

# **A - D VAUXHALL REGISTER**

## **AUSTRALIAN NEWSLETTER**

### **AUGUST 2020**

**Hello Everyone.**

**Following on from the June newsletter and the article on George Green's A Type A11.596 where it is mentioned by Lester Thearle that Terry Cook may have been the young lad sitting in the A Type beside the driver Greg Daley, I have more information now to hand. I was put in touch with Terry Cook who still lives in Sydney and when I mentioned the photograph of the five young lads in George's A Type, Terry told me that he remembered it well and as we spoke to brought the photograph up on his computer.**



**A11.596 at Geo Green's home in Castlecrag**

He confirmed that it was Greg Daley behind the wheel and that he is sitting beside Greg in the front seat. He said the lads in the back were L to R - Tony Lee, Ron Levy and Peter Davis (dec'd). He still has fond memories of the generosity that George Green displayed allowing him and many other young lads all around the same age access to the large collection of veteran and vintage cars in George's collection. It was a huge privilege to be invited into the group of enthusiasts to gather at George's house in Castlecrag on the weekends or at the Green's Motor Museum at Leppington.



*Garry Rainsford's A Type A11.596*

The photograph above is George Green's A Type A11.596 still owned by Garry Rainsford of South Australia. Garry emailed me to say that he bought the car in 1987 from Bob Collett in Queensland and recalls that it was still painted red.

Photograph below Terry sent me of himself in George's 30-98 OE279 which is now owned by John Wilson who lives in Dural near Sydney.



*Terry Cook in George Green's 30-98 OE279*



*George Green's Prince Henry C.118*

The above photograph shows Tony Lee driving the Prince Henry (now owned by Wayne Merton of Dural near Sydney) with Peter Davis (decd). Behind the Prince Henry is George Green's Rolls Royce balloon car and as you can see it is fitted with the wicker basket for the balloon. Adrian Garratt (OE203) from the north isle of New Zealand now owns the balloon car and it has since been fitted with a touring body.

This is the last of the George Green photographs sent to me by Terry Cook who advises that George's garage had room for 22 cars and normally held about 16 cars that we being used on rallies as well as some restorations going on as well. To quote Terry:

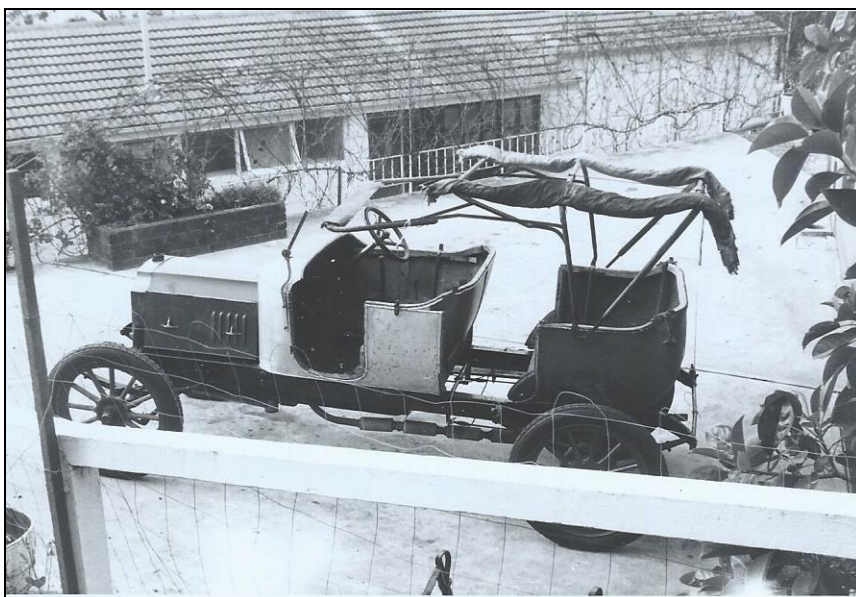
*The garage was purpose built under his house (or should I say the house was built on top of the garage!) and held up to 22 cars.*

*We generally had around 16 cars there - these were mainly restored cars which we used for rallies.*

*There were normally 2 or 3 cars being restored.*



It was interesting to see that in the photograph below A11.596 is fitted with what was known as a bank of sausage mufflers. I had not seen this before however Terry Cook said they were original and on the car when George purchased it and remained on the car after restoration. Alexander Hayward from the UK also confirmed these types of mufflers were fitted to the early A Types.



*Factory photograph showing exhaust*

Peter Holebeach rang me after reading in the article on my 23-60 in the April newsletter to let me know that he did not know that David Croaker Snr owned OE227 which is actually now in Peter's ownership. Checking the 30-98 Register I could see this was a typo and David Croaker's 30-98 was actually OE225 and is now back in the UK. I put this down to my sausage fingers and I also blame spell scan, it should have picked up such a glaring error.



*OE225 in the UK*



*OE227*

**As a follow-on to the photograph Ian Irwin sent me of the 1904 Vauxhall on display in Sydney, Dave Kirke from the UK sent me the below email and photographs.**

Hi Dave,

Another excellent newsletter which brightened up the day here. I will put it up on the Register website shortly.

I can add some information about the photograph sent by Ian Irwin from Canberra. The car is the 1904 single cylinder car (04.102) which is today in Vauxhall's Heritage collection in Luton. This car was brought back to Luton around 1927 by Percy Kidner, and recommissioned for the Brighton veteran car run in 1928 (reg: TM1784). Subsequently it was shipped to Australia for publicity purposes. While in Australia the car had an NSW plate, 50.394.

