

A – D VAUXHALL REGISTER

Australian Newsletter

December 2019

Hello Everyone.

With respect to the photographs below, OD775/OD186 is a 23-60 built up by Max Houston of the Vintage Motor Garage, Central Mangrove N.S.W. It was built for Ian McNee who lived at Castlemain in Victoria and he intended using the car in a Peking to Paris rally, however that never eventuated.

It is typical of 23-60's being restored by the Vintage Motor Garage at the time such as OD233, OD592, OD795 and this car OD775. Obviously engine OD186 is not the original engine for the car and interestingly another photograph depicts the rocker box does not have the two holes used to carry the magneto leads. Some had Alvis brakes grafted onto the unbraked Vauxhall front axle.

It has a new body copied to Kington specifications however with raised running boards and new longer raked front guards. Houston normally had pointed ends on the front of the guards however on this car the original pointed ends were later changed to a more rounded style whilst McNee owned it and to me looks far nicer.

The car passed on from McNee to a rather strange guy in New Zealand (appears bare foot in second photo) who was not happy with the shiny finish on the car and stored it in the open yard of his property exposed to the elements in order for it to gather more patina. Other close up photographs of the car during his ownership show it in a rather poor state of finish and I don't believe he used the car all that often.

However with a new owner in the UK perhaps the car will now receive much needed attention and be brought back up to its original finish when restored.



OD775/OD185 arrives in the UK



OD775/OD186 languishing in New Zealand

The photograph below was taken when members of the Sydney Vauxhall Register were having lunch provided for Alisdair Lockart, Chairman of the A – D Vauxhall Register on one of his visits down under a few years ago.



OE95

D209

OE53

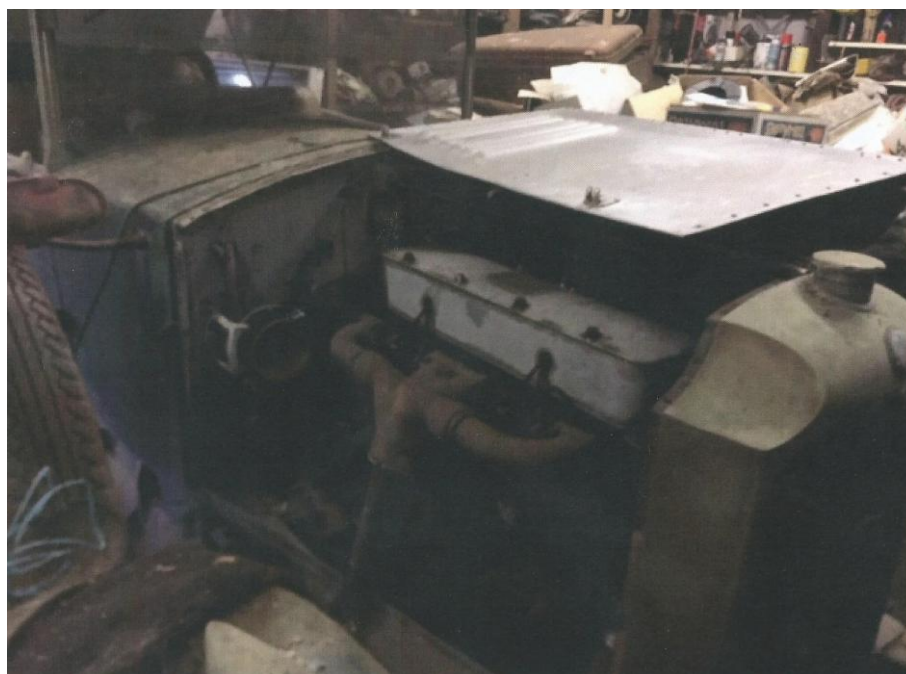
OE179 MM OD494 R2913

The photographs below are of yet another unknown 23-60 languishing somewhere we believe in Queensland waiting to be identified. The information we have to-date is all hush hush and the owner's name is not known to us as the person that knows of the car's location is all too secretive about it. From the photographs we have of the car it looks to be an early two wheel braked 23-60 which were fitted with the Klaxon vertical drive electric horn as well as the Rotax Clarion bulb horn (not shown on the car).

