

A - D VAUXHALL REGISTER

AUSTRALIAN NEWSLETTER

MAY 2019

Hello Everyone.

We are finally underway with the order for the production of sixteen sets of 20-60 & 30-98 con rods by Argo Engineering in Morpeth. The new rods are made from high grade steel, beefed up, fully balanced and are stronger and lighter than the original duralumin con rods. Orders have now closed and it will be about six weeks before they can be picked up. Cad drawing of new rods attached. With the number of rods ordered, Argo gave us a bulk discount on the final price of the rods which we all welcomed.



Argo 23-60 / 30-98 con rod

News from Joe Wilson in Queensland has it that he has now fitted the fly wheel to the 14-40 special he is building up with the Cirrus air cooled aero engine. Joe hopes to attend the Vauxhall Rally at Beechworth next year however is not sure whether the car will be finished in time. If it is, look out you 30-98 drivers as me thinks this one will be hard to catch.

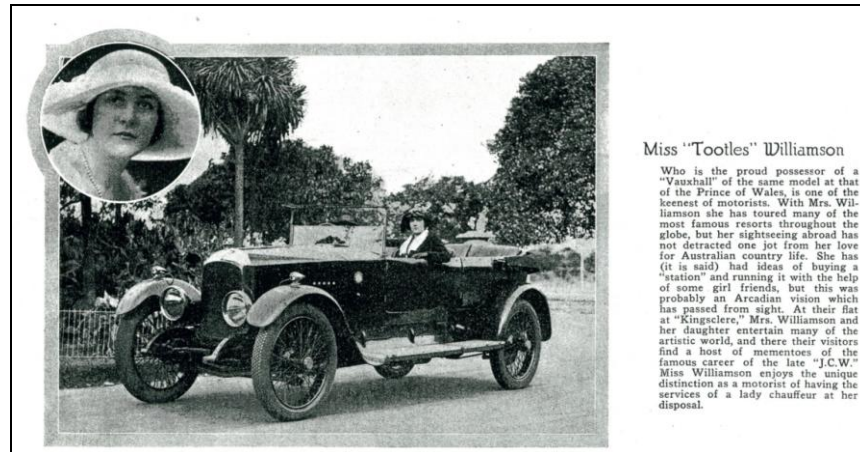


Cirrus engined 14-40



Cirrus engined 14-40

I was recently sent this photograph by Phil Virgona, it shows Miss 'Tootles' Williamson in her D Type Vauxhall accompanied by her female chauffeur.



Miss "Tootles" Williamson

Who is the proud possessor of a "Vauxhall" of the same model as that of the Prince of Wales, is one of the keenest of motorists. With Mrs. Williamson she has toured many of the most famous resorts throughout the globe, but her sightseeing abroad has not detracted one jot from her love for Australian country life. She has (it is said) had ideas of buying a "station" and running it with the help of some girl friends, but this was probably an Arcadian vision which has passed from sight. At their flat at "Kingsclere," Mrs. Williamson and her daughter entertain many of the artistic world, and there their visitors find a host of mementoes of the famous career of the late "J.C.W." Miss Williamson enjoys the unique distinction as a motorist of having the services of a lady chauffeur at her disposal.

Tootles Williamson and chauffeur in her D Type

Thanks to Google I discovered that Tootles was the daughter of the well known J. C. Williamson of theatrical management fame here in Australia. Tootles, Aimee Viola Williamson was born in 1903 lived with her mother in the 'Kingsclere' apartment building in Macleay Street, Potts Point Sydney.

