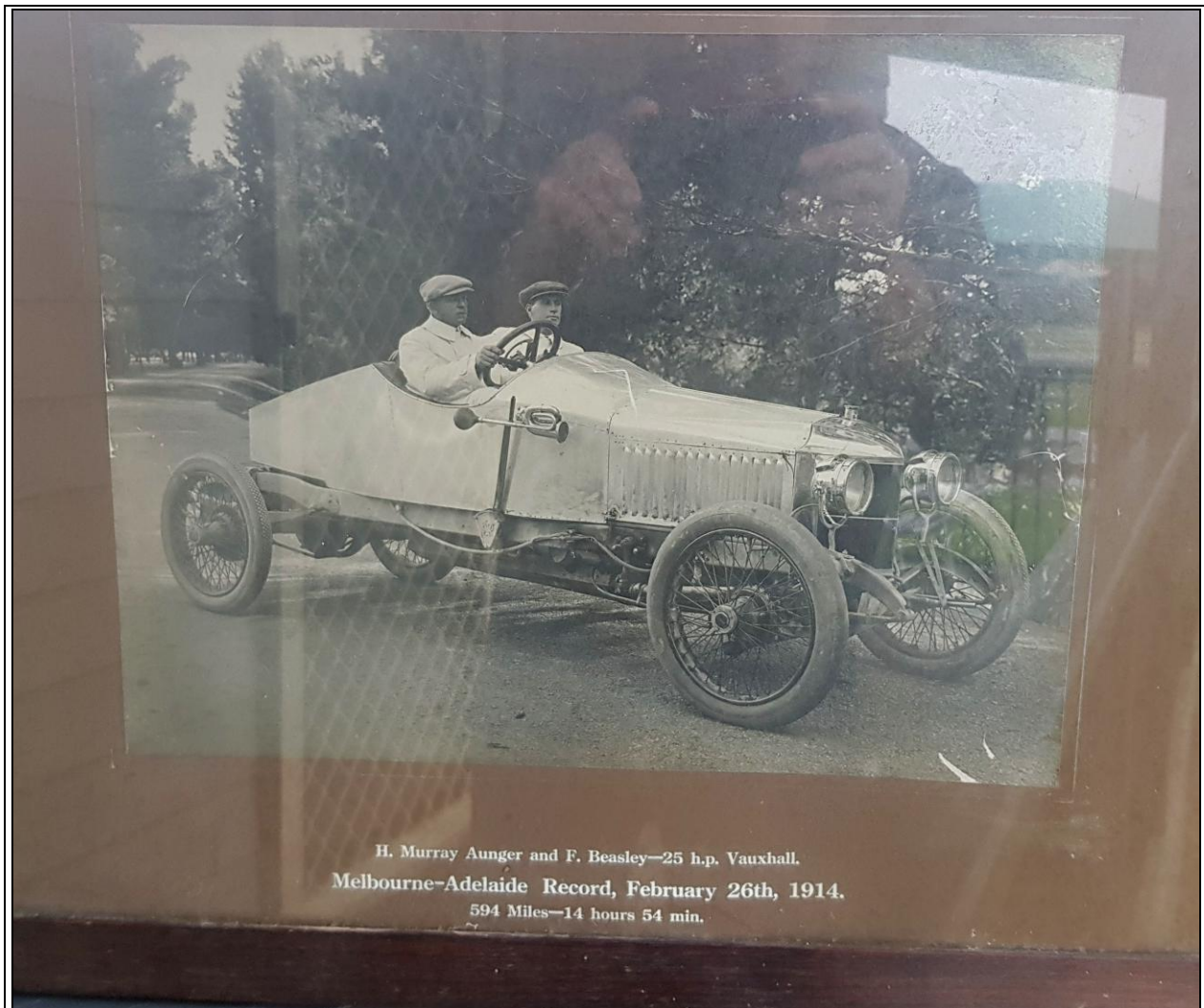
After lunch Marj gave me an FSA 42mm Zenith carburettor complete with float and jets as a spare for my 23-60 OD494. The carburettor was

part of John's collection of Vauxhall parts he had accumulated over the years.



42mm FSA Zenith carburettor

Marj also made a contribution to the A – D Vauxhall Register of a framed photograph that was also in John's Vauxhall collection and was taken in 1914 when H. Murray Aunger and F. Beasley were about to commence their record breaking run in a Prince Henry Vauxhall from Melbourne to Adelaide.



Another interesting item in John's collection of Vauxhall memorabilia was a fire screen made from a D Type radiator shell. The fire screen was made by Peter Crockett who owned Richard Walton's 30-98 OE53.



Fire screen made from a D Type radiator shell



David Neeley from Sydney sent me to two photographs below which depict D Type Vauxhall ambulances produced by Vauxhall Motors during the first world war.