We are working on the only contact we have to identify the car however it is all proving quite difficult however we will keep trying and keep you posted.

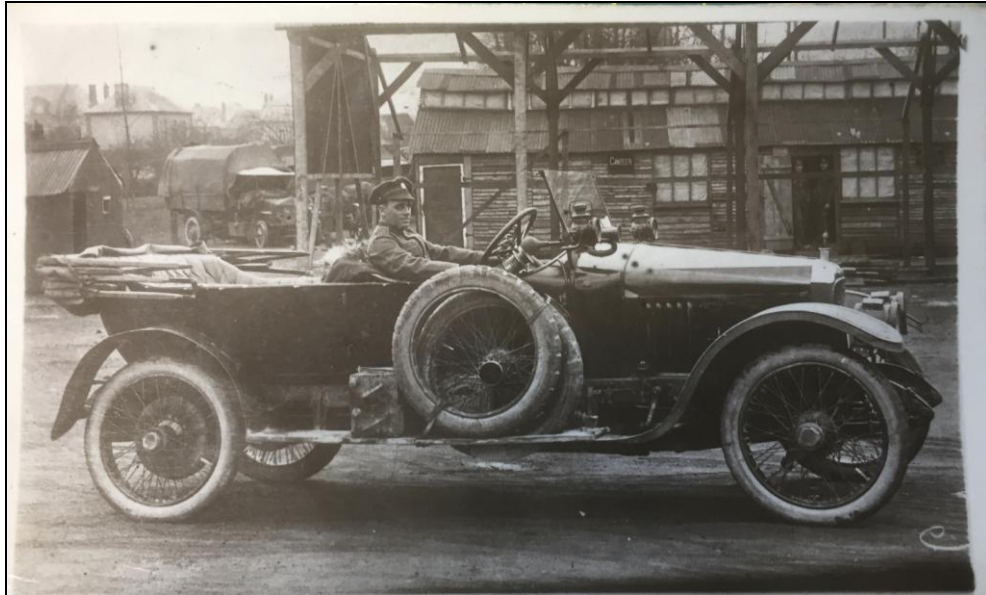


Unidentified 23-60

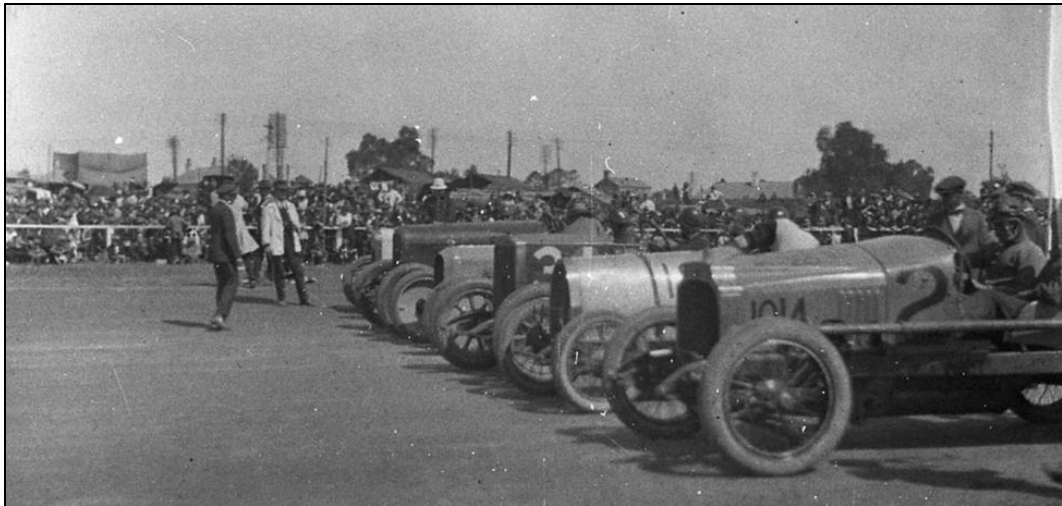


Unidentified 23-60

Below is a lovely photograph sent to the Committee of the Register stating it was probably taken in 1919 and that nothing further is known of the driver other than his name was Burberry and his peacetime occupation was a chauffeur.