It is believed that the car went to the USA, possibly just pre-war, and was returned to Luton around 1946. It was entered in the 1950 Brighton run (reg: JNM 400), driven by Kidney who assisted its restoration at the time.

I've attached a few photos. The Oz pictures were sent to me by George Seymour a few years back.

I've had the privilege to drive the car on the Brighton run in 2012 (see below), but that's another story.....

Best wishes,

Dave



Above. — The showroom of Barlow Motors, Melbourne, during their special "Vauxhall Week."

Inset. — The miniature model of the Vauxhall six-cylinder Princeton Tourer.

At left. — The old 1903 model Vauxhall, showing the miniature Princeton Tourer on the folded down windscreen.



*Dave Kirke driving the factory 1904 Vauxhall on  
Westminster Bridge*

**Terry Parker from South Australia sent me the article below he wrote describing the 3 litre Vauxhall engine he has.**

### Three Cylinder Vauxhall

Seeing a 3 cylinder Vauxhall motor in the workshop, various visitors are moved to comment on the rarity of such things, and these days they are. However, in the early part of last Century maybe they weren't so scarce. When more power was needed, more cylinders were added, a process which has continued for 100 years. Two cylinder motors were built with either 180 or 360 degree crankshafts, meaning that in the first case uneven firing occurred, or in the second, significant balance weight was needed. Enter the three cylinder in-line motor, with crankpins set at 120 degrees. Smooth running and even firing, with constant power pulses, while not overlapping, at least produce a more

consistent torque than a single or 180 twin can produce. The 360 twin is at least regular, but with a pause between pulses, still causing chains to snatch. Anzani and others produced 3 cylinder fan configured air cooled motors, and I can't get my head around what the power impulse diagram might look like for those. I have seen and heard a 4 cylinder fan motor in a replica Torpedo motorcycle, and that sounds quite regular.

Vauxhall's first in 1903 was a horizontal single of 6hp, followed in 1905 with both 1.4 and 2.4 litre 3 cylinder motors available. Triple expansion steam piston engines were common, and given the marine experience of several of the proponents, the logic of a 3 cylinder petrol engine might have been attractive. The experts tell us that a vertical 3 cylinder engine will have inherent rocking couple problems, causing vibration and reduced component life. However, the low rev range of these motors, like their steam engines, probably avoided the issue, or at least kept it to tolerable levels.

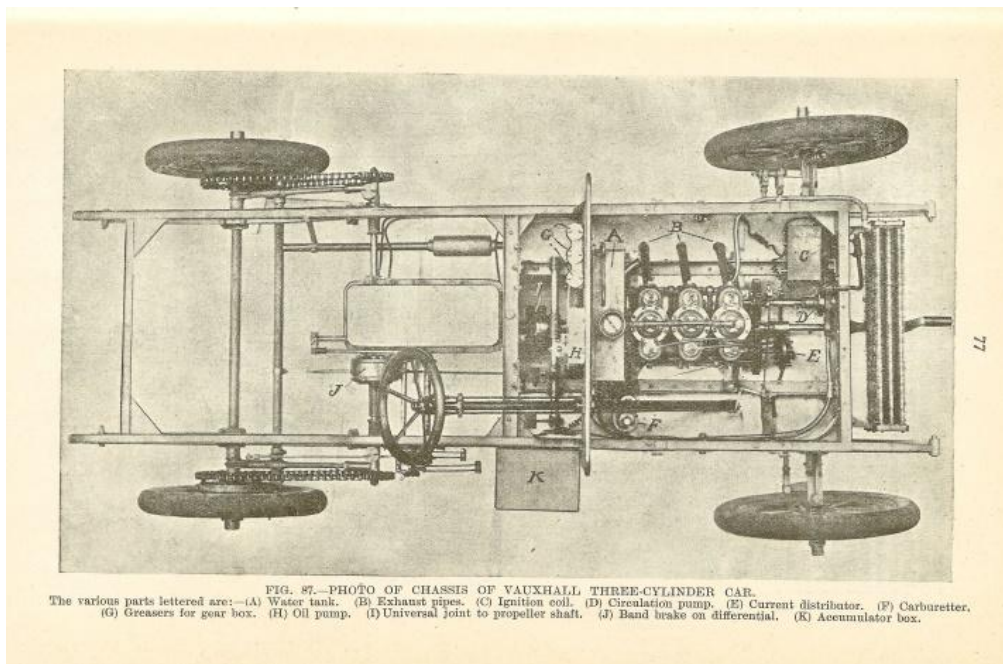
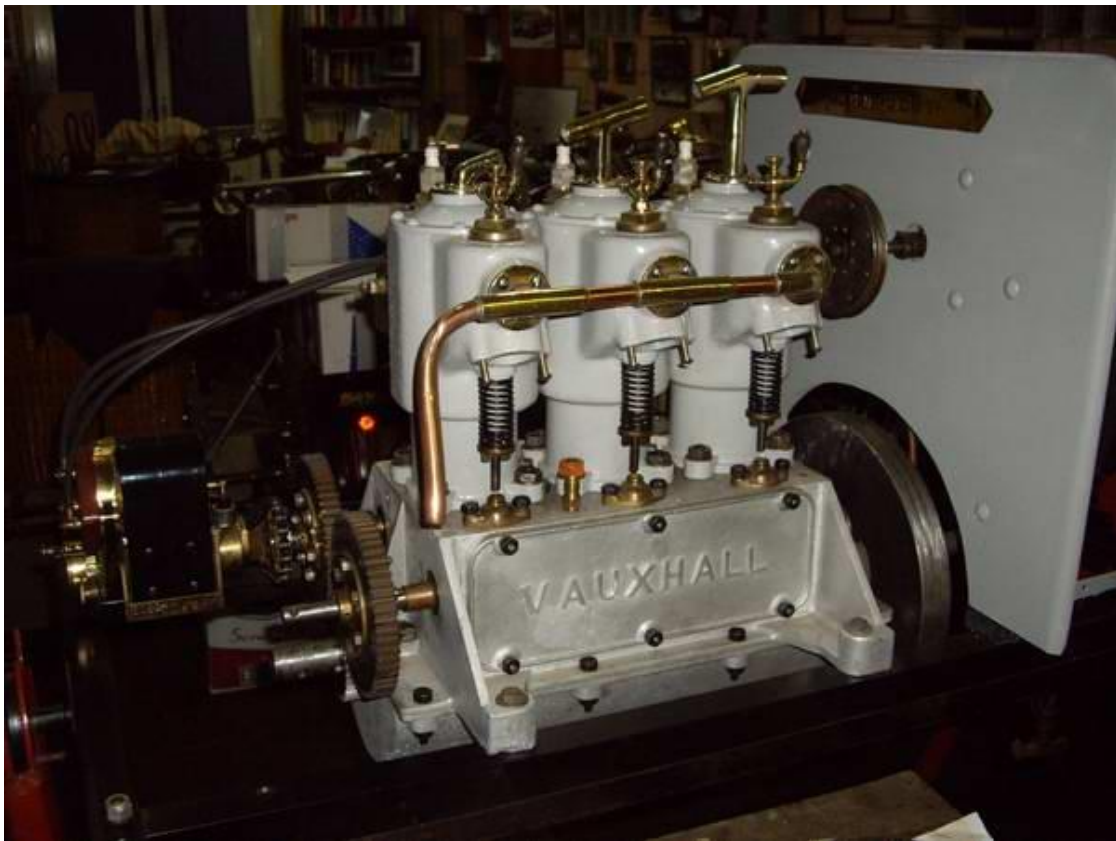


