

## **A – D VAUXHALL REGISTER**

### **AUSTRALIAN NEWSLETTER**

**APRIL 2020**

**Hello Everyone.**

**I would like to thank Phil Virgona, Ian Irwin and Michael Kenwood, Greg Mackie and Murray McDonogh for sending me photographs and written material to include in the newsletters. I would be most grateful to receive any similar photographs or articles from any other readers.**

**As mentioned in the February newsletter, each newsletter will hopefully now include the history of one of our members Vauxhall/s complete with current and period photographs if available.**

**As I had prepared a documented history of our 23-60 OD494 many years ago for the V.S.C.C.A.'s website, it was easy for me as a start the ball rolling to be the first to offer the history of our car.**

**I know most of you will have some sort of history of your Vauxhall and I am sure it will be of interest to our readers. Photos of your car are always a good way to fill in the article with especially any period photographs of the car you have as well. If you would like to send me, unprompted, an article with photos of your car this would be even better.**

**So maybe start putting something together as you are likely to receive a phone call from me to contribute an article on your car/s.**

**Below is a history of our 23-60 as well as an article I wrote for the V.S.C.C.A.'s magazine describing how Mary and I took the car back to the property 'Walhallow' where the 23-60 went new.**

**1923 23-60 Vauxhall Kington Tourer**  
**Chassis Number OD494 Engine Number OD493**



*OD494/OD493*

**This 23-60 is chassis No OD494 and is fitted with engine OD493. It was built at the Vauxhall Motors factory in Luton England and fitted with a factory “Kington” five seater body. The body, mudguards and bonnet are all aluminium and the seats are covered in leather. The engine has a bore of 95mm and stroke of 140mm giving it a 3986 cc capacity. The engine is rated at 23hp and develops 60hp. The valves are overhead and pushrods driven through roller cam followers. It is fitted with a Zenith FS 42mm carburettor as well as a Watford FO4 42 degree magneto. The clock and speedo are Jaeger brand and electrics C.A.V. The car is fitted with 23” straight sided wheels with 80mm long splined Rudge Whitworth centres and runs 600 x 23 tyres. It is a two wheel braked car with the hand brake operating the 16” rear internal expanding shoes, whilst the foot brake operates the 12” transmission brake fitted immediately behind the gear box. The gear box has four forward gears and**

reverse transferring power to the rear axle through a spiral bevelled pinion. The rear axle ration is 3.64 to 1. A luggage rack is fitted to the rear of the car and is original. The fuel system is pressurised.



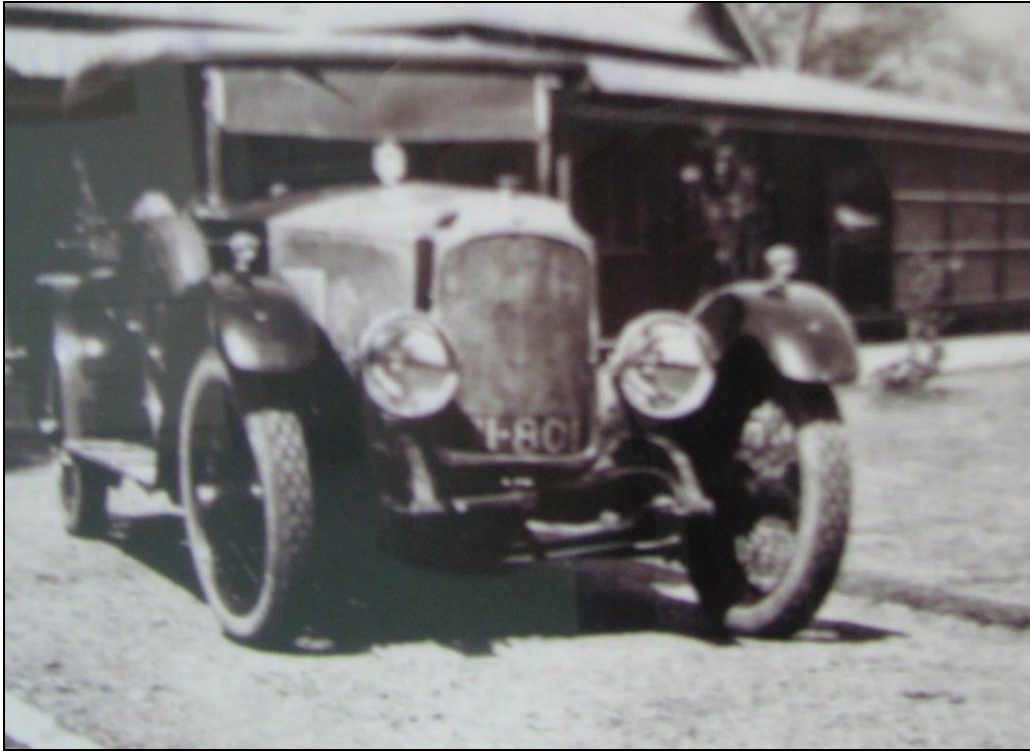
*Original luggage rack on OD494*

A tool box is fitted to the near side running board and contains a lot of the original tools

The car has had three N.S.W. family owners from new, being the Croakers from Carroona/Wingen, the Giddys from Kenthurst and the current owners the Stuarts from Raworth in the Hunter. It is still fully registered and retains its original NSW 31-801 number plates.