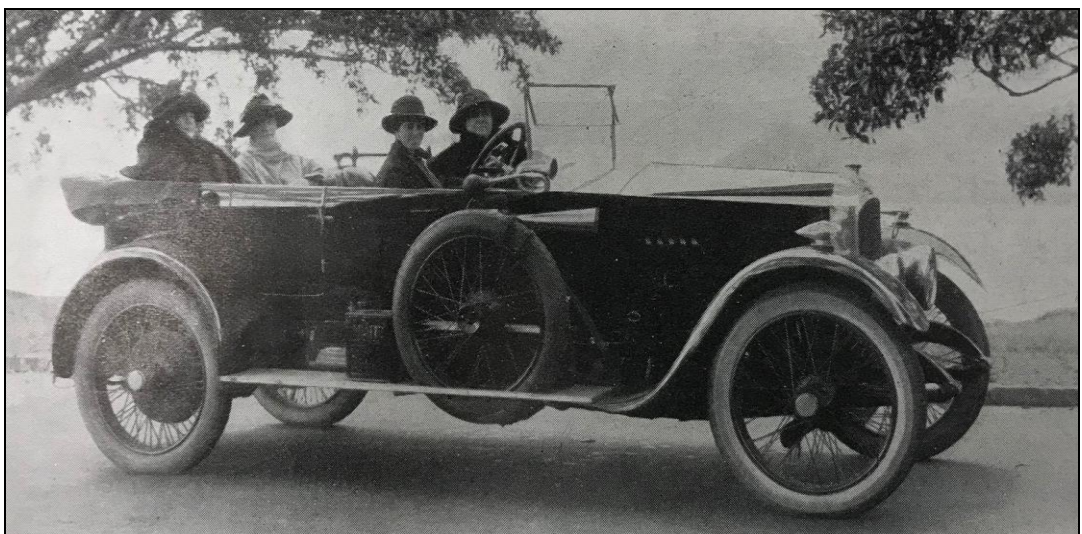


Kingsclere apartments Macleay St Potts Point, Sydney

In 1927 Tootles married William Wallace Horsley of Yabtree Station at Nangus near Gundagai in N.S.W. She died in 1987 and is buried with her husband in the private cemetery on Yabtree Station.



As can be seen from the top photograph, Tootles was a most attractive young lady and would have been in her early twenties when the photo was taken. However with all the information Google was able to provide me regarding Tootles and J.C. Williamson, I am still to learn how she became known as Tootles. Maybe it was as simple as she liked tootling along in her D Type. If you have had the pleasure of driving a D Type, they do tootle along nicely.



Mrs J.C. Williamson in the D Type also with chauffeur

On the 3rd 4th and 5th May the following Vauxhallians attended the Autumn tour in Orange in their Vauxhalls.

Neil and Maria Heilbrunn in 30-98 E366
Richard and Emi Walton in 30-98 OE53
Jim and Peter Weir in 30-98 OE169
Vic and Warwick Nicholson in 30-98 OE282
Greg Mackie in 23-60 OD592
Ross and Anne Murray in 14-40 LM5003
David and Mary Stuart in 23-60 OD494

The Autumn tour provided runs on the Friday and Saturday where there were some 134 veteran and vintage cars attending. A barbecue breakfast on the Sunday morning ended the rally before the entrants headed off for home.

However those in Vauxhalls decided to take in another day at Orange and following breakfast headed off for Spring Hill, Forest Reefs, Mandurama, Woodstock, Cowra, Canowindra, Cudal and Manildra before returning to Orange late in the afternoon. The run was known as "The Vauxhall Royal Tour" as during the day we passed six Royal Hotels. When I say we passed six Royal Hotels, we did stop at both Woodstock and Manildra to rest the cars and sample some Royal Hotel hospitality.



E366 OE282 Speed 6 OD592 OE53 OD494 at Woodstock

Syd Reinhart could not resist blowing some of the cobwebs out of his Speed 6 Bentley after the rather slow runs on the Friday and Saturday. He joined us on the Royal Tour and behaved impeccably during the day, embarrassing not one Vauxhall. I did wave him on approaching Orange to hear the thump of the Bentley's exhaust as it passed however Syd remained behind me all the way to the motel.



Speed 6 Bentley



E366 OE 282 OE53 Speed 6 OD592 OD494 at Manildra

Members of the Vauxhall Register in Sydney have decided to have three runs a year, one north, one south and one west of Sydney. Peter Weir had organised our run south earlier in the year and the run to Orange was our run west.

Most cars will be attending the V.S.C.C.A. 75TH Anniversary Rally at Wagga in September so next year will see our run north somewhere in the Hunter Valley area. It will be in Springtime and this area selected for obvious reasons by the rally organiser.

As mentioned, quite a few Vauxhalls from N.S.W. and Victoria have entered the V.S.C.C.A. 75th Anniversary Rally to be held in Wagga on 13th, 14th and 15th September this year. If you would like to add your name to the number of Vauxhalls attending this event, email Tim Shellshear at tim.shellshear@bigpond.com with your expression of interest. Bookings at the main motel in Wagga have nearly filled so act quickly if you think you can make it. So far about 80 cars have entered.

Geoff Taylor and his wife Mary both live near Brisbane and attended the Vauxhall Rally in Merimbula last year and on the Saturday run they both rode in the back of our 23-60. Jeff owned OD995/OD1001 for many years and before he was transferred by the bank to Townsville in Queensland in 1968, he and I knocked around together in Sydney as we were both about the same age, both owned 23-60's and were members of The Antique & Classic Motor Club.