FIG. 87.—PHOTO OF CHASSIS OF VAUXHALL THREE-CYLINDER CAR.  
The various parts lettered are:—(A) Water tank. (B) Exhaust pipes. (C) Ignition coil. (D) Circulation pump. (E) Current distributor. (F) Carburetter. (G) Greasers for gear box. (H) Oil pump. (I) Universal joint to propeller shaft. (J) Band brake on differential. (K) Accumulator box.

The motor I have was recovered from Mannum after the 1956 floods, where the contents of boathouses along the bank were spread out on lawn to dry out. A veteran motorcyclist saw the motor completely disassembled and strewn

*Terry Parker's 3 cylinder Vauxhall Engine*



amongst the debris. He bought it and later sold it to Laurie Vinall, and it remained in pieces until the barn was cleared out following Laurie's passing. I was involved to a small extent in moving parts on, and for my efforts David sold the motor to me. I rebuilt it to running order, but with no other parts, it

remains on a stand. It had been used to power a boat, which could have been fitted anywhere along the Murray. There are two complete cars in UK, and another in Spain.

**Michael Kenwood from Palmwood in Queensland send me the below history and photos of his D Type D2908 which his father Howard a well known member of the Queensland Vintage Motor Club found and restored.**



**D2908**



# 1919 D Type Vauxhall

## THE SPECS:

Engine Type: 4.2ltr 4 cylinders Fixed Head Side Valve  
 Body: Aluminium Skinned Over Timber Frame Kington Tourer  
 Transmission: 4-speed manual Wheel Base: 10 ft 10 inch  
 Electrics: Watford Magneto/C.A.V Lighting  
 Colour: Grey/Blue Period Correct Matching Numbers  
 One of 37 Left In The World



## THE HISTORY:

This Vintage beauty was purchased by Howard & Alison Kenward from a country farm in Muckadilla (west of Roma), and was trailered home to Nudgee in 1973. At the time, Howard was surveying a farm in the local area where he found the car in parts. It could not be seen from the street however, it was sitting in the middle of a paddock, where it finally broke apart. The chassis had been used on the farm as a dray behind a tractor until it broke, which was where it was left and later found by Howard. During this time, the gearbox was being used to hold up the barn door.

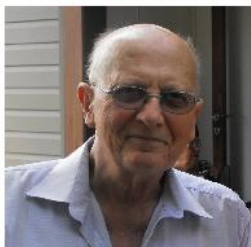


## THE RESTORATION:

The project began by Howard in the mid 1990's whilst battling illnesses. Mechanicals were Restored by Howard with help from his boys. Timber Body was built by Howard to exceptional standards. The only original panel is the Bonnet as that was found in the rafters of the shed in 1973. It restoration was completed after Howard's passing by his three boys Geoff, Mike & Chris. The finishing touches were finally applied mid-2012.