**1923** Purchased new from Boyd Edkins Motors 25 Wentworth Ave Sydney by Mr Frederick Croaker Jnr who managed the property 'Walhallow' located at Carroona 30 kms west of Quirindi. Mrs Croaker purchased 'Glengarry' property at Wingen in 1919. In 1930 Mr Croaker purchased 'Petwyn Vale' from Samuel Horden of Horden Stores in Sydney. 'Petwyn Vale' was situated on the opposite of the road to 'Glengarry' at Wingen. Mr Croaker took the 23-60 with him when he moved to 'Petwyn Vale' as it served as the family car.

The family reports the car was used extensively by Mr Croaker who had suffered a leg injury when a tree fell on him resulting in his right leg being amputated. He preferred to keep the 23-60 as he found it easier to drive with the use of the hand throttle.



*OD494 at Petwyn Vale in Wingen circa 1932*

Mr Croaker managed a number of properties and drove the car throughout Queensland during his ownership and it is reported that he travelled also to the Gulf of Carpentaria. The car remained at Wingen until Mr Croaker's death in 1943 when its ownership then passed on to Mr Croaker's son David (born 1926). David and his wife Airlie lived on the adjoining property and this property was called 'Coonarang'. David took his bride Airlie to Melbourne in the 23-60 where they boarded a steamship and travelled to England for their honeymoon. David and Airlie had two boys and two girls. Fred was nine years older than young David who was born in 1955. Then there was Trisha as well as Wendy who was born in 1959. David Snr later purchased a 30-98 Vauxhall chassis number OE227.



**1985** David Snr died and the 23-60 remained on Coonarang until 1991 when it, as well as David's 30-98 went to auction through Southerby's in Melbourne, the auction being held at Tullarmarine Airport. On inspection of the car prior to the auction by John Giddy and David Stuart, it was found the original Zenith carburettor was not fitted to the engine, nor the vertical drive Klaxon horn or the Rotax bulb horn. As well, the leather bound hood rests were also



*John Giddy and Rinka when OD494 arrived at Kenthurst from the auction*



*Spares that came with OD494*

missing from the car. All these parts from the car were found in Vauxhall spares that were also being auctioned and were subsequently placed with the car prior to the auction.

**1985** John Giddy was the successful bidder at the auction and the 23-60 was later sent to Barry Ford's workshop in Stanthorpe Queensland where it was fully restored.



*OD494 following restoration*

**1995** In October John Giddy drove the car to The Blue Lake in South Australia when the Vauxhall Register took Linton Morris' 30-98 OE297 back following its restoration. John died suddenly in December.

**1996** The 23-60 is purchased from Marion Giddy by David Stuart and included numerous 23-60 spare parts from the John Giddy collection. The 23-60 is taken on V.S.C.C. (Vict) Alpine Rally to Tasmania. From 1996 to 2008 the 23-60 is used extensively throughout NSW. Victoria and the A.C.T. by Mary and David on Vintage Sports Car Club of Australia rallies.

**2008** In February the 23-60 was taken to the South Island of New

**Zealand for the National Vauxhall Rally lasting 4 weeks – rally covered some 2,200 miles. The vehicle performed superbly returning 16 m.p.g. It required no mechanical work whatsoever other than a new tube and rust band to be fitted to the off side front tyre during the lunch stop on the final day of the rally.**



**OD494 beside the lake in Queenstown**

**November car returns to Sydney from Barry Ford's workshop where the engine was again reconditioned, new Stan Sainty upgraded duralumin con rods were used as the original steel conrods showed signs of cracking. New mains, big ends were poured and new pistons and rings fitted. New glass in the top and bottom windscreen fitted as well as the fuel tank was removed and re-soldered as it had been leaking along the seam at the back of the tank.**

**2009** In March vehicle taken on V.S.C.C.A. rally to Tasmania.

**2010** In July the car was taken by David Stuart and Jim Weir back to David Ford at Stanthorpe as the engine was locking up in cold weather. It was found the conrod bearings and mains were okay however after cleaning of same a lighter engine oil Penrite HPR30 was used and engine did not lock up. (Penrite Shelsley medium with a viscosity rating similar to the old SAE 40 had been



previously used in summer and winter) The differential was removed and inspected as it had developed a noise in the overrun.

**2013** Vehicle competed in the 100 year celebration of the 30-98 Vauxhall, the rally held in November and completed the two week section of the event throughout Victoria. On the return journey home a passing car shattered the top section of the windscreen whilst travelling along the Princes Highway near Cann River. Top section replaced with laminated glass on the car's return to Sydney.