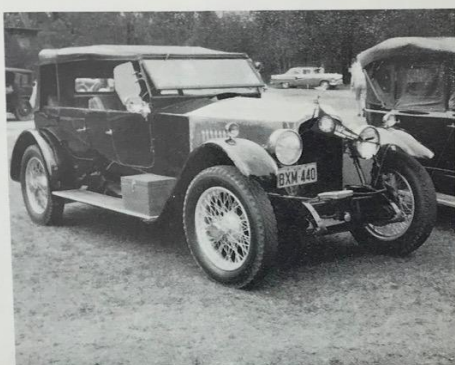


Jeff and Mary Taylor in the back of OD 494

I have attached an article written by Geoff as it appeared in the Antique and Classic Car Club's magazine on his exploits when he drove the 23-60 from Sydney to Townsville in Queensland. I hope you enjoy the read travelling with Jeff, a young bank Johnny in his early 20's on his epic journey.



OFFICIAL JOURNAL OF THE
ANTIQUE AND CLASSIC MOTOR CLUB



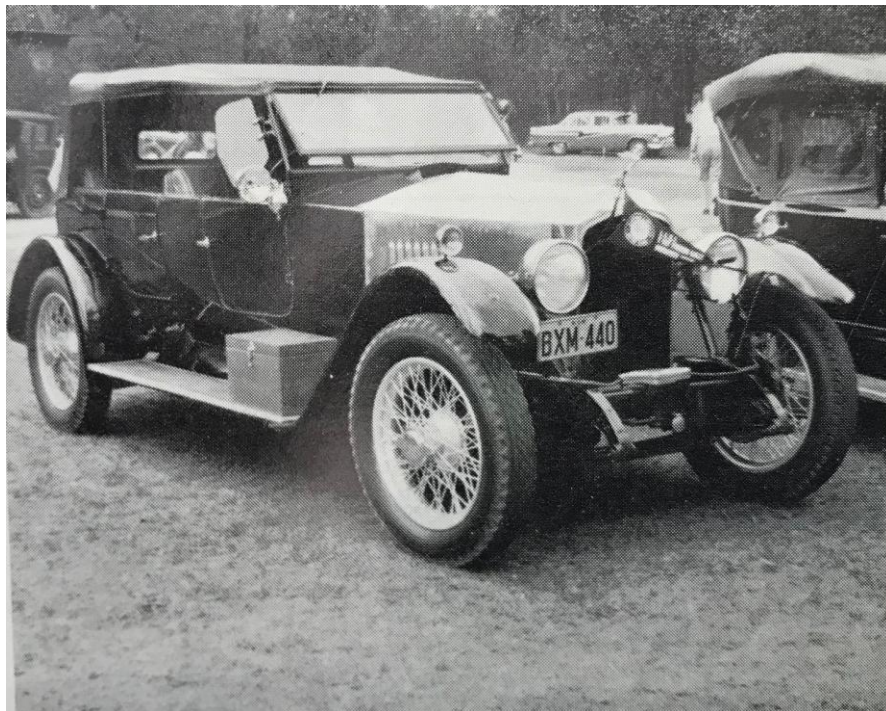
VOLUME 10, No. 11

NOVEMBER 1968

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REGISTERED AT THE G.P.O., SYDNEY, FOR TRANSMISSION BY POST AS A PERIODICAL

“Antique & Classic”



OD995/OD1001

"Antique & Classic"

CAR ON THE COVER

I am very honoured to have the Vauxhall on the cover (Diane).

I can't tell you very much about the car that you all don't know by now. She is a type 23-60 Engine No. 995 Chassis No. 1001 which according to the letter I received from Vauxhall Motors recently saying that she still has the original motor. As you know I received my transfer to Townsville about 12 months ago and it was my idea to drive it up to Townsville but it was not to be, on the National Park run when rather awful things started to happen. I started to get more exhaust gas through the breather than the exhaust pipe and also a knock which to me sounded like a big end bearing. The very next weekend we, that is, Ken Harslett and I stripped her down, and we found the worst bugged bearings and a cracked piston, so is me, then to cap it off my transfer came through and then with the motor in a thousand pieces I winged off. A few months later I was back to it trying to get the motor back together but again failure and it was left at Ken Harslett's place. Ken and Max Wright, another friend of mine got stuck into it and when I arrived back home a few weeks ago she really looked first class and was going.

I rang Keith Collis and asked could I drive the old girl back to Townsville, with a rather amazed tone in his voice he gave the O.K. Now for a vivid account of the trip back to Townsville.

It all started on Friday morning 6.00 a.m. of the 26th July, hell it was cold too. I started up and after all our test running she ran like a hairy goat, back firing and carrying on. When I got to Parramatta I was certainly uncertain as to whether we would both make the next 1700 miles or so, anyway on to Windsor then Putty, boy I never knew there was so many 2nd gear hills. I must have had the carby off fifty times between Bankstown and Singleton. I called on the N.R.M.A. at Singleton but unfortunately he could not help, by this time I was getting very worried and was almost set to turn around and come home again. But after much thought I decided to continue on through. At this stage the petrol situation was round 7 m.p.g. I should have put a can at the back, I would have been able to pick up the petrol as it went through. However I continued

/onto.....