## OTHER VEHICLES RESTORED BY HOWARD AND ALISON

1912 Crossley  
 1934 Wolseley Hornet Special  
 1925 Austin 7



In loving memory of  
 Howard Arthur Kenward  
 (14/11/1940 - 01/05/2011)



In loving memory of  
 Alison Elizabeth Kenward  
 (28/05/1943 - 24/06/2013)



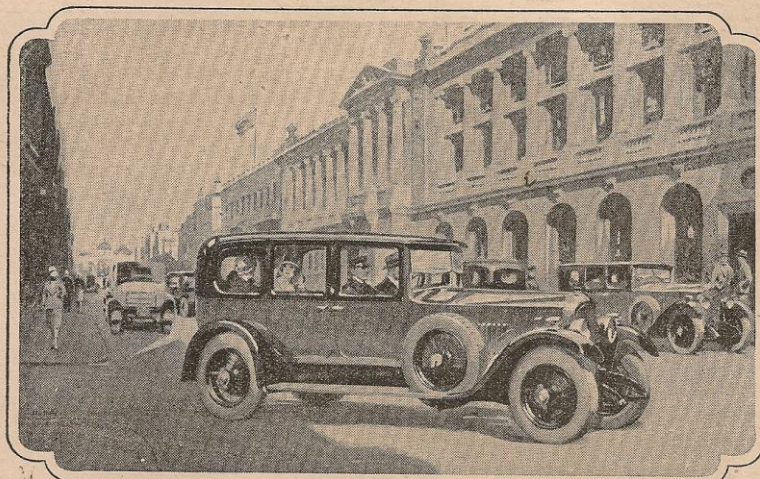
*Dashboard of D2908*

**Leigh Whitfield from Victoria send me the below information on the 25/70 Vauxhall which had a six cylinder sleeve valve and the early ones were bodied with 23-60 saloon bodies. They were a handsome car and I think there is only one I know of and it is in the UK. Maybe someone out there might be able to correct this.**

**I am not aware of any cars or remains of any 25/70's out here in Australia.**

**I remember Geoff Collins telling me that he only ever saw the one 25/70 in Sydney and recalled it was travelling up William Street in Sydney towards Kings Cross and was blowing quite a lot of smoke.**

**You will see the attached article with photographs and more if you google "Vauxpedia" and click on Vauxhall S – 25-70 box. Unfortunately I was unable to copy the photographs and advertisements to include in this newsletter.**



The 25-70 h.p. Vauxhall 'Granton' enclosed Limousine, £1,675.

# 25-70 VAUXHALL

*A car of unique power smoothness*

"I AM writing to give you my experience of the 25-70 Sleeve Valve Model which you delivered to me early this year.

May I say that this car was selected in competition with the best cars of any make, and I think it has more than fulfilled the expectations which were formed of it on its trial runs. The car has now done over 4000 miles, so that I have had a fair opportunity of judging its performance. On long-distance runs over fairly good roads, I have considerably improved on the averages set up by myself on one of the best known makes of sports cars, this I think owing to the tremendous braking power and absolute silence of the engine, even when doing over 65 m.p.h. The general running is so

smooth, and the steering so light, that one arrives at the end of a 300-mile run without any feeling of fatigue. In hill climbing also the car has shown a marvellous performance, the well-known Sutton Bank being climbed easily without recourse to bottom gear. The car has also done some splendid sporting climbs, including Wrynose in the Lakes, a hill which I think is only usually considered suitable for motor cycle competition work.

The petrol average is very good, about 19-20 miles to the gallon, and for all-round performance, and speaking as an owner-driver of over 10 years' experience, I do not think that there is any better machine produced up to the present." 24th May, 1927. Ref. T.F. 959

Single-sleeve valves, six cylinders 81.5 mm. by 124 mm., controlled combustion, balanced crankshaft with central flywheel, Vauxhall hydraulic four-wheel brakes and independent rear brakes, roller-bearing mounted springs, Dunlop cord balloon tyres 33" x 6 1/2", wheelbase 11 ft. 4 in. Chassis £1050

VAUXHALL MOTORS LIMITED, LUTON, BEDFORDSHIRE  
Telephone: Luton 466 (4 lines) Telegrams: Carvaux Luton  
DISTRIBUTORS IN THE PRINCIPAL TOWNS

**Vauxhall**  
THE CAR SUPEREXCELLENT  
Models: 14-40 h.p., 25-70 h.p., & 30-95 h.p.

SG 70

KINDLY MENTION "THE MOTOR" WHEN CORRESPONDING WITH ADVERTISERS.

C21

## **VAUXHALLS SUPEREXCELLENT SUPERCAR – THE S TYPE 25/70**

Closely related to the contemporary 30/98, although far less familiar, the 25/70 was the first six -cylinder Vauxhall model to appear in the 1920s and replaced the 23/60, the four-cylinder engine of which lacked the smoothness and silence increasingly demanded by its intended clientele.

At the 1925 London Motor Show, a few weeks before the General Motors takeover Vauxhall launched the car, aimed fair and square at the luxury market. Priced at a cool 1000 Guineas (only 250 Pound below the price of the Rolls Royce Phantom II) the S Type 25/70 broke altogether from the tradition of general Vauxhall design for its 3.9 litre six cylinder engine was a single sleeve valve unit. The Valveless sleeve valve had slots in a moving cylinder wall instead of conventional poppet valves in the search for absolutely silent running. The best known sleeve valve vehicle was the Daimler which was the favourite car of the Royal Family. This used a Knight type engine which used separate concentric sleeves carrying inlet and exhaust ports in the cylinder walls.