**2014** Vehicle competed in the V.S.C.C.A. 70<sup>th</sup> Anniversary Rally in Wagga.

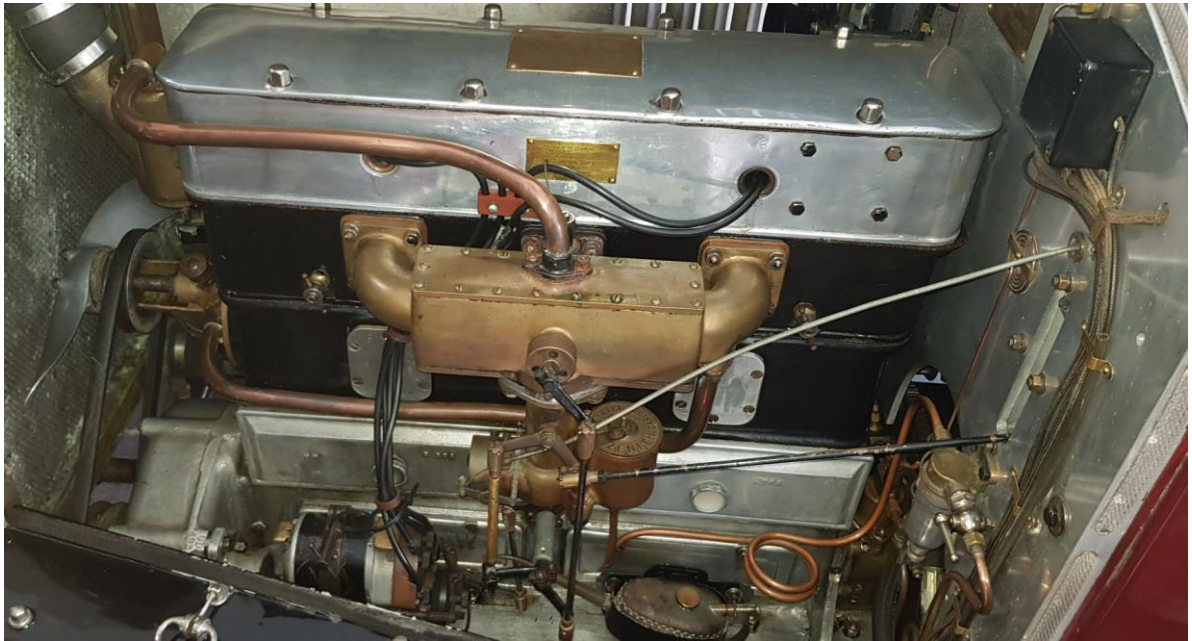
Vehicle still in the ownership of David Stuart of Glenfield NSW

**2018** In April the car was entered in the 2<sup>nd</sup> Biennial Veteran and Vintage Vauxhall Rally held in Merimbula.



*OD494 enters the historic property Burnima near Bodalla on the Sunday of the rally.*





*Near side of OD494 engine*



*Off side of OD494 engine*



**Dashboard of OD494**



**Running board tool box of OD494**

**2018** Vehicle still in the ownership of David Stuart now of Raworth in the Hunter Valley Region of N.S.W.

**2019** Vehicle participated in the 75<sup>th</sup> Anniversary Rally of the Vintage Sports Car Club of Australia at Wagga Wagga in September.

**2020** Vehicle is entered for the 3<sup>rd</sup> biennial Veteran and Vintage Vauxhall Rally at Beechworth in April.



(Article below I wrote for the V.S.C.C.A.'s magazine)

### 23-60 VAUXHALL RETURNS TO WALHOLLOW

On the Monday of the 2018 George Green Memorial Rally Mary and I together with the Euan and Wilga Coutts had planned to leave Nundle following lunch and head off back to Orange. We had booked accommodation in Gunnedah to catch up with Bret and Wendy Blackmore as well as Lester Thearle to have dinner that night with them at the motel. The journey to Gunnedah took us through Wallabadah and Quirindi and then out to Caroon via the Coonabarabran Road as our 23-60 Vauxhall OD494 went there new to the property Walhallow, pronounced 'Wollhollow'. The car was purchased new by the manager of Walhallow, Frederick Croaker Jnr in 1923 from Boyd Edkins Motors in Wentworth Ave, Sydney. The property consisted of some 400,000 acres and was made up of five properties stretching nearly to Tamworth. The NZ & Australian Pastoral Company owned Walhallow and a sister property in the Northern Territory also called Walhallow consisting of some 1.6 million acres which Mr Croaker managed as well.



*OD494 at Walhallow*

The stone homestead was built in 1908 for Mr Croaker Snr to replace the original wooden homestead that had been destroyed by fire.