George Seymour from Sydney sent me twelve period Vauxhall photographs he has and has allowed me to use them in coming newsletters.

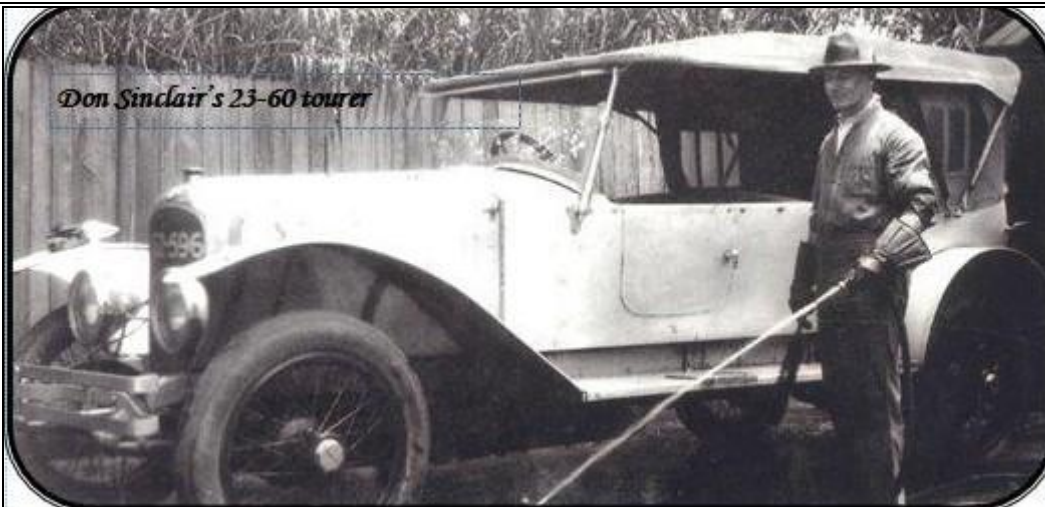
The photograph below is of an unidentified D Type Vauxhall when it belonged to the White family on Tucka Tucka Station in the northern part of N.S.W. just below Goondawindi. It was taken obviously after the car had been driving along a muddy road.



Above. Another mudlark, a D-type tourer of James White at 'Tucka Tucka' stud near Goondiwinidi, Northern N.S.W. No chains are fitted to the rear but again the rear mudguard are removed. The additional weight of mud accumulating in the open tourer body would be of concern over a distance.

Source: Murray McDougall collection

The following photograph is of a second D Type Vauxhall after it was sold by the White family from their Belltrees property near Scone in N.S.W. and sold on by Boyd Edkins to William Sinclair of Sydney in about 1922. Both cars are fitted with Australian built bodies. Note the different windscreen pillars on the cars.



Don Sinclair's 23-60 tourer

Mr. Don Sinclair of Kingsgrove, N.S.W., provided photos of a 23-60 with a very different Australian body of unknown origin, and these details:

'My uncle, William Sinclair, was an agent at the fruit markets and about 1921-22 he bought this car when an outstanding debt of £1000 was unexpectedly repaid to him. He lived in Margaret Street, ~~St. George~~ at the time. The car had an aluminum body which was in its natural colour and only had doors on the passenger side. There were lockable compartments in the rear of the front seat. The gate gear change and handbrake were on the driver's right and the horn was under a ledge where the body opened over the dashboard. Originally it had a round rubber bulb horn.'

'Uncle always told us the car was imported by a Mr. White a wealthy ~~gaffer~~ who owned a property named "Bellgrove" at Scone (N.S.W.) and it was to be a present for his son. Sometime after the car was shipped from England father and son had a big argument with the result that when it arrived in Sydney the father changed his mind and asked Boyd Edkins the Vauxhall agent to sell it. A Mr. Sanderson, the Sales Manager at the time, was a friend of my uncle's and told him about the car and so it was bought with his unexpected windfall.'