Military D Type



The photograph above sent to me from Ian Irwin in Canberra was taken at Penrith Speedway near Sydney in 1926 with the cars and drivers listed as, Vauxhall (Fifty Bob - R. McKellar) Bugatti (Hope Bartlett) Diatto (Smith) Ford T (Twomey) Lexington (Cohen) and Mercedes (Jacobs)

PAT RYAN



Thanks to Peter Weir I have finally been given a link you can click on to see Pat whilst he was on the Vauxhall Rally in Merimbula last year. The video shows Pat pulling up Back Creek Road south of Pambula in his 23-60 Arundel Saloon during the run to Eden on the Saturday. You will see Pat gives a cheeky two fingered wave as he passes our cameraman Richard Walton. For most of us this is the last wave from Pat in one of his cars we can enjoy and remember.

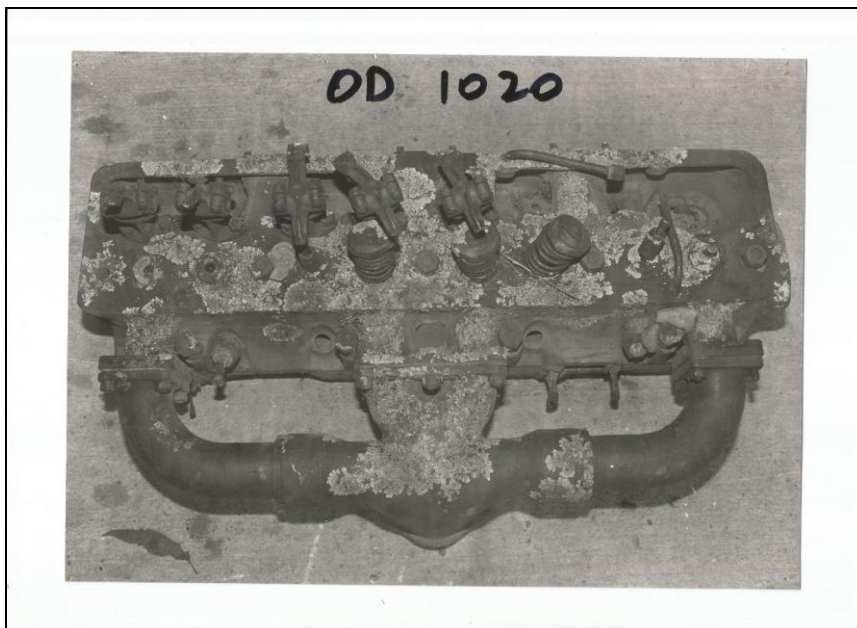
Hold your CTRL button down at the same time as clicking on the link below.

<https://drive.google.com/file/d/1pwgNwuxGmN8EaPeDPm0teohjpKgucO6/view?usp=sharing>



RELUCTANT SALE

One 23-60 head from OD1020 (photo below) which is in usable condition if you are desperate. It is in original well patinated condition and you can make an offer however the manifold has now been removed and is not included in the sale. Please be quick with this one if you are interested as I am sure it will not last too long. Don't be put off with the damaged valves or the lichen and quite a few frost cracks. Also there is a large hole at front of head into water passage.



Can you name the owners of the Vauxhalls below at the time this photograph was taken and where it was? Please email me.



In the photograph below appears Reg Rhook's 23-60 OD857 on a trailer when he was taking it home from Newcastle where he had just purchased the car.