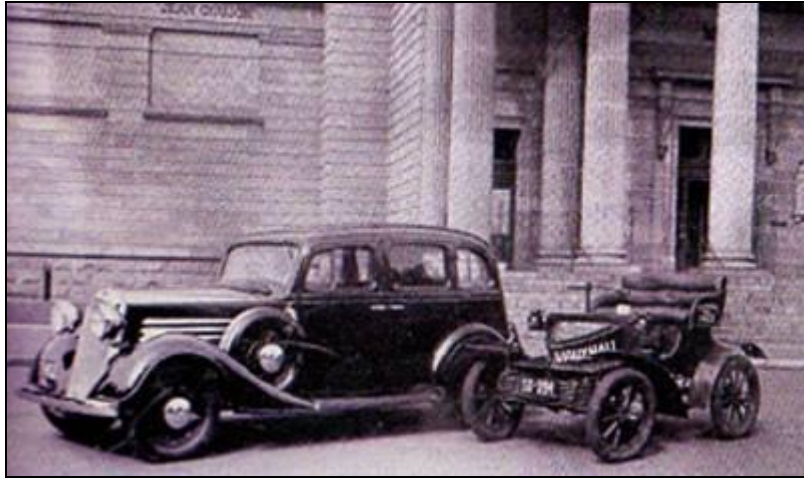
The present owners of Walhallow, Tony and Jenny Todman invited us to call in and show them the 23-60 and were pleased to add it to the history of the property they have compiled. They told us that Mr Frederick Croaker senior was held in high esteem throughout Australia as a property manager and for his services to the Carroona community a memorial church in his honour was built in 1921 at Carroona. It is still standing and built from the same stone used to build the homestead and called The Croaker Memorial Church.



*OD494 leaving Walhallow*

It is recorded that Frederick Croaker junior used the 23-60 extensively in his travels both at Walhallow and Petwyn Vale as well as at the N.T. and it was still being used by his son David, a member of the V.S.C.C.A. in the 60's. The car still bears the original number plates issued in 1923 being NSW 31-801 and our visit to the property may have been the first time it had returned to Walhallow since 1932.





**Can anyone shed any light on the Vauxhall in the above photograph sent to me by Ian Irwin from Canberra? Is it a 1903 model?**

**Hi Dave,**

**I believe this to probably be an anniversary photo. 35<sup>th</sup> Anniversary of the first Vauxhall maybe? I may have sent this some time ago.**

**Taken outside the Art Gallery of NSW. And the tiller steered 1903 Vauxhall I believe to be the car that went to the UK.**

**The registration plate is 50.394. (NSW I think, but not very clear.) Is the history of this car known?**

**I have recently come across some more Vauxhall photos amongst my library etc, so you can expect these will come your way in the near future.**

**Ian.**

**It is interesting the things you can track of some of the history of various Vauxhalls that have been in Australia. OD62/OD229 was a car owned by the Lipshams in South Australia. It sold years ago and went to Canada and is now back in the UK and belong to Mike Holt. The engine does not have the holes in the rocker box to take**

the spark plug leads as on these early engines the leads went through a tube above the control rods passing through the centre of the block. I did own OD233 however the rocker box on its engine had the holes in the rocker box, so maybe engine OD229 now in OD62 has parts of the original engine that was fitted to the car thus the earlier rocker box. OD62 is an early car and I have seen a similar arrangement for the spark plug leads on Jeff Wolfgang's (Denman) 23-60 OD100/OD102.

Engine OD100 has a small cover secured by two machine screws at the rear of the forward cam follower inspection plate (see photo). The spark plug leads came from the Magneto into this cover and then passed through a tube mounted through the centre of the block.



*OD102 engine*

**The leads came out the off side of the block through a flared tube which faced upwards and then to the spark plugs. (See photo)**



**OD102 engine**

**Some time ago we did have the bonnet from OD229 in our spares however we sold to Phil Virgona. Further I have a Vauxhall Instruction Book and OD229 is written in pencil on the top of the first page. Also the photographs in this 1923 book depict the engine is without the holes in the rocker box and those with a keen eye will see the engine it fitted with a starter from a D Type, being a four pole early starter with no bob weight on the bendix gear. The carburettor is also an early triple defuser Zenith. (photos att)**

0D. 229.

*Supplement to the VAUXHALL INSTRUCTION BOOK*

THE 23-60 H.P.  
VAUXHALL ENGINE

ss

Instructions & Description

VAUXHALL MOTORS LIMITED  
LUTON BEDFORDSHIRE



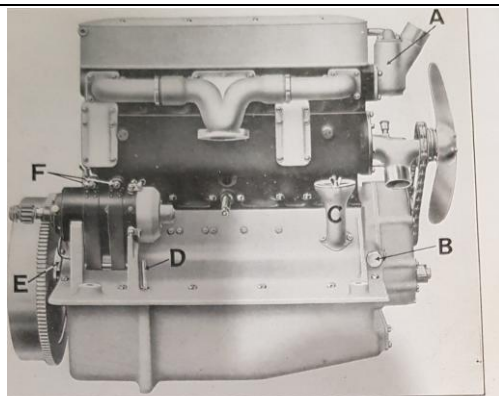


FIG. 3.

OFFSIDE VIEW OF ENGINE.

- A—Thermostat casing. Do not interfere with the thermostat, which requires no attention.
- B—Oil pressure relief valve.
- C—Base chamber filler.
- D—Oil level gauge.
- E—A duet will be noticed in boss at back of flywheel, leading to a ball bearing, carrying front end of clutchshaft. A little oil should be run in once in six months.
- F—Keep these nuts tight.

