

A - D VAUXHALL REGISTER

OCTOBER NEWSLETTER

Hello Everyone.

The most significant matter to report on is that Peter Weir and I were able to finally complete the USB flash drives and post them out to all the entrants who attended the Veteran and Vintage Vauxhall Register Rally at Merimbula in April this year. I would like to thank Peter for his contribution as he did the lion's share in preparing the information to be downloaded onto the flash drives which included re-jigging the factory drawings to include a search engine as well as individually scanning each of the factory photographs and drawings. The end result being a complete photographic and video record of the rally for the entrants as well as information we can refer to by way of the factory photographs and workshop drawings. Richard Walton was, in the main, our in house photographer on the rally as well as our video man, we should also thank him also for his contribution. I hope you all enjoy looking through the large amount of information the flash drives contain as I am sure your car will feature somewhere either by way of photograph or video.

I recently attended the national N.S.W. Veteran Car Rally held in Forbes and can report that Neil Heilbrunn and Peter Weir were there in their A Types A11.487 & A09.1 as well as Russell Massey from Queensland in his A Type A35.16-20.



A35. 16-20

A11.487

A09.1

Mary and I went up on the Wednesday for their display day in the main street where there were some 140 veteran cars as well as a few veteran motor cycles, I can report there was a lot of brass on display and it was a polisher's delight. The following day we followed the veterans from Forbes to Eugowra where they all gathered at the showground for morning tea and a lovely display of sheep mustering by a kelpie sheep dog named Roy. Roy was keen to please and provided us an entertaining hour or so showing us his tricks. It was then onto Canowindra for lunch.



Veterans at Eugowra Showground

Following lunch we followed Euan and Wilga Coutts (OD793) who were on the rally in their SCAT and travelled out along the Rivers Road again (see article in previous newsletter) to the little township of Goolagong where we bid them farewell as they continued on back to Forbes and Mary and I returned to the Nation's Capitol.

Alex, Rosie and Orlando have returned from their digs in Brisbane to the UK and are now living in Shropshire. Alex is in the process to having his 23-60, OD1303 shipped back to England where it will be his main rally car. This car came out to Australia new in 1926 in chassis form and was sent to the Sydney body building firm of Jackson Jones and Collins to have the tourer body built. It was a well known and rallied car in Sydney and unfortunately for us the loss of another car. As Alex's mum and dad still live near Sydney I am sure we will see more of Alex out here following their taste of the recent Veteran and Vintage Vauxhall Rally where OD1303 performed so well with Dave and Tracy Kirke.



DAVE AND TRACY KIRKE IN OD1303

Not a lot has happened in the Vauxhall world in Sydney during the winter months with even less in the Nation's Capitol, however with the George Green Rally nearing at the end of October I am aware that the Waltons, Helibrunns, Coutts, Mertons and our Vauxhall are being prepared to attend the event so I will report in the next newsletter how things went.

As you know James Meara's 23-60 was sold and I think is now already back in the UK. I was recently sent this lovely photograph of the car in its early days in Queensland when it was still fairly new with the original owner.



OD832/OD835

Phil Jelfs from NZ sent me an email to say that he retrieved some D Type parts that his father had purchased many years ago and stored in his back yard under sheets of iron. As you can see one of the chassis' has suffered badly from rust in the nearside chassis rail however what a wonderful collection of parts to recover.



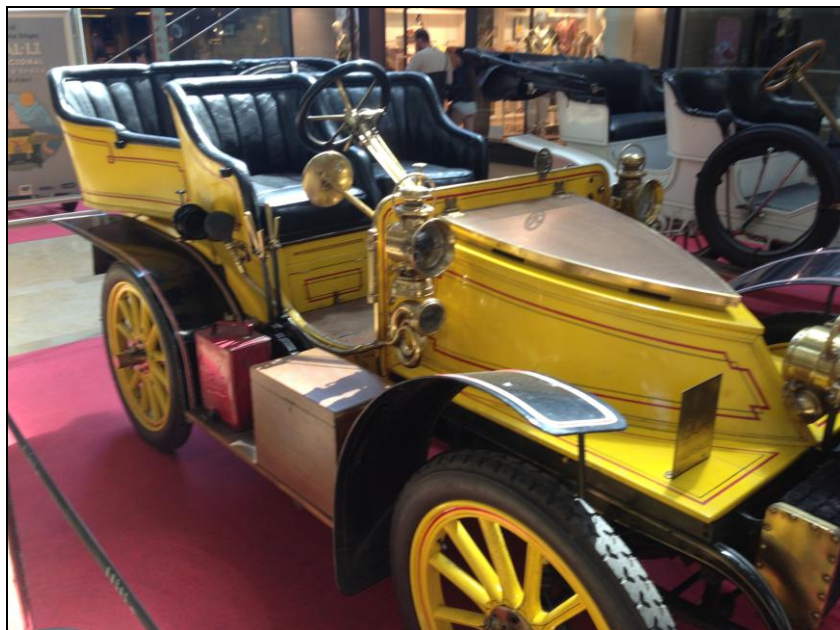
FOUR D TYPE CHASSIS' AND DIFF

The collection as you will see includes one complete chassis with front axle, rear axle and original 880 x 120 BE wheels still fitted