Harry Ricardo was again hired by Vauxhall to design the engine their new car, the design requirements were for a six-cylinder engine of exceptional smoothness with a target power output of at least 70bhp. Work started early in 1924 with experiments with the less complex single sleeve system on an inline six-cylinder prototype engine. Ricardo had found a new advantage in the single-sleeve valve system, the lack of a red hot exhaust poppet valve gave him the freedom to design a combustion chamber shape without the need to be concerned over the risk of pre-detonation. The engine featured a new conical frustum combustion chamber shape with the spark plug located at the apex in relation to the piston which also meant the new design of cooling water jacket was as close as possible to the spark plugs and worked in the opposite direction in the head to standard

practice at the time which ensured controlled temperature distribution across the whole cylinder head. Engine component balance was taken to new heights, every part was specifically selected, weighed and corrected if required.

The huge crankshaft was extremely rigid with each web counterbalanced and sat on no less than 10 main bearings lubricated by a pressure fed oil system, it was claimed to be almost immune from wear and it probably was. A silent chain specially developed by Skefco was used to connect the front end of the crankshaft to the sleeve operating worm shaft which was mounted on 9 bearings and drove the sleeves through a combination of worm gears & cranks operating at half the engine speed. A further silent chain driven off the sleeve shaft was used for the magneto & lighting dynamo which was enclosed in same housing which could be rotated to compensate for any chain slack.

Special die-cast aluminium pistons were used with three rings the lower of which was to prevent oil passing to the piston crown. The inlet & exhaust manifolds were arranged as two three cylinder engines with no interface between the front and rear trio of cylinders. The engine used an 81.5mm bore and 124mm stroke giving a total capacity of 3881cc and produced 70bhp@2700rpm.

Following traditional Vauxhall practice the engine was a very good looking power unit with neat pressings and as much ancillary items enclosed as possible, it was also of a compact overall size considering its large capacity. Although not advertised, Vauxhall anticipated a decoke would be required every 25 to 30,000miles as opposed to the normal 10,000miles which was the average at the time. The Burt McCullum single-sleeve system was patented so Vauxhall had to pay royalties for using it. On paper the 25-70 engine was carefully designed and equally carefully assembled, theoretically the ideal smooth, quiet power unit for a large and heavy prestige car.

Given its weight and performance something special was needed to stop the car and accordingly Vauxhall ventured for the first time into a hydraulic braking system. Breaking new ground with the engine was matched by the 25-70 braking system, never a Vauxhall strong point, because for the first time self-adjusting 4 wheel hydraulic brakes were fitted. The front brake pistons and cylinders were controlled by heavily loaded piston ring which had a clearance in the piston groove sufficient to let the brake shoes return to the free position after application. To follow up lining wear the rings were forced down the cylinders by the pistons, thereby giving automatic take-up. Acting simultaneously with the front brakes was a contracting transmission brake for the rear wheels. The handbrake was mechanically actuated independently of the hydraulic system and acted on the rear wheel drums. Great claims were made by Vauxhall as to the efficiency of the system which again, on paper, brought the 25-70 into line with rival models. The same system was also used on the last of the 30-98 models. The system used a special fluid that could be supplied by Vauxhall or mixed by a Chemist, the chemical formula conveniently printed in the owner's handbook. The seals, unfortunately, were prone to hardening and leaking – especially if the car was not used regularly. It was not uncommon for the owner to find a pool of fluid under the car and no front brakes!

Unlike the rest of the 25-70 the transmission was conventional with a close ratio 4 speed gearbox driving through a twin plate clutch that was balanced in the same way as the engine to ensure the greatest possible smoothness. The semi floating rear axle was fitted with roller bearings and spiral bevels as well as an aluminium cover plate, the final drive ratio was 4.0:1. Semi elliptic leaf springs were employed all around the car with friction dampers and the steering was by worm & wheel, all normal Vauxhall practice at the time.

Deeper in section and of 11' 4" wheelbase, the 25/70's chassis

frame was considerably longer than that of the 30/98.

The weight of the 30/98 (OE) chassis was 26cwt compared with 31.5cwt for the 25/70, and on average the cost of the sleeve valve model, both for the chassis and comparable body, was 15% more than the 30/98, and that was an expensive car. Road testers in 1927 found that the 2½-ton 25/70 limousine would just attain 70 mph and that the hydraulic brakes were 'exceptionally good'.

Its sales brochure described the 25/70 as a 'full-sized motor carriage of the most stately kind' and six body styles were illustrated: two open touring cars, two saloons - the boxy 'Normanton' and stylish 'Ormonde' - and two formal cars, a landaulet and a limousine.

Boasted the company 'the utmost care has been taken to test this new car thoroughly before it is offered to the public, and few vehicles have undergone such a gruelling trial before they were put into production'.

However the combination of cost, and complication – and the General Motors takeover – meant that the 25/70 found few customers. It is believed only about 40 were actually sold before the model was discontinued in 1927. Among the select few owners was the father of the Motor Industry, Frederick R. Simms. In 1928 he applied to join the newly formed Circle of 19th Century Motorists, at which time he proudly noted that his current car was a Vauxhall 25/70. It is also known that the Prince of Wales was chauffeured around in a Royton Tourer during 1927.

There is only one known survivor, an Ormonde saloon in England.

The extreme low number produced, and the fact that many parts such as the gearbox, clutch, steering and some axle parts were common to later 30/98s and as such were seen as a good source for "Thirsty" spares, only served to accelerate the breaking up of the few produced.