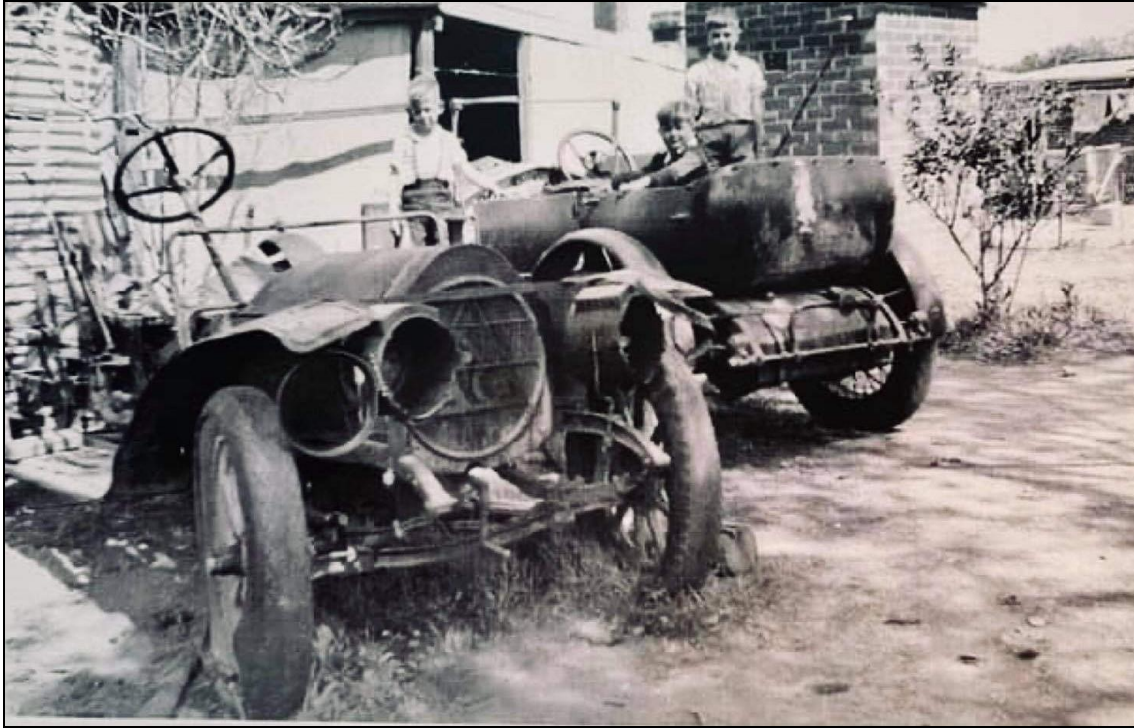
'At some stage uncle had it re-bored and the flat mudguards replaced with more modern domed type and the original hood was replaced. The brackets on the rear of the body to hold the folded roof were removed and replaced with a stud. The photo with my cousin seated on the running board would have been taken about 1930. My cousin is now 85 (2006). Uncle sold the car in 1938 and I only saw it once after that and often wonder what became of it.'

Above. The car with its naked windscreen typical of Australian bodied vehicles, original roof and side curtains. The mudguards are very basic and somewhat agricultural compared to those provided on English bodied cars. The substantial front bumper bar may have been home made or an after-market bumper available at the time. The vertical position of the door handle is interesting, similar handles have been noted on other occasions and appears to be an Australian oddity.

Below. A later photograph with the new roof shows it to be very smart, and probably a type of 'California Top'-a popular conversion in the 1920s. It appears to be quite rigid and with the brackets removed allowing it to be stored folded this is more than likely the case. The front quarter curtains are in place in this photo. The mounting of the spare to the rear is unusual, but a similar position to that on by Boyd Edkins Presentation Wensum 30-98 and other Australian bodied cars.



Murray McDonogh sent me the photograph below of Neil Heilbrunn's E Type E366 30-98 in Parkes N.S.W. prior to it being purchased by John Giddy. Who can identify the veteran car in the photograph?



Veteran car with E366 in Parkes

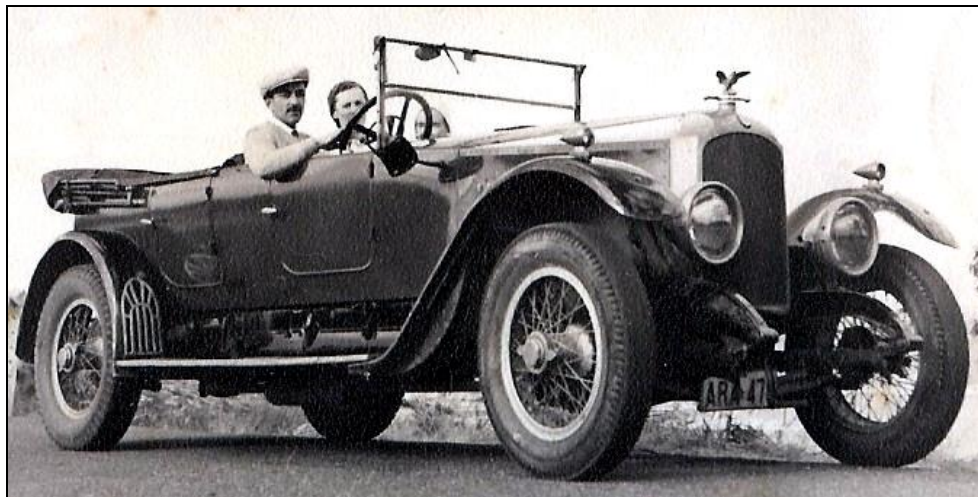
Whilst on the subject of John Giddy the photograph below shows John dressed in his overalls and dismantling what looks like a lovely original two wheel braked 23-60. I think the story goes that their house was next to the Police Station in Granville and John' father Jack was asked by a Policemen to removed the car from the street as it was an eyesore. John was ordered by Jack to remove it and the photo depicts John in the process of doing this. Jack's Ford Customline and Fargo Van called the Pie Van parked in the driveway.