ONE COMPLETE D TYPE CHASSIS ON ITS ORIGINAL WHEELS

Peter Kennedy (D3190) from South Australia sent me the attached photograph of a 1904 Vauxhall he saw on show in a shopping centre in Barcelona.

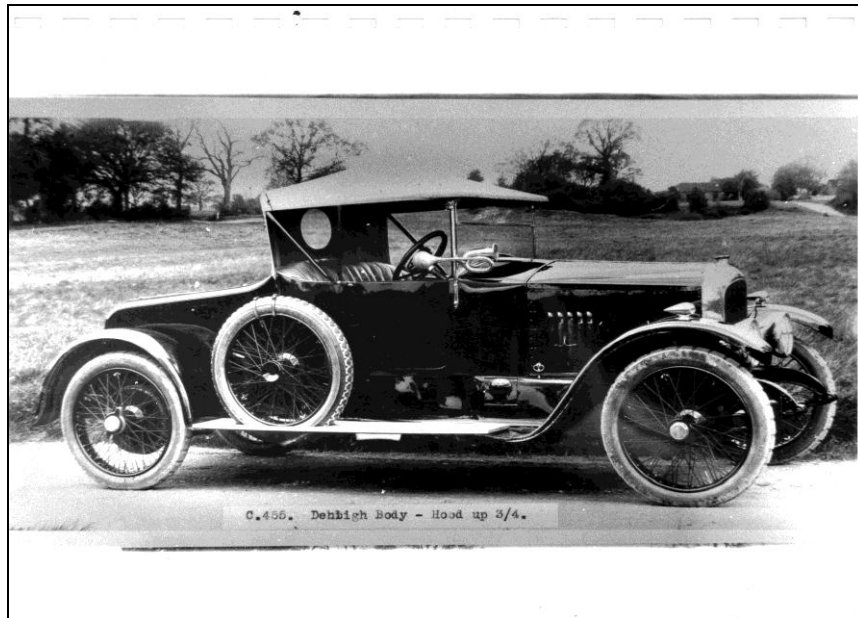


1904 VAUXHALL

Greg Robert's restoration of his D Type D3688 is coming along and now ready for paint and trim. This D Type came new to Australia with a Kington body however Greg built a new roadster body which is a copy of an original "Denbigh" body. Greg scaled the body off the factory photograph and the end result is most pleasing.



D3688



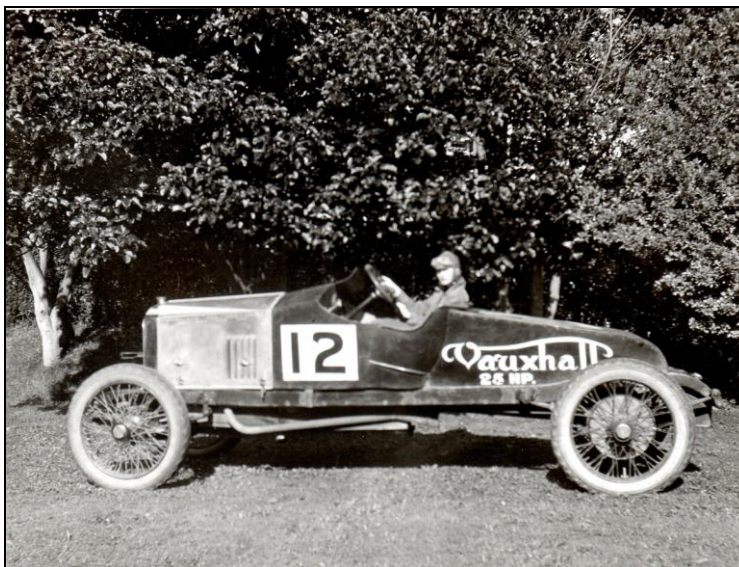
FACTORY PHOTOGRAPH OF 'DENBIGH' BODIED D TYPE