How many of these ever reached Australia is unknown but must have been very, very few. While I cannot find any period advertising for the 25/70 when new a few have appeared in adverts as second hand units. These include a “Sportmans” sedan which was apparently imported by a member of the English cricket team, one was a tourer – presumably a Royton and a third was described as a sporting two seater, most likely a Grosvenor.

Many years ago Doug McCann said there was a rumour that a very large Vintage Vauxhall saloon was lying derelict somewhere in Gippsland which was thought to be a 25/70. Unfortunately nothing ever came of it but you never know.

Acknowledgements to David Booker (Vauxpedia), Ian Coomber, (Vauxhall – Britain’s oldest car maker), David Burgess-Wise – (Vauxhall - A Century in Motion) and Bonham’s Auctions for information collected for this article.

So are you can see the 25/70 was an interesting car however their sales success tends to paint another picture.

Ian Parsons from the UK is on the Committee of the A – D Vauxhall Register and owns a 1914 A Type Vauxhall A918/A912, it was an Australian delivered car when new. I met Ian in the orchard car park at Prescott Hill Climb a few years ago and he showed me the A Type which has a lovely Ascot roadster body. Ian has written quite a lengthy article (below) on the history of his car which went new to Queensland and sent it to me together with the attached photographs of the A Type’s recovery by Alan Hale in outback Queensland.

Below is a photograph of the car as it now appears. It was taken in Wales near Rhayader and the Elan Valley in March 2018. Ian mentioned, “I hope it looks suitably colonial and dusty”.



### **THE DISCOVERY OF A 198/A192**

I find the history of our cars fascinating and little was known about my Vauxhall's discovery by Alan Hale in Queensland. Although he had died in 1972, I was determined to find out more. Distances in Queensland are huge and I am full of admiration for those early motorists in N Queensland who were driving entirely on dirt roads and many miles from towns.

Alan Hale was an enthusiastic Vauxhall owner and collector as well as quite a character. He lived in Brisbane, working for a petrol company, and travelled around Queensland. He discovered the A Type with Engine A 186, West of Brisbane, and found the car with Engine A 192 in Northern Queensland, the chassis frame of which was cut in half to fit on his trailer. I believe he did not reveal exactly where they were found. Both cars were kept at his home. He wrote to Jack Newell in March 1964 describing the two cars as well as his two 30-98's. The car with engine A 186 was sold to Peter Harris in late 1971. Unfortunately, Alan Hale died in a petrol fire at his home possibly in 1972. Brian Brown collected the car with Engine A 192 from Alan Hale's widow. He also acquired the remains of a 30-98 and the ex Max

Wurst Prince Henry from other sources. The whole collection of parts was sold to Nigel Price in 1972 who was then living in Sydney but in 1973 moved to Christchurch. After Nigel had rebuilt the PH, having used the lights and front axle from the A Type, Nigel then sold the A Type to Tony Airs in 1976. It came with an original Identification Plate stamped Car A 170 but with no engine number stamped and this was used to obtain a NZ Registration Document. Tony bought a front axle from George Gilltrap and sourced a CAV lighting set.

In 2011 I visited Russell Massey in Brisbane, the owner of car A 35. He introduced me to Peter Harris, Howard Kenward, Bob Collett and George Gilltrap. Howard told Russell Massey that Alan Hale and Alan Sypher were in the Ravenswood area in the 1960's and found the car on a station near Ravenswood. As they only had a box-trailer they cut the chassis in half and hid the axles to collect later. George Gilltrap had a copy of the 1920 Queensland Motor Manual that listed all Registrations by district in numerical order and included the owner's address and make of car. There were only nine Vauxhalls registered in Queensland in 1920, seven with Brisbane registrations, one in Warwick and one in Hughenden. I was pretty certain that the Vauxhall owned by W J Tomkins, Inglewood, Warwick is the car Peter Harris owns and the Hughenden one, which was owned by a C K Peel of Antrim Station, is mine but I needed further proof. The Massey car was in Clermont and not registered in 1920 as it was in a garage there having suffered flood damage. It had been bought new by the Tolsons of Glenmore Downs near Clermont. Following correspondence with Peter Harris about his car and his recollections of purchasing it from Alan Hale we realised that the Identification Plate I had should have been on his car. So his car is A 170 with its original engine and, from the Vauxhall Build Records, mine is actually A 198 also with its original engine. I shall have to rectify this change of Car Number with the DVLA in the UK at some time.

C K Peel was a well-known person in North Queensland. He bought Antrim Station, 60 miles south of Hughenden in 1914. It was 45,000 acres and he had shorthorn cattle, sheep and a stud of race horses. He modernised the homestead and built various outbuildings including a fine motor garage. There was a lengthy biography in about 1922 of him in "the History of Queensland" with photos of Antrim homestead. He was president of the Hughenden Jockey Club, a member of the Flinders Shire Council and a JP. He was evidently a man of some substance and influence. I do not know what caused him to buy a Vauxhall but it is possible that he knew the Tolsons, keen horse race owners of Glenmore Downs near Clermont and was impressed with their car, A 35. The Edkin's family had properties in Longreach and would have known the Tolsons so perhaps that resulted in their Vauxhall ownership. A 198 was manufactured in November 1914. There is no record of its original body type but it would have either been a tourer or a 2 seat Ascot. It would have arrived in Queensland in

early 1915. The Vauxhall was registered P91 in 1920 and Q 4458 in 1923. A series of droughts caused Peel to limit his horse breeding and he died in 1933 and his wife later that year. They had no children and Antrim Station was left to the station foreman, who was related to Mrs Peel, and sold to the Tindells in 1954. The original homestead was destroyed in a fire in the 1960's and a replacement property built. I suspect that A 198 was only used for special occasions as there was also a Hupmobile registered to him, but I have found no mention of the Vauxhall in any contemporary press.