"Antique & Classic"

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onto a little place about 10 miles Sydney side of the Mooney Range where I pulled in once more for petrol, the old bloke came out and looked out at the car and said "there is a bloke in town who has two of these", boy my luck had changed: he turned out to be the most obliging fellow ever, poor bugger, he was half dead with the flu yet he still found time to help me with Diane. On an impulse we decided to try another Magneto and to our surprise, presto she went just like new, boy was I relieved to hear the lug thunder again. By this time it was about 7 p.m. and getting very cold as only the New England Highway can get. The next stop was Glen Innes and I made it by about 11.30, there I parked by the side of the road to have a snooze, boy was I cold the next morning, feet were frozen, nose was frozen in fact I was frozen period, then when I had plucked up enough courage to get out of bed, I saw the whitest frost I had seen for years, an inch or so thick when I had folded the car cover and got under way again. I pulled up at the Ampol Service Station in Glen Innes filled her up, checked the oil and wiped the windscreen with water, the result, instant ice.

The next port of call was Tenterfield just 67 miles distant, to stay with a friend and to make a few adjustments. On Sunday I headed for Towoomba. When passing through Warwick I met two young bods, who had just picked up a Desoto in fairly good order on their way to Towoomba. I went round to their home and they were in the process of doing up a Morris Cowley.

The following day I headed off again hoping to make Monto but it was not to be, at about 5.00 p.m. there was a rather large bang, then thump thump, a ruddy blow out. So out with the tools except one thing, I had left my mallet at home with which to take of the Rudge wheels. Rather an interesting job it was, anyway I hailed a passing car, which turned out to be the local law. The Sergeant rolled up his sleeves and gave a hand to get of the wheels. About 20-30 later I was on my way once again. When I went to replace the tube I found that I had left my spare tube at home as well. I found an old bloke who had had quite a bit of experience with mending split tubes, he mended a

/7".....

7" split in the tube which I thought was quite a feat itself. I did not make Monto that night as I had intended so I booked into a Motel for the night and made an early start the next morning.

Making Monto the next morning about 11 a.m. There I made a call on a friend of mine who is also a great Vauxhall Fan and after spending a couple of hours there I was heading for Mt. Morgan. By this time I felt that the motor had settled down nicely after the overhaul so I sat her on about 50. I made Mt. Morgan about 7.30. The road was fairly good except for about 30 miles of bad gravel. By this time I was feeling a bit peckish so I decided to have a feed at Mt. Morgan. After dining rather well at the Local Cafe I came out to mount up again to see this very well dressed character giving old Diane the onceover, he seemed to be very taken up with her. When I asked what he drove he saidoh just some German make, a Mercedes Benz, boy I would not have minded his German hack. Anyway he turned out to be a terrific bloke. He rang up a good friend of his in Rockhampton and made arrangements for me to stay at his garage for the night. So with the spare sump as a bed buddy, I curled up for the night. In the morning when I got up I mentioned that I needed a tube for the old girl if possible. After coming back from breakfast there were 2 tubes waiting for me and also the reporters from the local paper after a story. So aft convining them that I had driven up from Sydney I made a bee line for Townsville.

When I had driven about 10 miles I picked up a hitchhiker who turned out to be a Japanese on a round Australia tour and he remarked that he had never before driven a 1924 Vauxhall. Quite a nice character except he hardly spoke a word the whole time. The only other incident worth reporting about is that just out of Mackay the Old Girl suddenly and for no apparent reason came to a halt. It felt as if she had run out of petrol but I knew that this could not be, because I had only filled up 20 miles back so I went on a fault finding bee. Magneto again run out of point gap. So rather than muck around for half an hour in the pitch dark I decided to see if the old Lucas that had been given me at Toowoomba. It was all rusty in the points so did not hold out much hope but to my surprise it had a terrific spark so without further

"Antique & Classic"

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ado I wizzed it on and away I went. Next stop Mackay, we went through Mackay and drove for a further 20 miles before we decided to bunk down once again with the Sump and cylinder head as bed mates. The rest of the trip was most uneventful except when the Japanese fellow did speak he said what a lot of spare room we had in Australia and how we Japanese people would like to have some of this wonderful land. I just thought to myself.

Well that was my trip and it will be the last for a while, I now have the body in a thousand bits renewing and replacing where necessary getting her ready for 1970. So as soon as she is ready I will be out once again.

Well until 1970 so long and God bless you all at
A.C.M.C.

Geoff Taylor.