Recent information reveals the photograph below was actually taken outside the Giddy family home in Strathfield prior to them moving to Granville.



Unidentified 23-60

There is a strong possibility the car above is OD592 now owned by Bud Smith in Brisbane Queensland as both cars had the protection strips on the front of the rear guards and John Giddy owned OD592 before it was restored by Max Houston for Ian Patience of Victoria. Front brakes were added to the car during its restoration.



OD592 at Seaforth Sydney when owned by George Brown

In the December issue of the newsletter there was a photograph of an A Type Vauxhall with the caption 'Racing in the Royal National Park'. I

did ask if anyone knew which car it was and who the driver was. Terry Parker E305 from South Australia sent me the three photographs below which explains it all.

AUSTRALIAN MOTORING EVENTS 1903-1930

There is little point in recording multiple runnings of the same annual event but the 1911 Artillery Hill hillclimb planned for Saturday 4 February but held on the following **Saturday 11 February 1911** included a very interesting entry, along with the perennials. They were:

A L Blythe	Belsize 24hp	Roy Sandford	Chalmers 40hp
W A Dettman	Singer 18hp	Harrie Skinner	Renault 14hp
Harold Knight-Eaton	Sizaire 12hp	Colin Smith	Mercedes 112hp
James O Fairfax	Vauxhall 20hp	Ern S Turner	Renault 8hp
George F Hill	Talbot 15hp	Harry J Vale	Humber 16.5hp
Arthur Knowles	SPA 17.5hp	F Arthur Winchcombe	Sizaire 12hp
Jules Maillard	Brasier 12hp	J M Hill	Fiat 20hp (DNS)
J S W Morgan	Chalmers 24hp	Alex A Hunter	Minerva 40hp
James Nangle	Star 16hp	J Spencer Nolan (W Mack)	Renault 20hp
Les Pye	Vauxhall 20hp		

As might be expected, the Mercedes achieved the fastest time, but on formula, Pye's Vauxhall won.

The Mercedes with a bore of 175mm, stroke 180 mm, is reported in some articles as being imported by Colin Smith, in others by J Lebius Hordern. There is a record of J Felix Booth, partner at Horderns, arranging its sale to Rupert Jeffkins in 1913, which leads us to another significant event at Richmond racecourse, Melbourne, in that year.

James Oswald Fairfax hardly needs introduction. He and brother Geoffrey inherited the Fairfax newspaper enterprise and both were motorists, and of course, yachtsmen. Father, Sir James, was Patron of the ACA (NSW). We saw him in 1907 with his 8hp De Dion, one of several cars in the garage. By 1910 James and Les Pye both had 20hp Vauxhalls from George Innes, and battled for top honours at a Coogee hillclimb on June 24, which Fairfax won.



James Fairfax 20hp Vauxhall.

Artillery Hill in the Royal National Park was the venue for car and motorcycle hillclimbing events from 1907 until 1925. Arch Turner's demise at a hillclimb run by another club at Brookvale in 1926 may have caused the Automobile Club to step away from the contest. Turner had competed at Artillery Hill in the same car in 1925. By then high powered cars were available and although the Club had contributed to improvements to the surface the potential for serious accidents had increased. The trade continued to test their car's performance on the ascent to publicise their offerings compared with times achieved in earlier competitions.

AUSTRALIAN MOTORING EVENTS 1903-1930

On **Saturday 5 March 1910** the Auto Club of Australia (NSW) ran a two-day trial to Goulburn starting at the clubrooms, Challis House in Martin Place. There were 17 entrants but three did not start. We know that Eaton retired with tyre trouble, and Christie's magneto failed but was replaced. Radbone and Thompson retired at Goulburn. The officials for the event rode with Captain Philip Charley in his 1908 Rolls Ghost. The entrants were:

H A Hunter	Minerva 15hp	Alex J Christie	Star 25hp
Ernest Turner	Renault 8hp	J H Sykes	Talbot 15hp
Alex Hunter	Minerva 38hp	George Innes	Vauxhall 15hp
Isaac Phizackerly	Talbot 15hp	Howard Knight-Eaton	F L 12-16hp
Les Pye	Vauxhall 20hp	A J Radbone	Fiat 12-15hp
Jules Maillard	Richard Brasier 16hp	Len F Thompson	Humber 16hp
A R G Sasse	Talbot 12hp	James Nangle	Star 15hp

The results published on 8 March were Les Pye's Vauxhall first, Jules Maillard's Brasier second and A A Hunter's Minerva third.