I was initially confused about the mention of Ravenswood as this is an abandoned gold mining town near Charters Towers and 200 miles from Hughenden. I met Brian Brown and Nigel Price on subsequent visits to Christchurch. Brian Brown confirmed his collection of it as more or less a complete car from Alan Hale's but confused me with reference to an unchopped chassis frame coming from John Giddy of Kenthurst, NSW. Nigel gave me photos of the car parts in Sydney and on its arrival in Christchurch clearly showing a chassis cut in half. Then in 2016 I visited Russell Massey as we had planned to visit Clermont and Charters Towers to try and find out more. He told me he had talked to Graham Wilkinson in Brisbane who had accompanied Alan Hale on one of his camping trips in a pick-up. Graham was a retired policeman and had kept a record of this visit. We went to see him and imagine my delight when he produced four photos he took, maps of where the vehicle was found which was at Lennox Station, East of Aramac and North of Jericho. He could not remember the exact date but late 1950's early 1960's. He told me that it was open in the yard facing a fence. There was the bonnet and the remains of the front seat tub. The car was dismantled on site and a photo shows the engine, radiator, steering column and lamps in the pick-up. The flywheel was left behind as the pick-up was overloaded. This is clearly the same engine photographed at Nigel Price's so is the definite proof that these parts are from my car and is the car owned by Peel. I believe that Alan Hale went back with Alan Sypher sometime later and collected the remaining parts and cutting the frame in half to fit the trailer. Graham went back to Lennox a few years ago to see if any of the car was still there but there was no sign of it and the property looked deserted. Lennox Station had poor grass and was used as an outstation of Laglan. It was used as a stopover when driving livestock to a rail station. It is about 120 miles from Antrim Station and there is a homestead called Ravenswood 8 miles East of Aramac so the original reference to Ravenswood was correct but we assumed the wrong one. I presume that there was a problem with the car and it was abandoned as it had served its useful purpose by then and it really was a long way from repairers.

Tony Airs found that the mechanical components were not terribly worn so the car had not been abused as a hack. He started the restoration with a friend of his, Alan Lake. The offside

front crankcase mounting had cracked and there were signs of the subframe, a pressed steel U section, cracking around the front crankcase bolt. He welded the chassis halves back and strengthened the subframe with rolled U Section steel reinforcement. They completed about 80% of the work including a replica of the Ascot body but restoration stalled after the death of his friend and hardly any further progress was made. I bought the car from Tony Airs from Christchurch in September 2007, shipped it to the UK and finished it.

I would be delighted if anyone could add further to my findings. I am indebted to Russell Massey how has helped me enormously in this search for information which has been fascinating.

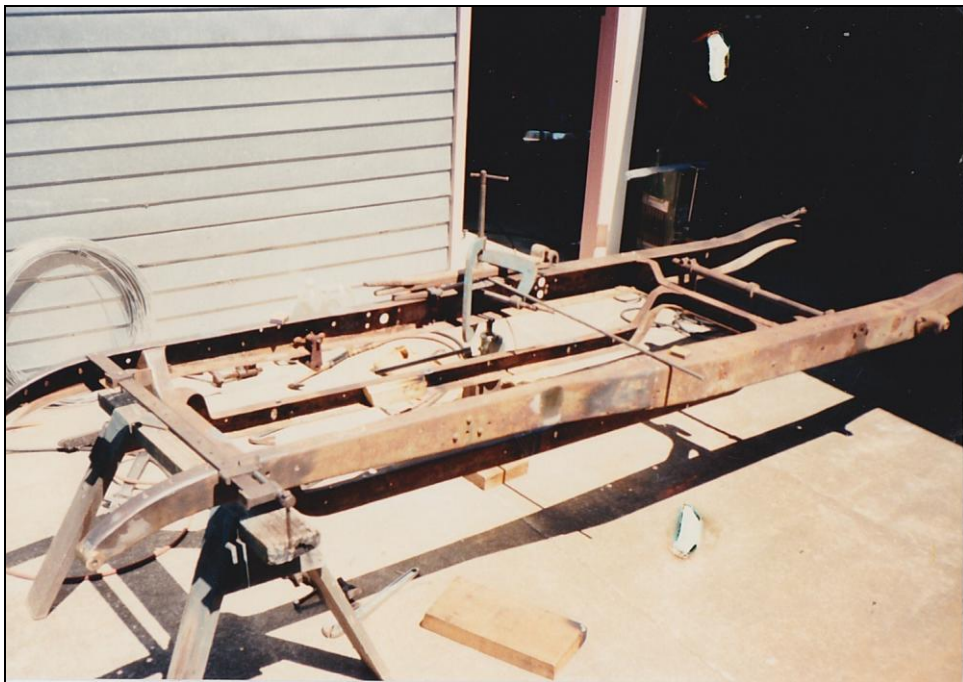
Ian Parsons.



*Alan Hale of Qld with A Type's radiator in the ute.*



*Front section of chassis and radiator*



*Two halves of chassis re-united*

Not Vauxhall but close as can be seen when yours truly and John Giddy (OD714 - OE116 – OD844 – OD494 – E366) many years ago went to a fancy dress dinner in Batemans Bay as Laurel and Hardy whilst on a Vintage Motor Club rally. Murray McDonogh dressed up as a gangster complete with violin case.