Reg and Damian O'Doherty called in to the Vauxhall Lunch in Dural on their way home to join us for lunch and show us the 23-60 that had languished in Newcastle for many years. One of our usual suspects, a young Peter Ward can be seen lurking near the car carefully inspecting the 23-60 probably seeing what he can tealeaf for his 23-60 whilst alone with the car.

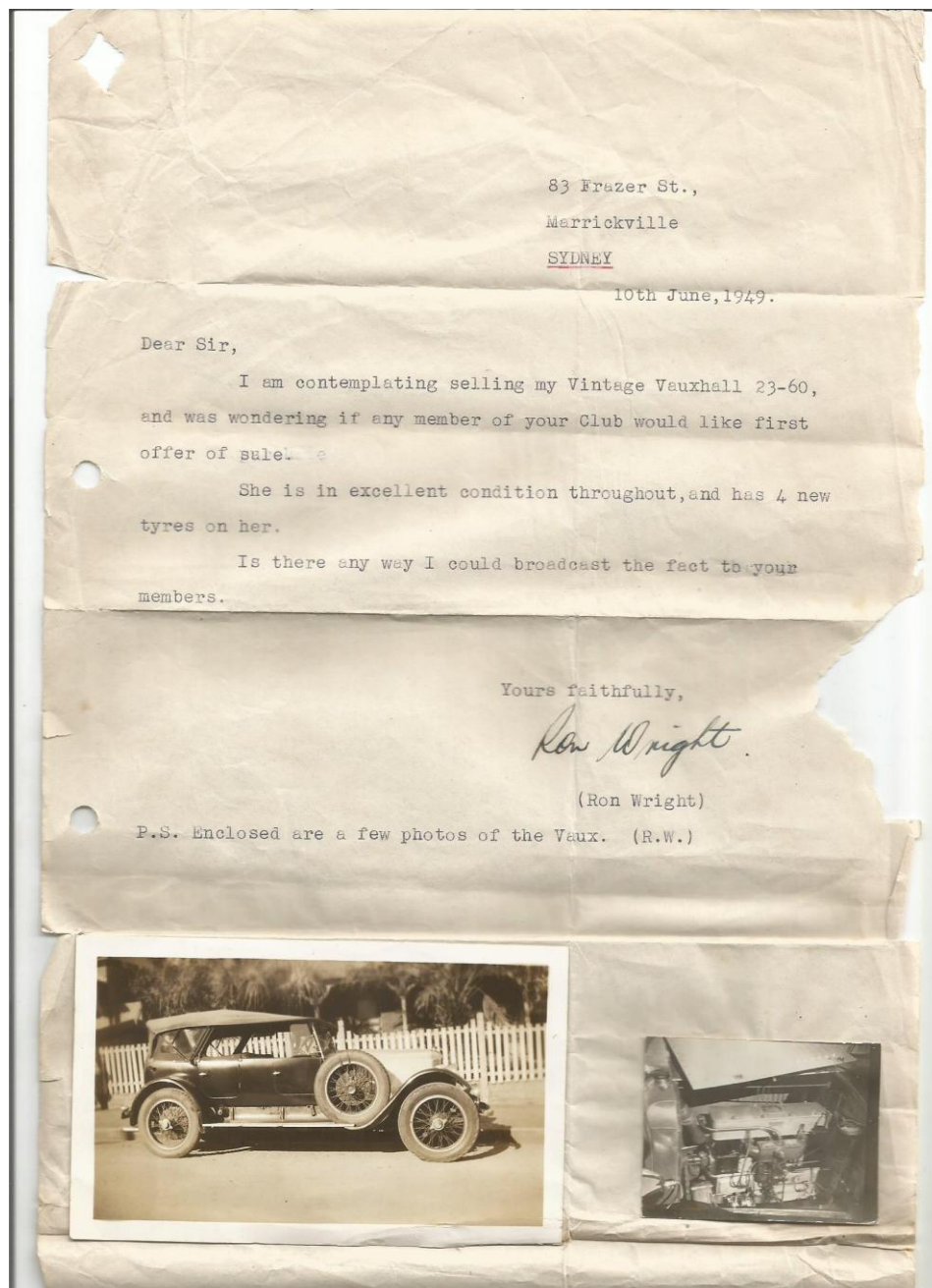


OD857



Another photograph Ian Irwin sent me, it could be taken in 1954 during the Royal Visit...looks like two 23-60's.....Any suggestions to where it was taken?

