

A - D VAUXHALL REGISTER

MARCH 2019 NEWSLETTER

Hello Everyone.

Dave Kirke who is the Deputy Chairman of the A – D Vauxhall Register UK as well as the webmaster of the Register's website has sent me an email setting out how members of the Register, and for that matter any person who uses the website whether a Vauxhall owner or not, can make a contribution to the Register in order to help maintain the yearly cost of maintaining the website which currently stands at about UK120 pounds per year.

The contribution would be called for every now and again when the funds run low so you can be assured this will not be an annual payment.

So, if you enjoy looking at the website and appreciate the effort that goes into keeping it up and running as well as loading with interesting Vauxhall information, you will probably agree with me that the UK10 pound donation every so often is well worth it. I will now leave it to you and your generosity.

There is the option of donating to the A – D Vauxhall Register on the website under the heading 'Donate' on the Home Page.

Moving on, Evan Quamby of Albury is progressing steadily with the restoration of his 23-60 OD1072/1074 and since taking delivery of the car from Richard Walton. Evan has so far completely restored the chassis and front axle.



OD1072/OD1074

Evan has had a new set of 23" straight sided wheels made in New Zealand for the car and is now ready to have them powder coated and fitted with 600 x 23 Lester tyres.



He is now moving onto the diff and hopefully will have the car up on its wheels within a couple of months.

Evan is a master of many trades and one being that he can re-enamel radiator badges. The two photographs below are of the badge that he has recently re-enamelled for Euan Coutt's 23-60's radiator which Euan is presently having fitted with a new core. I think the colour match is so close to the mark that even Pomeroy would have to approve of Evan's work.

Anyone interested in having his radiator badge re-done at some time should contact Evan direct on mobile 0448424476 and if time permits from his busy schedule he will see what he can do for you.



Evan has come on board with John Kent and Justin Coxhead to help with the organising of next year's Veteran and Vintage Vauxhall Rally to be held in Beechworth, Victoria. With his contacts in the Albury area I am sure the day run Evan organises for us on the Friday will be full of good roads to drive on as well as entertainment we have not previously seen.

Greg Mackie former owner of E366 as well as OD793 had been sniffing around for some time now for another Vauxhall and recently purchased OD592 from the Peter Adams estate. Since coming home with the 23-60 Greg has been quite busy undoing

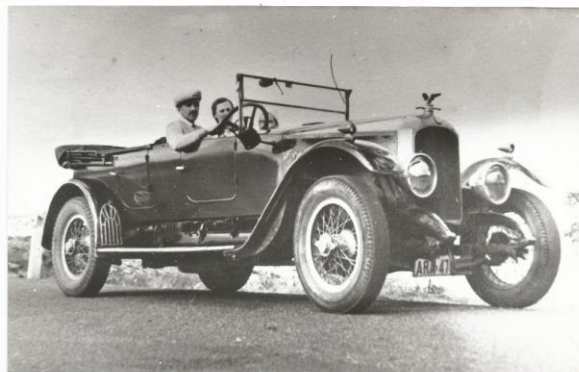
many of the faults the car enherited and recently attended the V.S.C.C.A.'s opening rally in Sydney. Greg advised the car ran very well and he was happy with it's performance and braking. The unbraked front axle has been fitted with Alvis Speed 20 drums and shoes and an original Vauxhall kidney box with cables and rods used to operate the four wheels. I recall the same modification had been carried out on OD233 I owned for some time and recall this car stopped very well when the brakes were correctly adjusted. Greg is now confident the car will get him home and has entered the Autumn Tour in Orange being held in May where he will be one of ten Vauxhalls attending the event.



OD592/OD593 at the Opening Rally

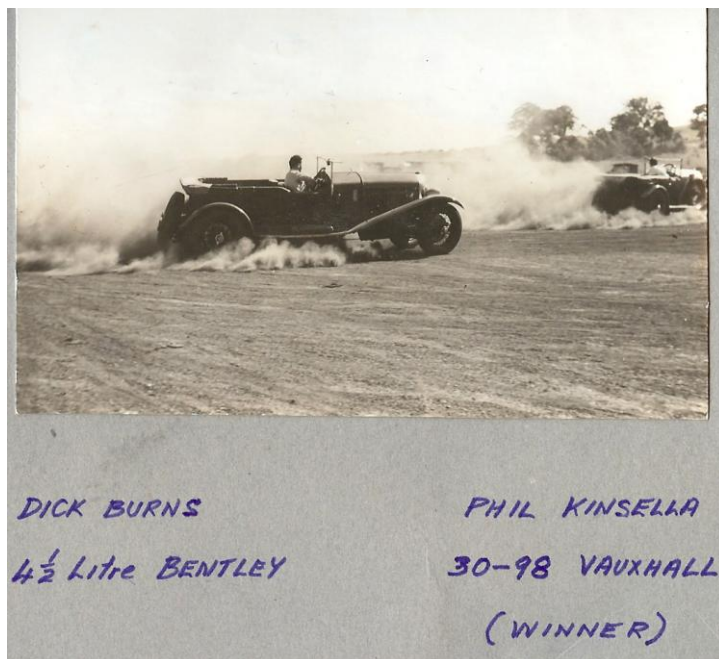


Drivers compartment of OD592/OD593



*OD592/OD593 in the 50/60's when owned by a
Mr Brown of Seaforth, a suburb north of Sydney*