D3688

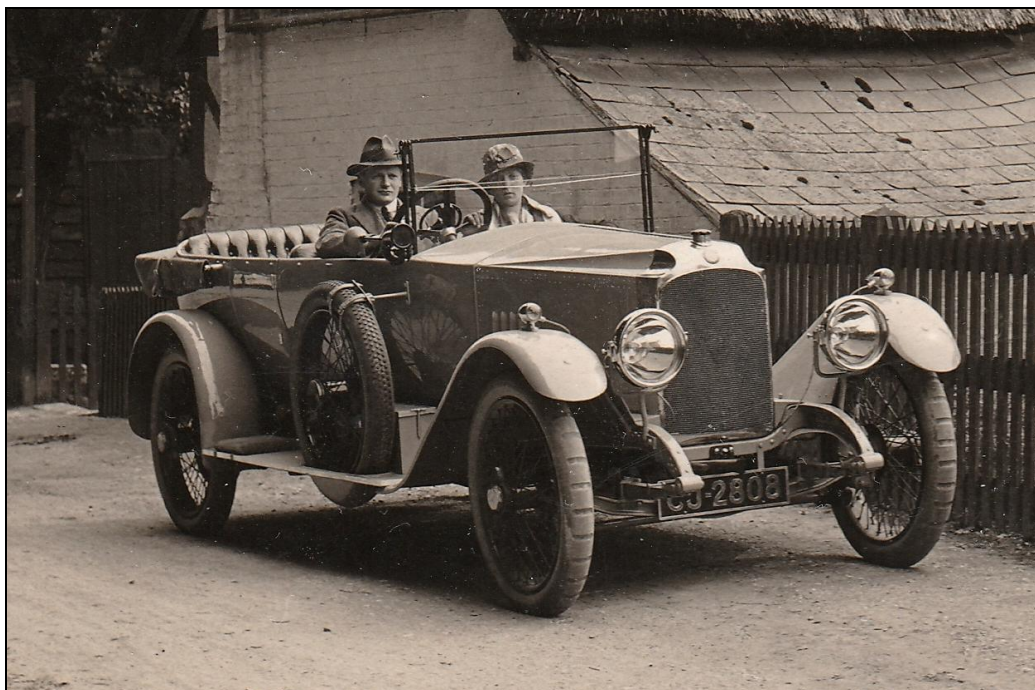
I am waiting on Terry Sainty of Sainty Engineering Sydney to give me a new price on the supply of 23-60/30-98 con rods. They are made from high grade aluminium and beefed up considerably. The material used in the rods is the same as for their top fuel engines. The top fuelers develop over 3,000 horsepower, so I think the rods should cope safely with the output of our engines. I will send out an email to everyone once he has the new price in place and take orders. Quite a few Vauxhall engines are already using the Sainty rods including my own 23-60. When we had the last sets made they were \$1600.00 per set, so I have to see what they come in at before placing a bulk order.

The following two photographs were sent to me by John Kent.



D2965

This photograph depicts D2965 now owned by Wayne Merton. The touring body had been removed and this light weight racing body fitted to prepare it for beach racing. Seated in the car ready to go, I believe is Dick Messenger the son of the original owner (NZ) who purchased the car new from Vauxhall Motors whilst he was in England just after the end of World War 1..



The above photograph is of a very early D Type and it also appears on the cover of our A – D Vauxhall Register. Those with keen eyes will notice the buttoned upholstery to the rear seat as well as the windscreen frame is not fitted flush with the windscreen pillars. Other early features are the headlight gimbals and crank handle.

Below is a report from Phil Virgona.

G'day Dave

Here's a quick report.

Over the October long weekend the Motorlife Museum was notified of some old car parts that were about to be put into a scrap bin at a site being cleared in Sydney's Hills district. The parts had been outside for many years.

The green light to go and salvage was only given the night before by the land owner, on the basis that what wasn't collected by lunchtime would be going in the bin.

As a club member I was included in the invite, as there were some 20-60 and 14-40 parts known to be amongst it. By lunchtime what was salvageable was collected and whilst in poor condition generally, there were some good finds, some of which have already been distributed locally.

The items we found were:

14-40.: 2 rear axle assemblies, gearbox ,front axle, wheel centres.

20-60 : gearbox, body fittings,steering box, sankey wheels.

Also, the original collector saved a 14-40 and 20-60 motor amongst other engines.

Perhaps the most exciting find personally was a large roll of beautiful 1950 upholstery vinyl in two tone green which is drying out nicely and already earmarked for a project.

Our thanks go to the Motorlife museum for alerting us to this.



Well done Phil, a good save as the contractor arrived on site with a large excavator to remove all the rubbish and these parts had been laying for some time exposed to the elements after the shed had fallen down. It's not often we get a win.