E B (Jules) Maillard drove a Richard Brasier in the 1905 Dunlop reliability trial, the press reporting that his chances were diminished by having no English which caused him to take wrong turns. In 1905 we find Fauvell Bros & Maillard, Brazier agents in Philip Street, Sydney, then Maillard & Co. shortly after. By 1907 they had added Unic to their dealership, and in 1908 Fauvell became the Berliet agent. Maillard opened a new workshop, indicating that the partnership had concluded. In January 1914 Maillards imported a 70hp Maurice Farman aeroplane for 'a prominent motoring identity'. We know that Jules Maillard left the company to join the RAF in 1917.

The FL entered by Howard Knight-Eaton was made by Ste Generale des Voitures Automobiles Otto in Paris from 1909, said to be named phonetically after the Eiffel Tower. There is a survivor in Queensland.

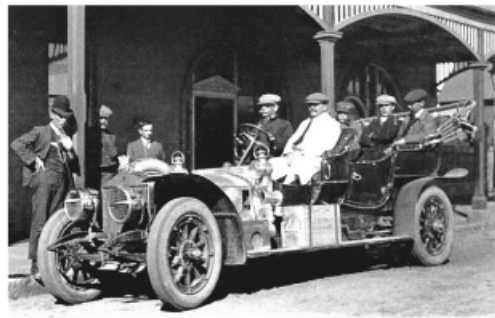
Ernest Samuel Turner operated the General Motor Company at 16 Queen's Place, off Pitt Street, Sydney. By 1908 he held agencies for Belsize, Reo, Sizaire Naudin and Renault, and competed in various events with all of them. In March 1911 he was in court with the Collector of Customs bringing over 80 charges of avoidance of duty on cars and parts. He was fined £5120 which he was unable to pay and was gaoled. The business was ordered to be wound up in July.

James Nangle learned the building trade with the NSW Technical education. He became a teacher, was briefly a partner in an architectural firm then in 1913 became Superintendent of Technical Education. He was responsible for training returned servicemen after the war.

A Pharmacist from Parramatta and an 'A' Class cricketer, Les Pye was also a consistent winner in his Vauxhalls. He continued competing into the 1920's. Leonard Francis Thompson bought Cooinoo Station in 1910 with his inheritance and for some years he prospered, until in 1921 he traded his Studebaker on a new Stanley steam car. It caught fire and burned down the motor house and stables. At the same time a drought meant foreclosure on loans and he was bankrupt.



Les Pye's winning 20hp 'A' Type Vauxhall.



*Major Philip Charley with other officials supervised the event.
The Major was sometimes a competitor in motoring events.*

AUSTRALIAN MOTORING EVENTS 1903-1930

On 26, 27 April 1912 the Royal Automobile Club of Australia (NSW) conducted a two-day trial from Sydney to Bathurst and return. The Dunlop relay involved only 6 cars and was finished by April 6 so the events did not clash. There was a surfeit of motoring activity at the time, no doubt stimulated by the Dunlop event. The entrants for this event were:

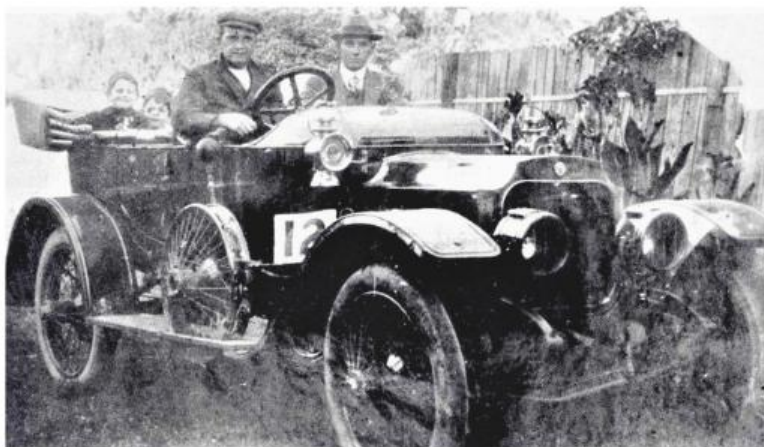
Harold Knight- Eaton	Arrol Johnston 15.9hp	A P Wright	Armstrong Whitworth 15.9hp
Reg A Carter	Delaunay Belleville 26hp	Colin Smith	Austro Daimler 27-80hp (DNS)
George Innes	Vauxhall 20hp	Reg L Gowing	Vauxhall Prince Henry
Reg G Todman	Minerva 16hp	W H Preston	Maxwell 25hp
F R Crouch	Metz 22hp	Les W Pye	Vauxhall 20hp
J C Walker	Daimler 38hp	Jules Malliard	Richard Brasier 12hp
H L Spring	Vauxhall 27hp	George F Hill	Talbot 12hp
G R Gaff	Vauxhall 20hp	Alex A Hunter	Minerva 38hp
John A Kerr	Fiat 20hp	H A Hunter	Minerva 15hp

Some of the entrants became perennials. George Innes who we have met previously, was the Vauxhall agent, and on his retirement Boyd Edkins became the proprietor and went on to establish himself and Vauxhall in Australian motoring folklore. Similarly, Les Pye achieved great success with the marque.