Not sure whether I have previously shown you this letter to Bob Pritchett the Secretary of the V.S.C.C.A. so here it is again.



This 23-60 is unidentified and is clearly a two wheel braked car with odd headlights, windscreen and the rear section of the hood appears modified. My man in Sydney Phil (the ferret) Virgona is following up the address in Marrickville to ensure it did not sell and maybe still laying patiently in the garage.....more next newsletter.



Blow up of above photograph

The two photographs below show where the numbers are located on the block of a 23-60 Vauxhall engine as well as the head. These numbers do not necessarily give you the identity of the car unless you know the chassis number and engine number are the same.

The number of the block on a 23-60 & 30-98 is stamped on the off side of the block just forward of the lug which on a 23-60 carries the tube with control rods for the magneto and hand throttle. It is just above where the bottom edge of the block sit on the top of the crank case. The block number in the photograph is 235 and is not preceded by the letters OD as is the engine number stamped on the crankcase.

The number of the head is stamped on the face of the flange to the centre exhaust ports and as can be clearly seen in the photograph this is head is 1050. This number is sometimes hard to decipher and depends on the condition of the surface of the flange and how much rust has developed.

In a previous email I have included photographs of where the numbers appear on the front axle, steering box, gear box as well as the differential. I think the location of these numbers is well known to everyone however not a lot of people I have spoken to knew the heads and the blocks were also numbered. Unfortunately with the other parts they were not numbered to the car and usually front axle with an AF number, steering box four digit number, gear box with a G number and the differential with an AB number.



Greg Mackie from Burradoo in the Southern Highlands had a busy day recently when he single handed removed the engine from his 23-60 OD592. Greg has decided to install the set of new Argo rods in his engine and tidy up anything that exposes itself once the engine comes apart. His engine reconditioner has promised the engine back in January for the car to be recommissioned for the Vauxhall Rally in Beechworth.



OD592/OD593



14-40 TIMING GEARS.

Graeme Burnham advises he is having some new fibre 14-40 timing gears made and will take orders. Graeme changes the fibre timing gear on his 14-40 every 5 to 6 years as they get soft and fail and this prevents silence in the engine and tray top home. Ring Graeme on mobile 0407847221 if you are interested.

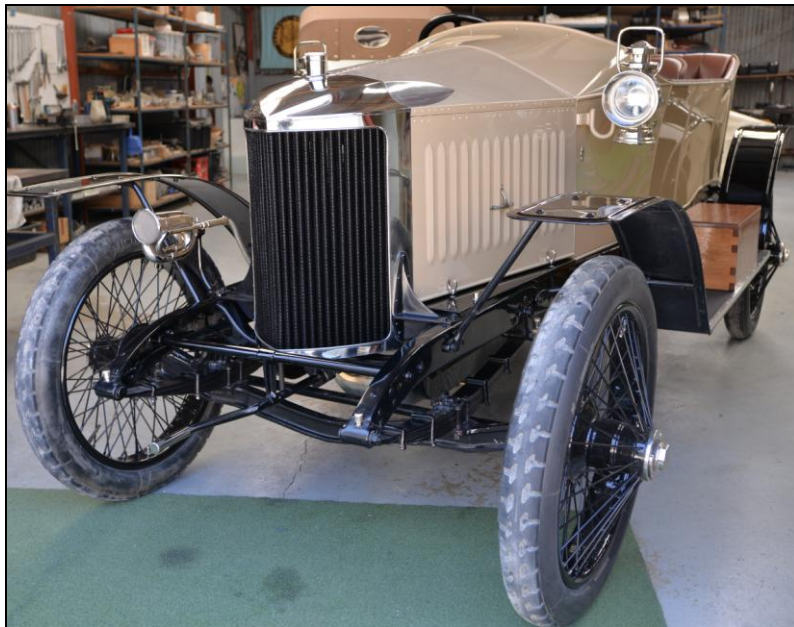
WANTED.