31

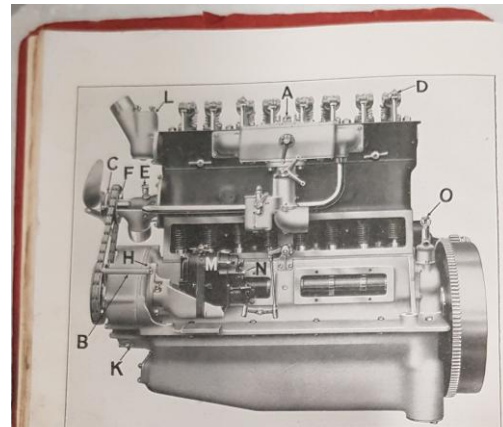


FIG. 2.

NEARSIDE VIEW OF 23-60 H.P. ENGINE.

- A—Hot spot device.
- B—Adjustment for camshaft driving chain.
- C—Fan pulley adjustment.
- D—Tappet adjusting stud.
- E—Fan gland greaser.
- F—Oil hole for ball race in fan pulley.
- H—The number of the engine is stamped on the timing case at this point.
- K—Plug through which the tension of the timing chain may be felt.
- L—Thermostat casing.
- M—Distributor cover.
- N—Distributor cover fixing screws.
- O—Air pressure pump adjustment.

30

By retaining a complete record of all Vauxhall numbered parts we have/had in our spares or numbers given to me, it does help to identify cars that have been here in Australia, or those that have been here and gone overseas or simply lost in time.

You will remember when I included in a past newsletter the list of known Vauxhall part numbers in Australia, I did not identify who or where the part number is located. This is so you can be assured no one is going to be given this information and you are hounded to sell them. Any numbers you can supply me would be appreciated.

Mary and I spent some time with Euan and Wilga Coutts in Orange over the Christmas break and during our stay I checked out an original 23-60 bonnet Euan had brought from our spares quite a few years ago. Euan washed the dust from the underneath side of the

**near side bonnet top and low and behold the number 611 appeared. This number identifies yet another 23-60 that was here in Australia however there is now no trace of the car in our register of surviving cars or parts. The bonnet came from the collection of spares we purchased from the estate of Geoff Collins.**



**Wilga also mentioned that in one of her family photo albums there is a photograph of a Vauxhall however it was still packed away in a box and as yet they had not come across it. The next step saw a check of the unopened boxes stored beneath the billiard table and it wasn't that long before Euan had found the album.**

**The photograph is of an unidentified Australian bodied D Type and Wilga suspects it belonged to the property owner a Sir Norman Kater who was the son of H. E. Kater. The property was Yanganbil Station near the N.S.W. country township of Warren.**



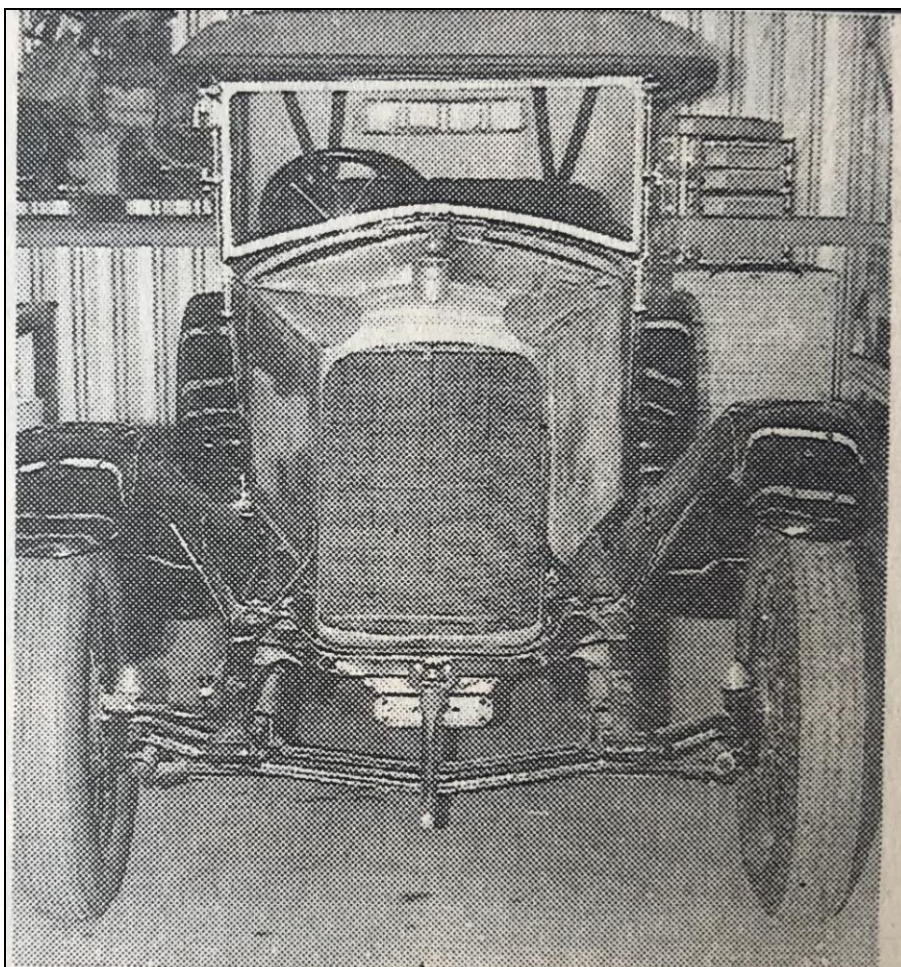
### *Yanganbil Station and the D Type*

Google reveals Sir Norman Kater was a doctor, a pastoralist and a businessman who was born in Pennant Hills, Sydney in 1874 and died in Darlinghurst in 1965. He was knighted in 1929 for his services to the pastoral industry.