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FOR SALE

2 Gall. Petrol Tin requiring repainting
Perfect order \$3.50.

Wolseley Hornet Speedometer
Mint condition \$3.00

Vintage Car wheel braces probably
American Free.

6.00x 21 Tyres (used) 1 set available shortly.

J.T. Steel
24 Olive St.,
DENISTONE EAST. 88-2729

WANTED

Body for Square Nose Morris Cowley 1927 - 1929
Tour, Roadster or Sedan

URGENT

Mark Higgins
94 Ninth Avenue,
CAMPSIE. 78-8031

NOVEMBER, 1968

Jeff and Mary used the car for many years in Queensland until he retired from the bank.

I didn't see Jeff from the time he left Sydney in 1968 until about ten years ago on a rally with the V.S.C.C.A. when we joined the Queensland Vintage Car Club for an Anniversary Rally. Somewhere along the rally in Queensland someone said to me, "do you know this guy" and standing behind me was a tall guy about my age also with grey hair. I recall saying, "No, I've never seen him before". Well it was Jeff and like me he didn't look anything like I recall he did when we knocked around together. I recall him saying diplomatically that I had put on a few pounds over the years.

Geoff and Mary called into to see us at Raworth recently as their daughter lives near Newcastle and they often come down to visit. Our 23-60 was stored in Orange at the time which disappointed Geoff as I know he would have liked another ride in our car to relive some memories.



OD995/OD1001 now in the UK

Over the years Geoff owned the 23-60 he did a lot of refurbishment to the car improving it, changing the wheels to 23" straight sided, fitting an original windscreen and hood, replacing the rear tub of the body with one I gave him that came to me through Ron Grant (Vauxhall Guru in the 50's - 70's). Ron Grant lived at Ingleburn where I grew up and I actually purchased my first 23-60 OD841 from him in 1961.

FOR SALES.

Reg Wade of Bundanoon N.S.W. phone 02 4883 7680 mob: 0407 256 087 is selling his lovely 1927 Proport bodied LM 14-40. This is a sound original car with matching numbers and Reg has many 14-40 parts he will sell together with the car. Reg has owned the 14-40 for about 25 years and the history of the car shows that he is the fourth owner since new. So if you are interested and need to know more about the car then a phone call direct to Reg will need to be made. Reg is asking \$38,500.00 with listed spare parts which I think is a fair price.



LM4786/LM4797



LM4786/LM4797

List of some of the spare parts for Reg Wade's 1927 Vauxhall LM 14-40

1. 1 x Alloy head repaired and machined
2. 1 x New alloy head not machined
3. 1 x Fuel tank
4. 1 x Water pump + extra parts
5. 1 x Magneto cradle
6. 1 x Watford F04 - rewound, timed and ready to go
7. 1 x Sims coupling spare
8. 1 x Steering Assembly
9. 1 x No 2 oil pump parts
10. 1 x set of new valve springs
11. 1 x Starter switch
12. 1 x Set of Mechanical Drawings for LM 14-40

And many more spares - too many to mention for the car you would like to be seen driving.

The above photographs and parts list supplied by Reg Wade.

COMING EVENTS

V.S.C.C.A. 75th Anniversary Rally.

The early days of The Vintage Sports Car Club of Australia saw Vauxhalls campaign prominently in Club events. At the 70th Anniversary rally also held in Wagga, we saw 15 Vauxhalls in attendance and this year we have so far 14 entries from the following:

Stuart 23-60 - Nicholson 30-98 – Kent 30-98 – Farrell 30-98 – Walton 30-98 – Weir 30-98 – Heilbrunn 23-60 – Roberts D Type – Coutts 23-60 - Ryan 23-60 – Merton 23-60 – Holbeach 30-98 – Patton 14-40 and McMurray 14-40.

Can I ask you to please consider attending this event as a large display of Vauxhalls would let everyone know our marque is still alive and supportive of the V.S.C.C.A. Wagga in springtime is a picturesque part of our state of N.S.W. and I am sure you will find the event is not one to miss. Nearly all the entries so far being either vintage or pre war cars.

Please give this event your early consideration.

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2020 Pre 30's Rally in Dubbo 1st – 3rd May.

News from the organisers of this event has it that another car club event is also being held in Dubbo over the same weekend so anyone thinking of attending the pre 30's event should secure their motel accommodation as soon as possible in order to avoid disappointment.

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I received an email from Justin Coxhead requesting me to include information for **all 30-98 owners to complete the attached form and post of to the Registrar of the 30-98 Register in the UK.** The form is self explanatory and needs your urgent attention if your 30-98 is to remain listed in the new publication of the Register. I have attached the form for your attention.

Dave.

This is the form that needs to go to the 30-98 owners. If it is not completed, they will drop off the register. It is a UK requirement to do with privacy and Matthew needs the reply.