Not strictly applying to the A – D Vauxhall Register the photograph below was taken in the 60's when the Vintage Motor Club of Sydney visited the airstrip at The Oaks west of Sydney and held a gymkhana. To settle a long standing Vauxhall/Bentley argument between the two marques it was decided to race a 4 ½ Bentley owned by Dick Burns and a 30-98 OE244 owned by Phil Kinsella up and down the unsealed air strip a number of times. In an article written by Phil Kinsella for the V.S.C.C.A. magazine a few years ago Phil described the race in detail. He recalled the 30-98 was quicker under acceleration and speed however the Bentley would catch up under brakes at each end of the airstrip. As can be seen in the photograph the 30-98 is only just ahead of the Bentley on one of the turns however went on to win the race..... as they say, the good old days of motor sport.



Before leaving the Nation's Capitol I was able to contact Malcolm Noad of Royalla which is a rural subdivision about 35 kms south of

Canberra and with Murray McDonogh went out to see the car. Malcolm owns a lovely 14-40 LM2591 which came from South Australia. The car was restored some years ago and now has a nice patina and looks very original. Hopefully we can encourage Malcolm to attend the National Vauxhall rally next year.



LM2591



Dashboard of LM2591

On Australia Day Mary and I together with Richard and Emi Walton ventured into Sydney for our annual pilgrimage to enjoy the

festivities. On our walk towards the Circular Quay we noticed large period photographs on the safety boards surrounding some building sites. Low and behold an ad for that Vauxhall man Edkins selling Buicks from a site in Elizabeth Street.



Elizabeth Street Sydney

The further on we came across another photograph of a lovely old house and a close eye will see that it was called Grosvenor House. It was all happening for Richard and I as we had come into the city to enjoy the Australia Day festivities and had been presented firstly with a photograph of an Edkins dealership and another of a house call Grosvenor. We should all recall that Grosvenor were the outsourced body builders used by Vauxhall Motors in Luton to build bodies onto their chassis'.

There was no information where this house was located.



Grosvenor House

The moral of this story is that a keen Vauhall man always has to keep his eye out for something other than what was obviously provided for us on this special day.

It was also interesting to see the obelisk where all mileages in N.S.W. is taken from. The obelisk is located in Macquarie Place Park on the corner of Bridge and Loftus Streets.



Obelisk in Macquarie Park

The obelisk has a plaque which is enscribed that it was erected in 1880 by Governor Macquarie and it was to be a starting point for all mileages leading out of the colony. It is thought to be the earliest surviving public monument in Sydney and supposedly erected on the site where Governor Phillip raised the Union Jack in 1788.

Having probably bored you with some of Sydney's earliest structures, however more to the point, it is interesting that most of the photographs taken at the start of record breaking inter-capitol city events for veteran and vintage cars were taken outside the G.P.O. in Martin Place. There are many photographs taken of Boyd Edins leaving and arriving at the G.P.O. leading me to believe it was the G.P.O. that was used as a starting point for mileages to be recorded from. I wonder if things like this little snippet of information I have passed on to you are taught to kids in schools today or more to the point, would they be interested.



Do you recognise this 30-98 owner and his obelisk

Some time ago I noticed lurking on one of Pat Ryan's warehouses this lovely 23-60 OD669/OD669 in nicely patinated condition. It is actually a two wheel braked chassis fitted with an OD braked front axle. The car is not for sale so please don't annoy Pat with the idea of purchasing it, though I think he might be in agreeance to let you have a look over it if you find him on a day when he is not over run with things relating to buses.



OD669/OD699

On the same visit to see Pat Ryan at Tullamarine I was in the company of Sticky Walton and Murray McDonogh. Pat showed us all things Vauxhall he had planned for the next 100 years and it was most interesting to see his collection of vintage machinery. Following an enjoyable hour or so being entertained by Pat it was time to go for lunch at a nearby pub. He took us to another warehouse where the three cars in the photograph below were ready for our transport. With Sticky being a true blue MG man from his Uni days he was given control of Pat's supercharged MCTC. Murray McDonogh, being an old 30-98 driver was given one of Pat's 30-98's previously owned by George Horodysky. That left me with Pat's D Type T.T. Special.