Wilga's mother, then Miss Connie Quinn was the school teacher at the little school on Yanganbil Station and from the dates of other photographs in the album they indicate the above photograph was taken about 1926.

Phil Virgona sent me an advertisement from a magazine for a D Type Vauxhall in Queensland and enquired as to which car it was.

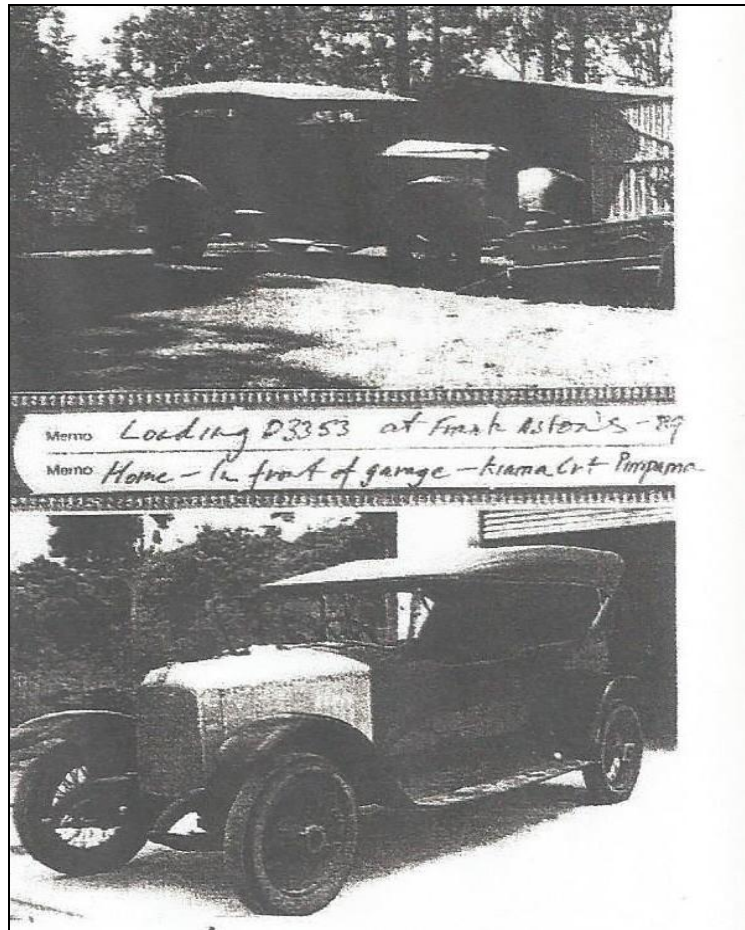




(acl) VAUXHALL 1921 D TYPE. Vast amounts spent on mechanics and body, can't afford to finish, needs wiring, fit lights, handbrake, instruments etc. to finish job. Must sell. Ph: (07) 5546 6170 QLD. \$49,000

From our Register records we found it was D3353 that Gavin Campbell from Queensland restored and then sold the car which eventually found it was to the USA now owned by a Bob Lederer. I have been in touch with Bob by email and he sent me the attached photographs of the D Type when Gavin Campbell purchased it and as it appears today.





**D3353/D3353A**

**Below is the history of D3353 as provided to me by the present owner Bob Lederer of the USA.**

***HISTORY OF D 3353/D3353A FROM NEW***

*Mr. E.K. Bowan of "Wargundy", Craboon, New South Wales, Australia, about 250 miles northwest of Sydney. According to Vauxhall production records it is the first chassis built in 1921 although dated by the*

factory as a 1920 model. Shipped to Australia as a rolling chassis, it was bodied locally with the special coachwork with extended top to shade its occupants from Australia's intense sunshine which it retains to this day. A fascinating body of correspondence both direct and indirect accompanies the car attesting to its long history in Australia including over thirty years at the outback sheep station Barkly Downs in the ownership of Mr. Joe Draper. In the late 60's it was acquired by Mr. Frank Aston who as a young mechanic had tended to it at the GM dealership in Mt. Isa, Queensland while owned by Draper. It was acquired from Aston in 1989 by Mr. Gavin Campbell who completed a comprehensive restoration of the car, which had been stored partially disassembled for over ten years, including some upgrades for more reliable touring including a discretely placed alternator and turn indicators. Carefully preserved by collectors in the U.K. and U.S. since 1998

Acquired by Mark Hyman in October, 2009 as part of a bulk acquisition of a collection of automobiles. Acquired by Robert Lederer on September 4, 2010 via RM's Auction America at Auburn, Indiana.