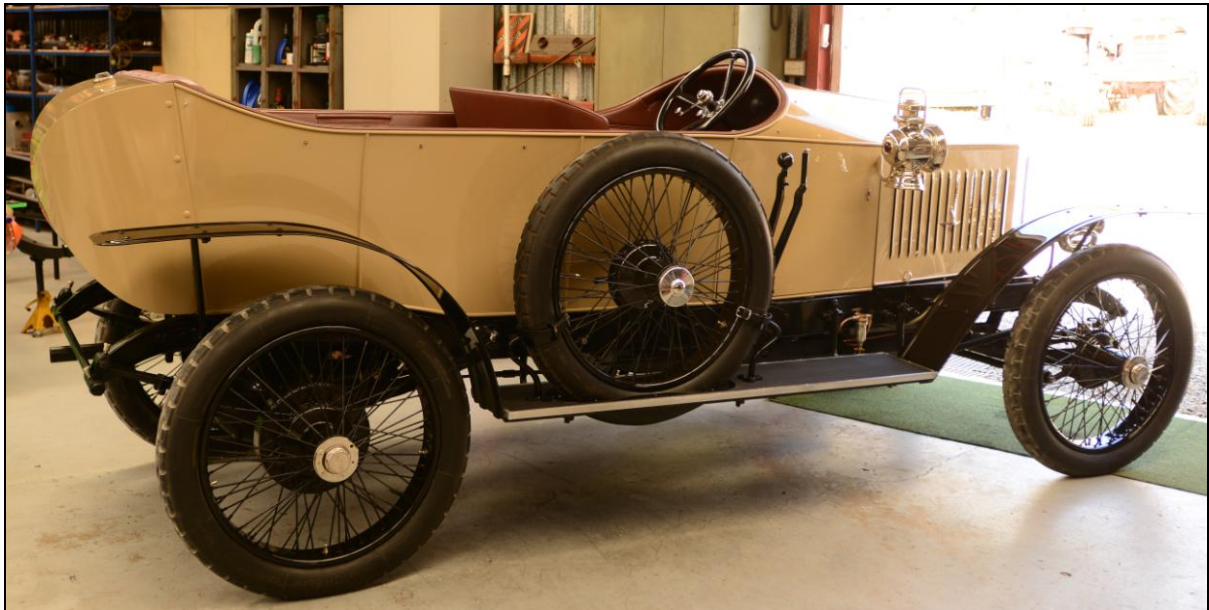
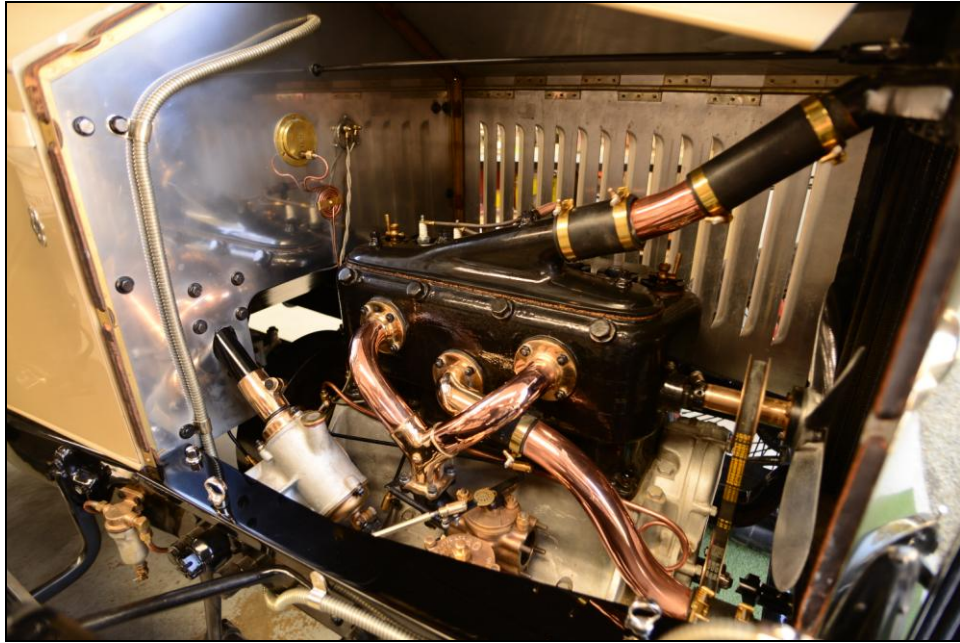
Advance/retard quadrant complete with levers and tubes which fit down the centre of the steering column and steering box. Evan Quarmby email rust2ruby@gmail.com