Off we set in the three cars with Pat riding in the D Type with me for a 40 minute drive to a little blue stoned country pub in the middle of what seemed to me to be nowhere. Following an enjoyable lunch it was off again in the cars by another route Pat had selected for our enjoyment. The photo was taken on our return journey and is typical of our Australian countryside.

Both Murray, Sticky and I later agreed how lucky we were knowing Pat and being provided with three of his cars the drive. His generosity was much appreciated.



Supercharged TC - OE - D Type

The Vauxhall Register of the V.S.C.C.A. recently attended a one day event organised by Peter Weir (A09.1). We met at a coffee shop in Bundeena south of Sydney where access was gained through Royal National Park. After crossing the weir at Audley we climbed Artillery Hill where many a hillclimb was held in the early 1900's and even into the 20's. A period photo below of Boyd Ekins on Artillery Hill in Fifty Bob where he recorded F.T.D.



Boyd Ekins on Artillery Hill in Fifty Bob

As previously mentioned there are ten Vauxhalls entered for the Autumn Rally being held in Orange by the Orange and District Vintage Car Club in May. The unique thing about the rally is that only pre 31 cars and motor bikes are accepted and at last year's event we attended there were some 140 cars and bikes. It was nice to be on an event where only veteran and vintage cars are on the road with you. I will give you a full report in the next newsletter on how we ventured on this event.

John Kent and a small party of Victorian Vauxhall and other vintage car owners are venturing off for a tour of Tasmania shortly and hopefully John will give us a report together with photographs on how they went.

The rewards that come with being seen out in your Vauxhall pay off from time to time. Recently whilst driving the 23-60 I met a man who said he had a brass plate with Vauxhall on it. He later turned up at our home with the plate (pictured below).



I would guess that it was a plate from a machine/pump built by The Vauxhall and West Hyrdraulic Engineering CO. Ltd., who where at both London and Luton. The plate is stamped 1909 which could be either the year the machine was produced or the actual number of the machine. If any of our readers could ad any information re the plate I will include it in the next newsletter.

Laurie Ogle (ex Vauxhall owner) once referred to his Vauxhall as a chick magnet and I doubted this was so until I was recently sent this photograph.



23-60 chick magnet with chicks Mary and Emi

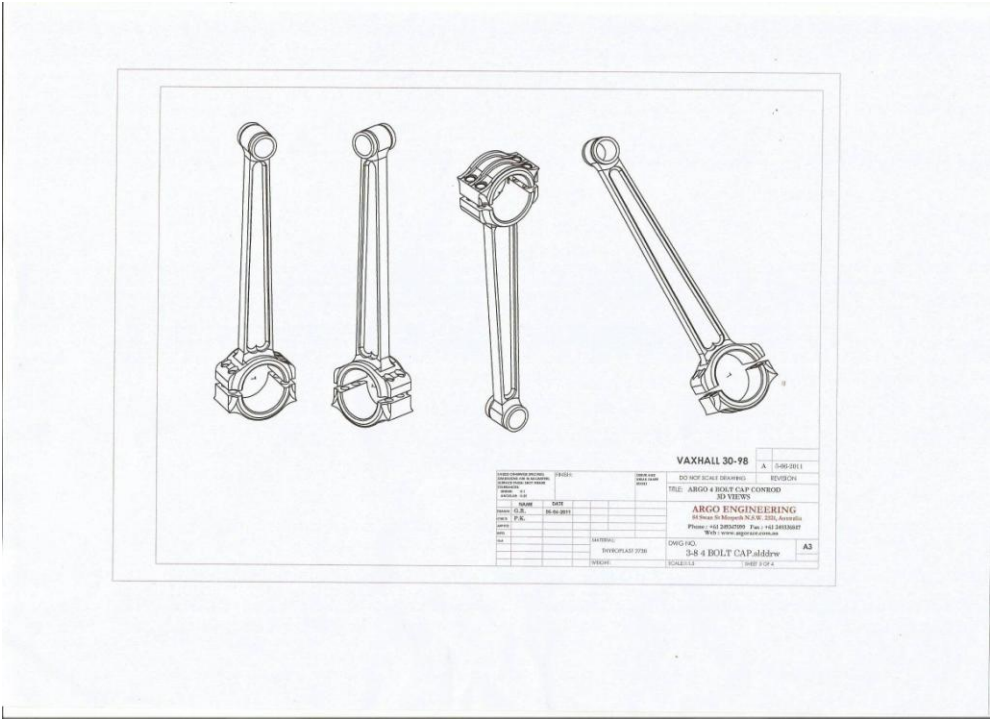
John Kent sent me the photograph below of 50 Bob outside The Astoria Hotel as Edkins came through Blackheath. Thanks to Mr Google he tells me the Astoria Hotel was formerly called The Scotch Thistle, Govetts Leap, Hydora, Hydora House and The Astoria in 1919. An Andrew Gardiner built the first inn in 1831 on the same site at Blackheath and the pub is the oldest continuous licenced premises in the Blue Mountains. I couldn't find a record of the name change to the Gardners Inn.