**Photograph below of the car as it appears today in the USA.**



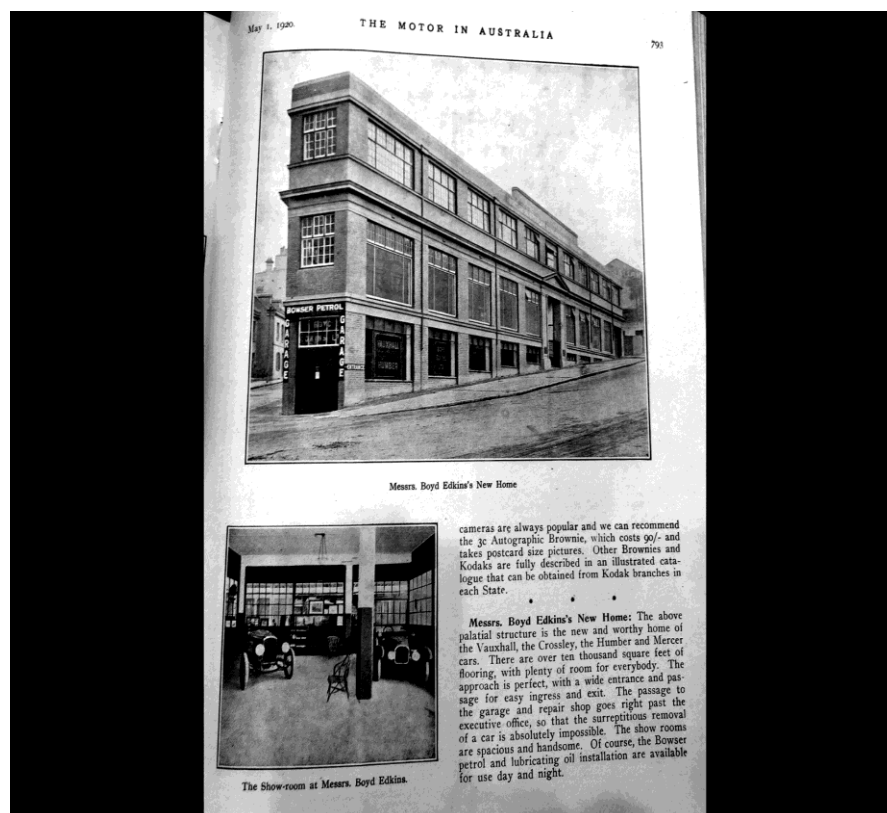
*D3353/D3353A*



*Barlow Motors - Vauxhall Dealer Melbourne*

The above photograph of Barlow Motors in Melbourne who were the Vauxhall dealers in the 1920's was sent to me by Phil Virgona on one of his many searches on Trove. I'm sorry the quality of the photograph prevents you from identifying the models of the Vauxhalls in the line up however is still presents a lovely sight. The article refers to the fact that Barlow Motors had just received a new order of cars into their dealership.

The photograph below is another one from Phil Virgona and it depicts Boyd Edkin's new Sydney showroom and service centre located at 25 Wentworth Avenue, Sydney. This building is still standing in Sydney and I wonder if any reader has any information as to whether the Barlow Motors building also still stands. If someone could send any information and present day photo of the Melbourne building I will include it in the next newsletter.



*Boyd Edkins new showrooms - Sydney*



The N.R.M.A.'s magazine recently included the 1930's advertisement for the Stewart Car Bed which as you can see would work quite well as long as you had the room in your car to store the board or rack supporting the mattress.

Maybe it is an option for future Vauxhall Rallies to assist in reducing the rising cost of our motel accommodation.

I for one would have to sleep on the near side in order for my toiletry needs during the night. I could also see with a bit of practice there would be no need to actually get up during the night as long as your aim was okay.

# LETTERS

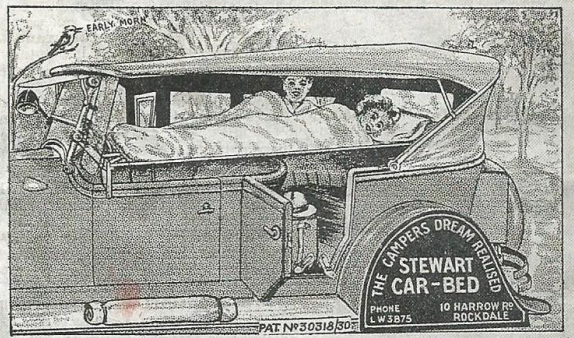
**SEND YOUR LETTERS TO:**  
EMAIL: [open.road@mynrma.com.au](mailto:open.road@mynrma.com.au) FAX: 02 8741 6697  
MAIL: Open Road Letters, 9 Murray Rose Ave, Sydney Olympic Park, NSW 2127  
Letters may be edited. Due to the large volume received, we can't answer them personally and can only print a handful. The views expressed here are not necessarily those of the NRMA.

## THE WAY WE WERE 1930

In the late 1920s, road trips became so popular that the NRMA established special camping grounds at scenic spots around NSW exclusively for its Members - a precursor of today's NRMA holiday parks.