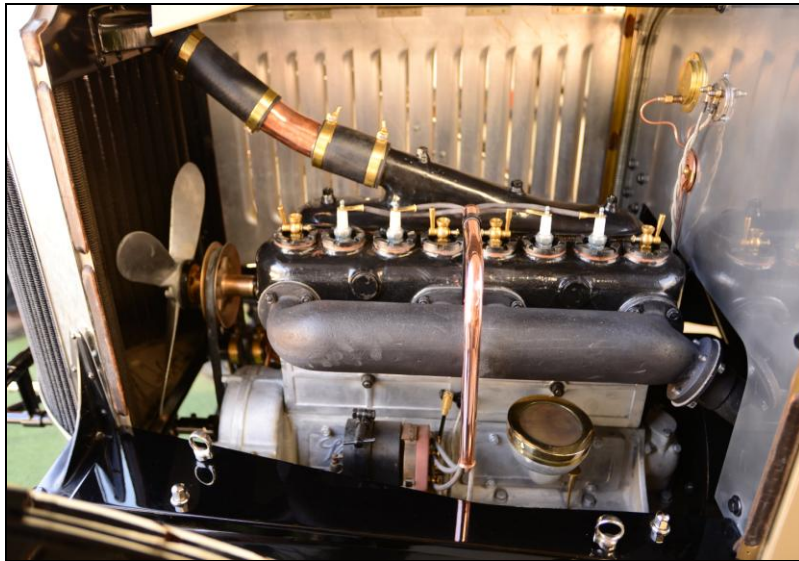
The photographs below are of John Ellis' Prince Henry A11/517. John who lives in Adelaide collected the parts for this car over many years and I think the majority of the parts coming from Ivan Smith in Kyneton, Victoria.

The car is still with David Ford in Stanthorpe Queensland having the finishing touches to the restoration and David is presently road testing the car which is expected to be delivered to John sometime early next year.

My thanks to Marj Ellis for allowing me to use these photographs in our newsletter.







So, as we are now into December this will obviously be the last newsletter for the year. I hope to see many of you at the coming Veteran and Vintage Vauxhall Rally being held at Beechworth in April next year. I am sure the organisers will receive many more entries prior to the end of the year.

For the N.S.W. members of the Vauxhall Register, I can advise next year I will be organising a weekend rally to be held in the Hunter Valley with day runs on the Saturday and Sunday on wonderful sealed roads taking in many points of interest, some with a significant historical history. We haven't yet set a date however it will be sometime in the springtime when the countryside in the Hunter Valley is so green and at its best.

This event will be one of three the Sydney based Vauxhallians have agreed to run each year, so at their next meeting at the Pennant Hills Pub they should discuss further runs south and west of Sydney

I wish you all the best for the coming Christmas break and I hope you enjoy a healthy new year with many trouble free vintage miles in your Vauxhall.

Cheers.

Dave Stuart.

Mob: 04 2828 2360

P.S. Still not receiving much from members to include in the newsletters. ☹