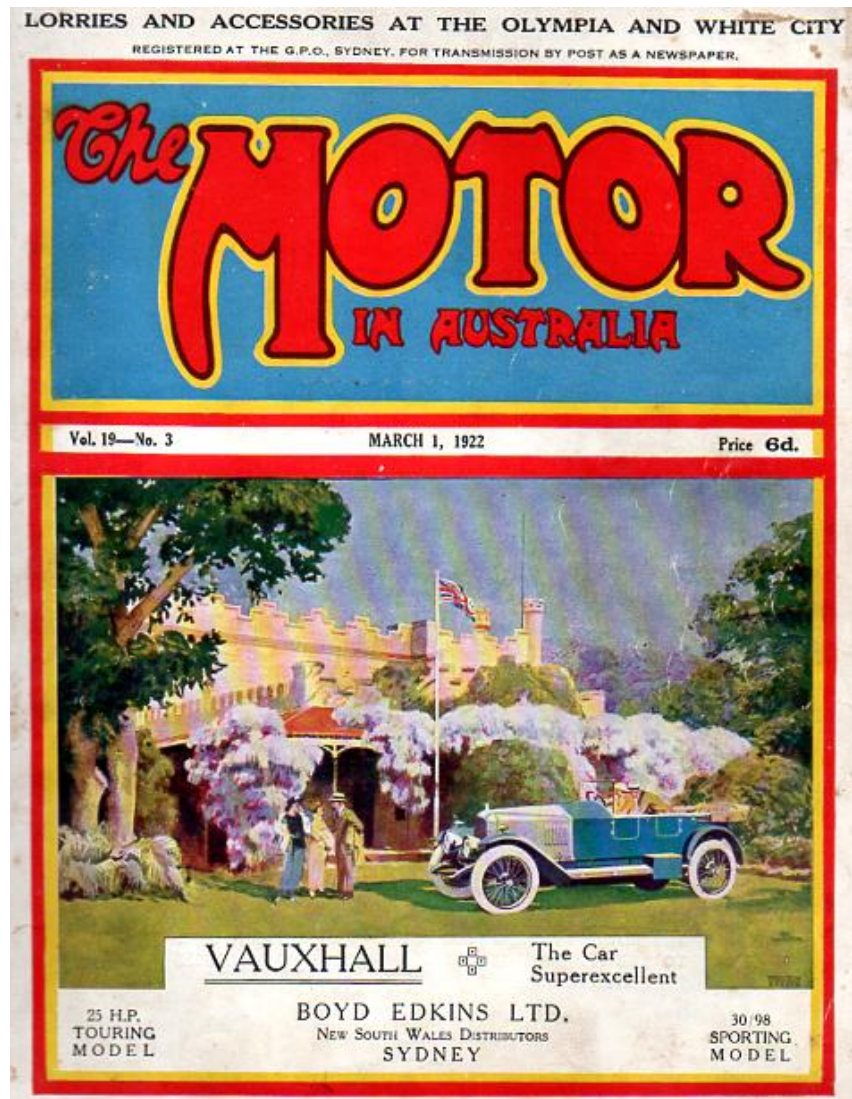
The form is to be completed and sent to :

*Matthew Parkin
30-98 Register
Dinedoe Court
Dinedor
Heredfordshire
HR26LG
U.K.*

Thanks.

Justin.

Not strictly A – D type material showing the E Type at the side of Government House in Sydney, however there is mention of the 25HP touring model. Also it's too nice not to include for you.



Below is a copy of the first newsletter for next year's Biennial Veteran and Vintage Vauxhall Rally prepared by Justin Coxhead. As requested, please get your entry in A.S.A.P. as this will help the organisers immensely in their preparation of this event. As well as entering the event you should also secure your accommodation early at the George Kearferd Hotel in Beechworth.

*The V.S.C.C.A. and V.S.C.C. Victoria
2020 Biennial Veteran and Vintage Vauxhall Rally*

Venue: George Kerford Hotel

Location: Oak Avenue, Mayday Hills, Beechworth, Victoria

Date: Sunday 19th April to Saturday 25th April 2020

Newsletter No. 1

Greetings Vauxhall Friends,

Welcome to the first newsletter from the organising committee of what will be our third combined Veteran and Vintage Vauxhall Rally. We have been fortunate to add two new members to the organising group, being Rowan Swaney from Mansfield and Evan Quarmby from the V.S.C.C.A. based in Albury. As always we will be relying upon Dave Stuart for his guidance and expertise. We are in regular contact with Dave to ensure everything is working towards providing an enjoyable rally experience. Rowan and Evan will each be putting together a day's activity for us.