Open Road's pages around the time reflected the trend as advertisers clamoured to promote their camping products. Canvas tents for couples and families came with an adjacent tent to protect their precious automobiles, which were a particularly expensive purchase in those days. There were also recipes for camp food, including one for boiled mutton that would last two days if hung from a tree!

Product designers even sought to turn automobiles into beds. One advertisement (pictured right) boasts that the Stewart Car-Bed is "the campers' dream realised" and they guaranteed "absolutely no alterations or injury to the car in any way".



ABSOLUTELY NO ALTERATIONS OR INJURY TO THE CAR IN ANY WAY. PARTICULARS POSTED ON REQUEST.  
Satisfaction Guaranteed. Prices complete £2/19/6. Closed cars £4.

**KELLCO, 10 Harrow Rd., Bexley, N.S.W.** Phone LW 3875

Rob Merryfull, Phil Virgona and I went back to Jeff Wolfgang's property 'Mayfield' at Denman to pick up the 23-60 parts we had pulled out from under a water tank to move to Jeff's new storage shed. Photos below of parts stacked on the trailer behind the tractor.





**The trailer and parts were parked in the shed and thankfully now under cover for the first time since having arrived at the property all those years ago to languish and weather the elements out in the paddock.**



**We found the above box of parts in a shed however as the humidity was so intense we erred on the side of caution and all decided it would be better to return yet again in cooler weather and pick up the remaining parts (chassis, radiator, wheels, lights and steering columns) for storage in the main shed.**



**Whilst we had lunch Jeff showed us a model of a country gate a farmer from Jerrys Plains (near Denman) had invented that would automatically open and shut. Photo below.**



**The model was about 2 metres long and made from wood and was used by the inventor to demonstrate his product. The idea was when approaching the gate was the cart wheels would travel along a guide and trip a lock on the gate which was spring loaded and it automatically opened. Once through the gate the wheels entering another guide would trip another lock and the gate would close. The mechanism to operate the gate was located beneath the planks across the wooden structure. Jeff was not aware of any gates fitted to any properties around Denman or in fact if the farmer made any sales.**

**Ian Irwin from Canberra sent me the attached photograph of a D Type. Dave Kirke from the Committee in the UK has confirmed the car is a war type factory staff car which were recommissioned following the great war. Dave had not seen the photograph previously and said the location where it was taken maybe identifiable from the style of house in the background.**

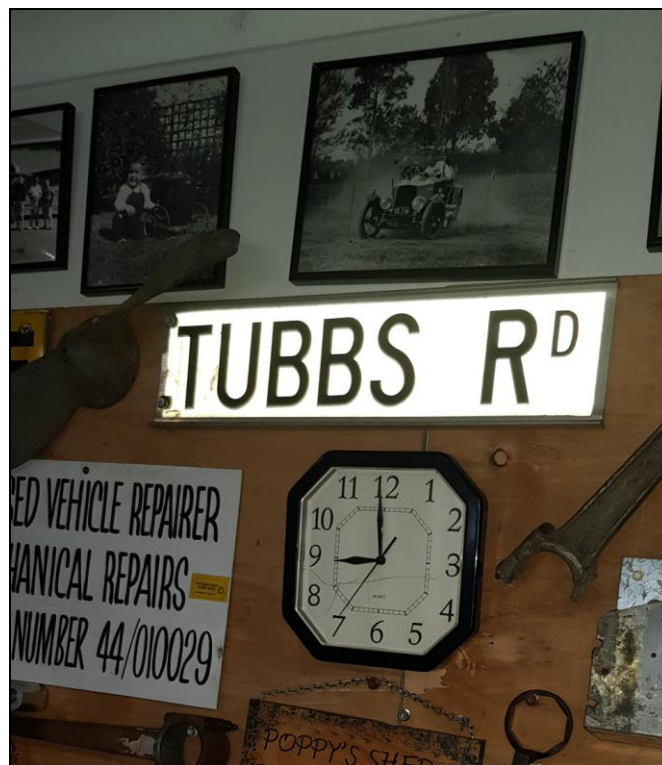
**You will see the knock-on don't have the ears on them and are tightened up using a C spanner. The radiator is not polished and the windscreen appears to be fitted with a hand operated wiper.**



**Michael Kenwood from Queensland sent me the photograph below of a street sign he recently saw. Obviously there are no true believers in the area and or have previously driven past it as it is still there.**



The sign above brings to mind one I saw below in a workshop.





**WANTED.**

**Phil Lamrock is looking for an original petrol tank filler cap for his 23-60 - OD1010. Anyone having a spare one they are prepared to sell please ring Phil direct on mobile 0413 801 503**

**This brings to an end the April newsletter and I guess there are many of you out there fettling your Vauxhalls to ready them for the Veteran and Vintage Vauxhall Rally at Beechworth later in the month. (update - if only this was still so)**

**I look forward to seeing all the Vauxhalls again (more than were at Merimbula) as well as catching up with all the entrants on the rally.**

**Cheers.**

*Dave Stuart.*

**Mob: 04 2828 2360**

**Email: [tubby2360@gmail.com](mailto:tubby2360@gmail.com)**