Anyone interested in acquiring any of the parts should ring Phil on mobile 0417297041.



A – D VAUXHALL REGISTER INFORMATION SHEET.

An information sheet has been prepared by the Committee of the A – D Vauxhall Register to collate and update information for all cars within the Register. I have attached a copy of this data gathering sheet to this email for you to fill out. **Can you please email the completed form to me together with some current photographs of your car/s.** Peter Weir and I will check over the sheets prior to sending them off to Dave Kirke in England who will download the information onto his master copy of the Register in order to make it as accurate as we can get before it goes to reprint.

If you have any difficulties in locating numbers like steering box, gear box and diff numbers please either ring me or email me and I will provide you with where these numbers are located. I am more than sure that in the main you will already know the whereabouts of these numbers on your car/s.

WANTED AND FOR SALES

EVAN QUAMBY – is looking for a set of four kick plates for the bottom of the door openings as well as an original 23-60 hand brake lever. Information to Evan on mobile 0448424476

DANIEL CLARKE – has surplus to his needs two un-machined rear brake drums castings. These drums are made from cast iron and have cooling fins. These suit both braked and unbraked rear axles depending on the way they are machined up. \$200.00 each. Ring Daniel on mobile 0409166388

JOHN KENT - has 500gm tins of Castrol water pump grease for sale (w) 0357983053 \$20.00 plus \$10.00 postage. This is suitable for your water pump.

MIKE HIPKINS – has the following, contact Mike on 03 9429 5980

1 head gasket copper non asbestos

Bendix springs

5 original OE brake drums in good order (free to the right person)

PETER HOLBEACH - has the following for sale, enquiries direct to him on mobile 0407358190:

spares I have are as follows :

clutch plates : steel : \$ 28
bronze : \$ 37

diff planetary gear set : \$ 1000

bendix springs : \$ 39

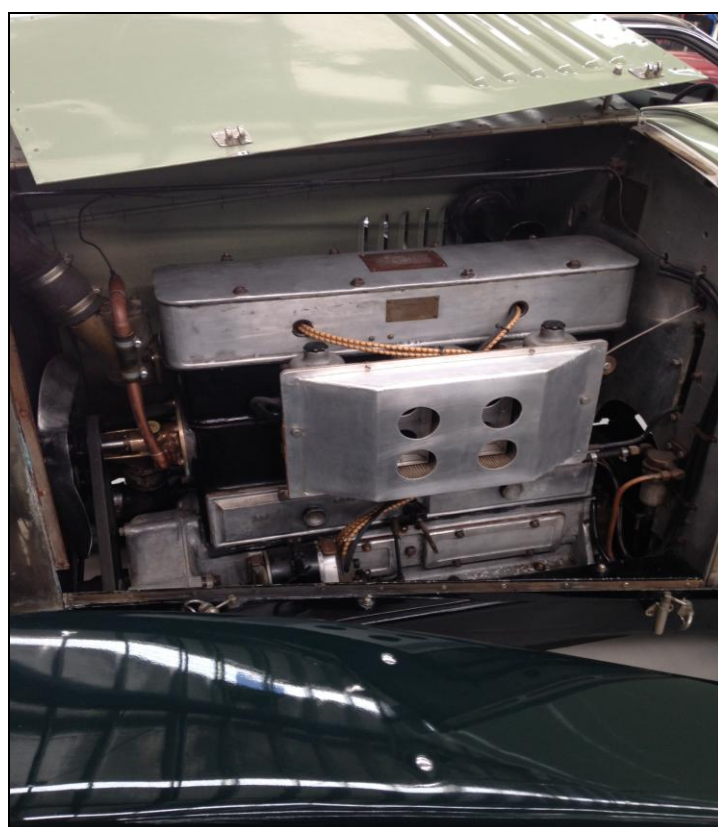
hub pullers : \$ 260

static ignition timers : \$ 65

OD633/OD633 owned by Warwick Hansted in Victoria is coming up for auction at the next Shannon's Auction in Melbourne on the 26th November. This car was restored by Warwick Parsons in Caloundra Queensland quite a few years ago. Warwick built a new body for it along the lines of a 30-98 with the handbrake outside the body. He raised the running boards and made new longer raked front and rear guards and to me, this 23-60 looks well proportioned. It was originally a two wheel braked car however Warwick fitted it with a front wheel braked 23-60 axle and the kidney box set up. It is also fitted with twin SU carburettors. I drove the car before Warwick sold it to Bob Collett and recall it performed very well.



OD633/OD633



OD633/OD633

That's about it from me for now, maybe another newsletter just before Christmas..

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