As everyone is aware we conducted a straw poll of member's preference to either retain our existing format, or to extend the event for a stay of six nights. There was overwhelming support for the longer event and we have made the change in accordance with those wishes.

We have also included an entry form along with instructions for payment for the Rally Entry Fee and organised meals to be paid into the Rally Account.

Rally Headquarters

The Hotel is situated in what was the former Beechworth Lunatic Asylum, later the Mayday Hills Hospital. The grounds date back to 1867 and its 27

acres is set against a backdrop of magnificent native and exotic trees and shrubs. It is approximately 1.5km into the main township from the Hotel.

The Hotel can be accessed from the roundabout at Ford and Camp streets in the centre of town, and heading down Camp St and then up a steep pinch to the grounds. Veer to the right and follow signs to Hotel about 200 meters. There is adequate nearby parking at the side of the Hotel.

Nature of Event

As usual our Rally will not be a competitive event but will take the form of a tour to enable us to enjoy some beautiful countryside on a selection of roads. Mid-April should see the area of the North East of Victoria in spectacular autumn tones. The majority of our travels will be on good sealed bitumen, however it is likely we will also include a short section of good gravel road. Final arrangements have not yet been made with respect to our activities.

Itinerary

Entrants should aim to arrive by mid-afternoon on Sunday 19th April. Dave Stuart has once again kindly advised he will organise a two day event to and from the Rally from Sydney and has requested that you signal your interest to partake in this by completing the section on the Rally Entry Form. Dave will be in touch with those who are interested as these arrangements will be out of the scope of the Rally organisers.

The traditional meet and greet and happy hour will be held in the grounds prior to our BBQ

dinner. Once again Tubby and "The Vauxhall Inn" will be the centre of attraction. The BBQ dinner will be held inside the George Kerford Hotel and as this is a licensed area we cannot take any alcoholic beverage into the dinner. A cash bar will be operating with drinks able to be purchased as directed by Hotel staff.

Only two dinner nights will be organised which will be the Sunday BBQ and our Rally Wind up Dinner on Friday 24th April. Other nights are free for you to enjoy the town of Beechworth for a meal.

Monday 20th April will involve a run of about 230km which will take us to an old Victorian country house where we will have lunch and a tour/talk.

Tuesday 21st April will be a run and a lunch with details to be advised at a later date.

Wednesday 22nd April is a free day and more information will be provided.

Thursday 23rd April will again be a run with a meet up for a lunch. This is to be organised by Rowan and will take in the King Valley.

Friday 24th April is being organised by Evan and will include a visit to an interesting place in Wodonga with a run in the cars for a light lunch at your own leisure and cost, then returning to base to get ready for our wind up Dinner.

Saturday 25th April is departure day.

Accommodation

There are a number of room options available spread over two locations being the George Kerford Hotel and the Linaker Hotel which is a short walk to what was once the nurse's quarters. We have inspected the rooms and find them all adequate for our event. Details of the rooms are listed here direct from the Hotel brochure we received. The George Kerford rooms are at ground level and the Linaker has lift access to each level. We have pre-booked

52 rooms which will be held until the end of 2019 and then released back to the Hotel. So make sure you book by 31 st December 2019.

George Kerford Hotel - Double Room

A simple tastefully decorated Double Room perfect for a single traveller or couple. The room features a double bed, en-suite, TV, tea/coffee and a picturesque view of the garden. There are 12 of these available. Cost: \$110 per night

George Kerford Hotel - King Suite

A large contemporary room with a king sized bed, en-suite and view of the garden. There are 6 such rooms available. Cost: \$140.80 per night

George Kerford Hotel - Deluxe King Suite

The most luxurious rooms featuring a king bed, lounge, corner spa, private outdoor patio and garden views. There are only 2 available. Cost: \$158.40 per night

Linaker Hotel - Twin share

This is ideal if you are travelling with a friend but would like your own space. Two single beds in separate rooms with a shared bathroom. Cost: \$132 per night

Linaker Hotel - Queen

A simpler stay with queen bed, en-suite, TV, coffee/tea and garden views. Rooms with disabled bathrooms are available. Cost: \$123.20 per night

Linaker Hotel - Deluxe Queen

These have a bit more space with a private lounge. Queen bedroom, en-suite, tea/coffee facilities, bar fridge and relaxing outlook. Rooms with a spa are available. There are 13 of these rooms available. Cost: \$140.80 per night

Linaker Hotel - Family Room

A larger room perfect for small families with a queen bed,

single bed, adjoining lounge with a sofa bed and an en-suite bathroom. Three rooms available. Cost: \$140.80 per night

Please note that a continental breakfast is included in the room rate for all room selections.

Bookings

The preferred method of the Hotel is for guests to book via email to : team@gkhotel.com.au and be sure to include the following detail and to mention The Veteran and Vintage Vauxhall Rally.