There was another sealed bonnet trial with nine entrants from Sydney to Orange, Yass and return over three days in November 1912, won by Harold Knight-Eaton, with Jules Maillard winning the petrol consumption test and Les Pye the hillclimb, all in the same cars.

Reginald George Todman was one of two sons of G F Todman, Director of British Tobacco and land developer. Reg was a very successful businessman who had been a ACA committee member from 1912. He campaigned Minervas of various sizes, his Rolls Royce, and from 1916, a 20hp Sizaire Berwick. He also competed in motor launch events and in 1922 imported an American hull and had a 140hp aero engine fitted to challenge an Australian record held by the South Australian Rymill brothers. He had passed in 1952 and in 1954 his widow married an American millionaire.

John A Kerr bought his Fiat from Garratts in 1911 and drove a party to the Melbourne Cup. He became a pilot and was a passenger with Charles Ulm when he crashed in 1932. He became Chief Instructor at the Royal Aero Club in 1936.



Les Pye's second 'A' Type Vauxhall in 1912 This probably is the replacement for his 1910 Vauxhall dropped between the wharf and the ship while being unloaded in Tasmania in 1911.

116

Kent Davis reports that OD1303 he purchased from Alex Hayward in the UK has now returned home to Australia and is garaged at his work in Rushcutters Bay in Sydney. I think this is the only 23-60 that was delivered new to Australia, returned to the UK with Alex and has now returned to Australia. Photographs of OD1303 and OD759 below.



OD1303



OD1303 and OD759

Below is news of the next biennial Veteran and Vintage Vauxhall Rally to be held in Orange in September 2024.



The Vintage Sports Car Club of Australia

VAUXHALL REGISTER

4th Biennial Veteran and Vintage Vauxhall Rally

Monday 16th – 20th September 2024

Hello Everyone.

The next biennial Veteran and Vintage Vauxhall Rally being organised by The Vauxhall Register of the V.S.C.C.A. will be held in Orange N.S.W. from Monday 16th September 2024 to Friday 20th September 2024. Cars will arrive in Orange on the Monday and this will be followed by four days of touring about the Central West of N.S.W. on all sealed roads through scenic countryside at its springtime best with the Canola blooming. Entrants will leave Orange for home on Saturday 21st September 2024. The event is being sponsored by the National Trust of Australia (N.S.W.) as well as the Veteran and Vintage Vauxhall Register. A pre-requisite of the National Trust Sponsorship is that cars entering the rally must either be Veteran or Vintage.

Cars leaving from Sydney will have the opportunity of attending the V.S.C.C.A.'s 80th birthday lunch at the Rum Corp Barracks in Windsor on Sunday 15th September 2024 and stay the night at the Crown Plaza Motel at The Barracks. Following lunch on the Monday in the Megalong Valley with the Club entrants will travel on to Orange for the Vauxhall Rally. The Ambassador motel has been selected in Orange that has 40 rooms as well as a restaurant so will be sufficient for all entrants to be together in the one motel. Any overflow of entrants will go into a nearby motel. Trailer parking will be available. *The rooms were only being held to 31st December 2023. You may be lucky and still get a room at the Ambassador Motel in Orange so ring early to see what's available.*

So I guess at this stage if you intend entering the event please email or post the completed the entry form to me and secure your accommodation at the motel in Orange. Getting in early with your entry (*entry form attached*) will secure an entry and a room at the motel in Orange that each entrant will have to book personally upon receiving their entry form. I hope to catch up with as many Vauxhall owners on this event as I can as it is my swan song to organising Vauxhall Biennial Rallies.

Dave Stuart.

The book I have written titled “Vintage Vauxhalls in Australia” is a record of all D Type and 23-60 Vauxhalls we know of that came new to Australia. The book is 407 pages and includes articles on the remaining cars we know of with many current photographs of the cars as well as their history and period photographs. The book also includes period photographs of unknown cars that have long gone though some of them we were able to identify the owners however not the chassis numbers.