We have lunched and stayed at the Gardners Inn on many a rally and interestingly the same Laurie Ogle as mentioned in the previous paragraph comes to mind. We were staying the night and had the Vauxhalls parked at the back of the pub and Laurie twisted his ankle when alighting from his 23-60. Laurie grizzled all night in pain and threatened to sue the owner for the uneven surface in the courtyard however settled down with the aid of copious amounts of alcohol during our dinner. After dinner we retired upstairs to the lounge for a medicinal glass of port before bedding down for the night. Laurie was helped up the stairs and placed in a large single seater lounge and promptly fell asleep. Before leaving we decorated him with lilies from the vases in the lounge and when he woke up the following morning he thought with all the lilies surrounding him The Lord had taken to the big garage in the sky. Sadly we weren't in luck however Laurie had settled down somewhat and forgot that he was going to sue Ken the licensee. Mary has a photograph taken of Laurie asleep in the lounge chair surrounded with the lilies and I will see if she can find it and let you have the pleasure of seeing Laurie during one of his not so finest moments.

Argo Engineering of Morpeth the suburb next to where I live is a well known and respected engineering shop and one of their contracts includes making new con rods for the diesel engines in the current Collins Class submarines. Each submarine has three eighteen cylinder engines to run the generators for the batteries and the conrods are approximately $\frac{1}{2}$ metre in length. Unfortunately for security reasons I was unable to photograph the stack of finished rods however I can assure you the quality and finish must be superior to satisfy defence/Navy requirements. We are ready now to place orders with Argo for a bulk order of rods.

Drawing below is of the 30-98 conrod produced by Argo.



The 23-60 rod will be identical however with the wider boss for the gudgeon pin which was standard.

When placing an order with me you will have to stipulate whether you require 30-98 or 23-60 rods and whether you want them machined to accept small block chev slipper bearings or copper shells for poured metal bearings. The cost is the same for either configuration of 30-98 or 23-60 rod.

We have been given a bulk order discount and each rod you order will cost \$556.63 > \$2226.52 per set of four.

30-98 rods have a narrower little end to take a 7/8" gudgeon pin whereas the 23-60 rods have a wider little end and take a 3/4" gudgeon pin.

The rods are shot peened in finish, are balanced to within 2 - 3 grams and ready to go with slipper bearings or shells. They will come with four big end bolts made of high tensile screw in bolts.

Weight of each rod is slightly less than the original duralumin rods.

So, if you are in the market for a new set of rods for your Vauxhall simply return email me with your order and you will be required to let me know if they are for a 30-98 and whether you want the rods machined for slipper bearings or machined for shells to accept poured metal. At the same time you will be required to transfer \$2226.52 into the Vauxhall Rally Account, BSB 013 545 ACC No. 296430068.

We need to place the order promptly so please email me your order and deposit payment into the account by Friday 5th April. Orders received after this date will not be accepted. When transferring your payment please include your "surname" and "rods" on the payment line. John Kent has previously used Argo rods in engine rebuilds and approves of their quality. So far, I have received orders for 8 sets of rods prior to this newsletter going out to you.

FOR SALES.

Evan Quamby has a new 23-60 80mm wheel puller for sale at \$150.00 plus postage. I had the wheel puller made by Harry McBeth of Galston near Sydney many years ago and I can say that it has never been used. Contact Evan on 0448424



For sale: Vauxhall 30/98 OE235.

Grosvenor Carriage Co. Roadster.

Aquired by me 1963, 6th owner.

Meticulous restoration by John Kent 1996 and well enjoyed ever since; not a show pony.

Reluctantly selling in order to spend more time with my Alfonso Hispano purchased 1958.

Genuine offers invited, prefer to sell in Australia if possible.

Further information:

Glyn Farrell

M: 0408 584 829.

E: glyn_farrell@yahoo.com.au



It is disappointing to hear that Glyn has decided to part with his lovely original bodied 30-98 as he has been a true Vauxhall enthusiast and rally supporter for many a year. I have been assured that he will remain interested in our marque and Glyn has requested to continue receiving the Vauxhall newsletters and will attend further rallies with our cars though will be travelling in his Hispano.

Not a lot more to report on so until the next newsletter enjoy autumn time in your Vauxhall.

Cheers.

Dave Stuart.