First Name:

Surname:

Number of guests:

Preferred Room Type: (refer to list):

Check in date:

Check out date:

Email address:

Contact phone number:

The hotel will then make the booking and send a confirmation email to you. If the preferred room is unavailable the hotel will book the next closest room for you and advise you of the change by phone or email. Should you not receive a confirmation within 48 hours, please contact the hotel on 03 5728 2618.

Cancellations:

Individuals should establish any cost due to the cancellation of their room directly with the Hotel relative to their own personal circumstances. The Rally Committee is not responsible for those arrangements.

Alternate Accommodation

There is a large number of guest accommodation in Beechworth which can be explored on the Internet by searching "Beechworth Accommodation". At

the time of our visit in February 2019, Tanswells Hotel had rooms with shared bathrooms (pub style) at around \$90 per night twin share (phone 03 5728 1480). The Beechworth Information Centre can be contacted on 1300 366 321.

NSW and Queensland Visitors

Anyone travelling down to Beechworth from the North, be sure to mark the box on the entry form if you wish to travel in an organised run by Dave Stuart. He will make contact with interested persons. Dave intends to take a couple of days travelling to and from the Rally.

Costs

The Rally entry fee is \$100 per vehicle. Participants will receive refreshments and pre-dinner platters at the meet and greet on Sunday afternoon prior to the BBQ Dinner. There will be a 2 course roast lunch provided at a country hotel on Tuesday. The rally fee also goes toward administration and set up expenses incurred in course selection and mapping. In addition there are printing costs for our road book, name badges and any maps that may be required. The provision of the roast lunch is limited to two persons per vehicle.

The Hotel has requested that the organisers collect the money for both the BBQ and final dinner and we are to make one payment from the Rally Account as they fall due. The Sunday BBQ Dinner is \$35 per head and the Final Dinner on Friday 24th is a 3 course meal at \$55 per head. These were the best prices we could negotiate with the Hotel and we feel they are reasonable. Drinks will be able to be

purchased from a cash bar.

We have organised a lunch for our Monday run which will include an entry to an historic cottage.

This is costed at \$20 per head which we will collect and pay directly to the venue.

The Tuesday lunch as stated above is covered with the rally entry for two persons per vehicle.

Drinks will be able to be purchased from the hotel bar.

On Wednesday there will be a free day and nothing has been organised.

On Thursday we are travelling south of the Hotel where we have a catered lunch which will cost

\$28.00 per head which includes a small charge for the hire of the facility we have planned.

Friday there is an organised event, however lunch arrangements will be left to the individual.

Entry & Payment

Please complete the Rally Entry Form and return with your details to:

Justin Coxhead

P.O.Box 640

Bright

Victoria 3741

Payment can be made direct to the Rally Account being:

"Vintage Vauxhall Autumn Rally Account" BSB: 013-545

Account No. 296430068

Be sure to identify yourself on the transfer

Alternate payment can be made by cheque made payable to "Vintage Vauxhall Autumn Rally

Account" and forwarded with your entry.

Code of Conduct

The organisers have made every effort to conduct the

Rally over safe roads. There will be hills, some windy sections and a small amount of good gravel and in the main good bitumen. Participants are expected to conduct themselves in accordance with the road rules of both Victoria and New South Wales as applicable.

Drivers are also expected to observe courteous behaviour to other members of the public and to use 'turn out' lanes or passing lanes where possible if they are holding up general traffic.

In addition it goes without saying that all drivers should drive to the prevailing conditions both road and weather. We don't want any mishaps as the paperwork can be quite time consuming if anyone is injured.

Summary.

We look forward to hearing back from you and catching up once again next April. We will do our best to provide an interesting event which will allow us to enjoy our cars in beautiful surroundings.

We have had an excellent response to our poll and we are confident there will be much support for the six day event. Should anyone have any questions, please contact Justin on 0412 958 256 or by email to jaco1949@hotmail.com.

On behalf of Rowan, Evan and John, I look forward to receiving your entry.

Justin Coxhead

Finally, I have attached for your information a write up on the recent Vauxhall adventure to Tasmania by a number of Vauxhallians in 30-98's as well as two 12/50 Avlis'. Although not strictly relating to A – D Vauxhall Register cars, it was written by Dave Kirke who came out from England and navigated to Steve Butler who most of you will remember attended the Vauxhall Rally last year in Merimbula in his ex Ron Gordian E Type 30-98. Dave and Tracey Kirke as you will

also remember drove Alex Hayward's 23-60 OD1303 on the same rally and is making plans to return again next year for our Vauxhall rally in Beechworth.

That's it until the next newsletter.

Cheers.

Dave Stuart.

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