The money from the sales of the book is going to The Veteran and Vintage Vauxhall Register and for this purpose an account has been opened for the Register. Peter Weir, Phil Virgona and myself are signatories to the account and the money will be used to maintain the Veteran and Vintage Vauxhall Register website as well as Vauxhall related events here in Australia. If you would like a copy of the book I have attached an order form to the email for you to fill out and email to me. The cost of the book is \$90.00 per copy plus postage in a padded bag to anywhere in Australia is \$15.00. If I receive orders for more than one book then a quote from the post office will be obtained and you will be informed of the postage cost prior to making payment. Postage cost for overseas orders can be obtained and this information supplied prior to payment.

FOR SALES AND SERVICES

New unmachined castings available from Dave Stuart mobile 04 2828 2360.

Aluminium elbow water transfer from radiator to the water pump.

Aluminium water transfer from head to the block.

Aluminium Two tone Klaxon horn bracket.

Aluminium vertical drive Klaxon horn bracket.

Brass Rotax Clarion horn bracket.

Aluminium top and bottom plate to the inlet manifold.

Aluminium C.A.V. side light plinth.

Brass early type hood rest.

Bonnet catch plate with claws in brass





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.

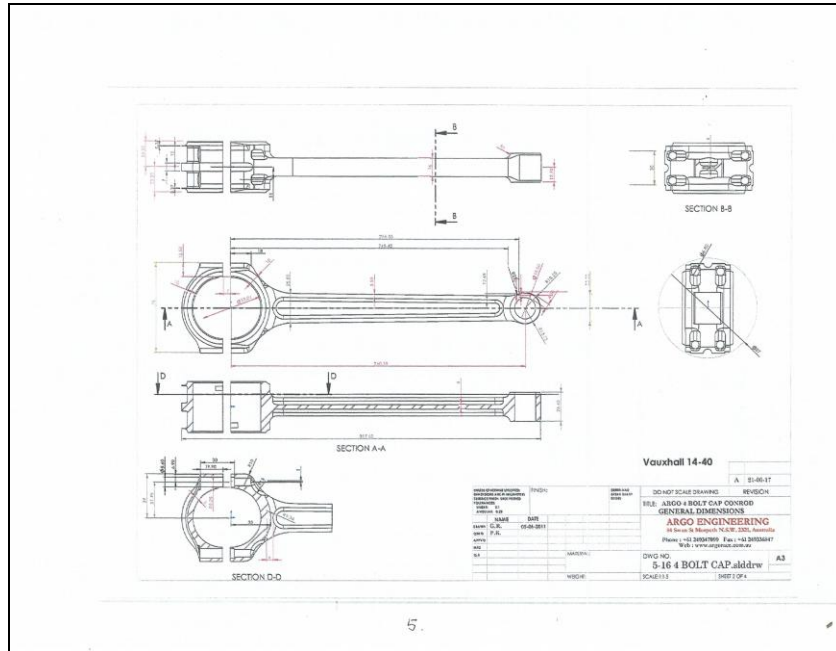
Timing chain conversion to roller chain for D, E, OD and OE models.

OE Cylinder Heads.

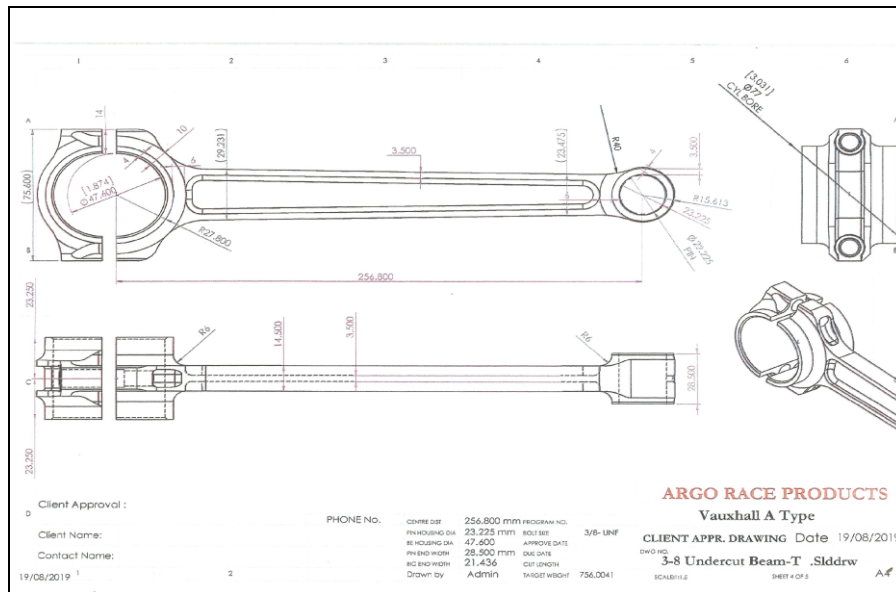
OE exhaust manifolds.

Services

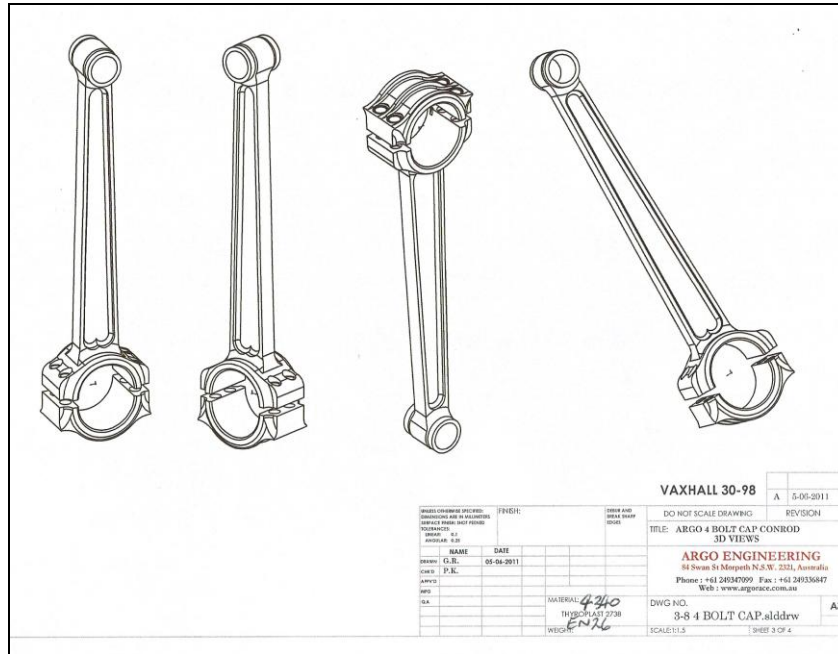
All aspects of restorations and maintenance including sub assemblies.



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 do both.

I have a collection of Smiths clocks and speedos as per the photograph below. Most of them work however some will need servicing and cleaning. There are quite a lot of the same models to pick from so you should be able to match up a clock and speedo that match up in patina. A few are black faced with the majority silver faced. They are all \$150.00ea with the exception of the rim wind clocks that are \$200 each. Let me know if there is anything there you would like to purchase or have a better photograph taken.



FOR SALE

1924 Vauxhall 23/60

\$75,000 ONO

We have a 23-60 on the market and it is OD1010/OD1010 that is owned by Phil Lamrock who lives at Mindaribba near Maitland in the Hunter Valley.

The 23-60 is a 1924 model and has four-wheel brakes and has recently been retrimmed in leather to the original pattern, also the front and rear tonneau's have been renewed.

The gearbox has been fitted with new gears and the original SU carburettor refitted to the car. The car drives well is a lovely patinated car with a luggage rack fitted to the rear.

Phil is downsizing his collection of cars and will sell the 23-60 for \$ 75,000 ONO to a genuine enthusiast - no tyre kickers please.

All enquiries direct to Phil on his email lamrockphil@gmail.com



OD1010

D TYPE VAUXHALL FOR SALE IN THE A.C.T.



Murray McDonogh's D3190

If you would like to inspect this D Type ring Murray on 0412 774 351



The D Type is up for sale in Donnington's Auctions in Sydney on 25 February 2024



George Cox from Victoria had a spanner made to suit the centre grease cap on the front axle hub of a two wheel braked 23-60. He now has it for sale as he has found his original one which he misplaced. Though the new one cost him \$130 he will accept \$80 plus postage.

Contact George by email: georgecox01@optusnet.com.au



Spanner



grease cap spanner fits

OE100 Vauxhall 30/98 Velox 1924 Fast Tourer

All reasonable offers over \$200,000.00 will be given due consideration. Velox body and fitments based on OE116. Sage green wings and leather, black running gear and 20" wheels with rear mounted spare. Jaeger instruments. Chassis frame OE100 existed with F. Pickersgill, VIC (owner OE61/OE86 at the time). This car with repaired chassis frame, ex OE100/100 (see OE86/100) has been repaired and assembled with available original and new components. One half original backaxle casing unstamped was available. Engine is based on OD1047 crankcase, over stamped by previous owner. Crank case OE113 destroyed 1946 (see OE112/OE13). Chassis and engine number allocated on basis of component history. AF: New axle beam (ex UK) G: OD23/90 AB: New ST:

Previous owner: Vic Melbourne 2014.

Current owner: Lloyd Hocking. (deceased estate)

Enquiries to be directed to Blair Hocking.

Ph: 0432-929-895 Email: blair.r.hocking@gmail.com



A special thanks again to all the regular contributors to this as well as past newsletters.

Dave Stuart.

Mob : 04 2828 236

Email: tubby2360@gmail.com