*Oliver & Stan*



*Oliver & Gangster*

It was a great night and I recall Brian Boardman OD961 went as Charlie Chaplin and looked more like Charlie than Charlie himself, so to speak.

When you think back, our Vauxhalls have introduced us to some nice friends and wonderful memories. They have got us into places to see things that without the cars it may not have been possible. We should cherish the time we have with our cars and enjoy them and the company of their owners to the fullest. So here endeth the sermon.

**In the April newsletter this year there were photographs depicting the Vauxhall parts Phil Virgona, Neil Heilbrunn, Rob Merryfull and I retrieved on a property in Denman that had languished out in the open for the past forty years or so. Well last week the same team returned to Mayfield the retrieve the remaining parts that had been stored in a number of sheds on the property. The following photographs depict those parts.**



**We have started to help Jeff Wolfgang assemble the 23-60 parts onto what we believe is a D Type chassis and when completed to a complete rolling chassis it will be ready to place in Denman's Historical Society's Museum. Jeff is the Chairman of the Board of Directors of the Museum and it has been his long time ambition for the past forty years or so to see this happen. Whilst I am against Vauxhalls ending up in museums I guess we can be thankful the parts have not ended up in Simms Metal. Jeff was quite reluctant to sell the 23-60 off so I guess the museum option keeps the car alive. Photo of Jeff and the rolling chassis so far with engine OD102 in place.**



**Jeff had another long term plan and that was to place a veteran 10.5 litre White and Poppe six cylinder engine into the spare 23-60 chassis he also had. Now this chassis was in many pieces**

however when we returned to the property recently Jeff had welded and lengthened it back together using new steel in the parts depicted in blue in the attached photograph. Her had also shoehorned the big engine into the chassis and now has it turning over and is working on getting it started using compressed air.



In one of the sheds we found a veteran Berliet radiator and Jeff is now going to use this radiator on the car. When a friend on an adjoining property saw the big engine in the 23-60 chassis he exclaimed, "Holy Moly" and that is now what Jeff is calling the beast.



**I will keep you up to date in following newsletters with the progress of both projects**

**Recently Greg Mackie was on his way up to the Hunter Valley see us in his 23-60 OD592 following the recent rebuild of the engine. Unfortunately when not far from home the 23-60 suffered a failure to the water pump. It had been previously brazed up as a result of the impeller chewing into the back of the water pump's flange. The brazed repair failed and let water out of the engine so the car was placed on a trailer and returned home.**



A call for help went out through a national mail out for a replacement water pump and thanks to Tim Fraser he was able to offer Greg a spare one he had however it too had suffered the same fate as Greg's so would need repair. Greg decided to repair the one he had and below are photographs of how this was done. Machining off the damage he machined a spigot to take the new plate which he had laser cut to shape.



*Damage machine off*



*New plate laser cut to shape*



*Water pumped repaired and back on the engine*

Greg is not one to let a problem beat him and enjoys a challenge. I think it is a credit to Greg to repair the 23-60's water pump and a lesson that all is not lost when at first you are faced with what appears to be a catastrophe.

### **FOR SALE**

John Kent from Crank Start Engineering in Wangaratta has had a set of side plate covers for side valve Vauxhall engines cast in aluminium. These plates were normally fitted only to D Type engines however give added protection to the cam followers and help retain lubrication. If you would like to purchase a set of fully machined side covers from John give him a ring on 03 57983053



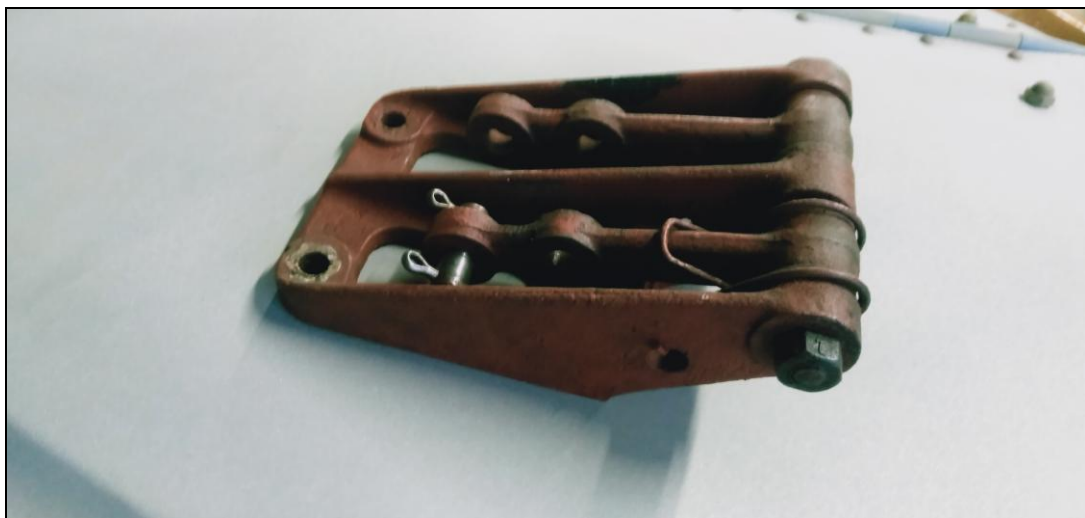


**For Sale:** 1925 Vauxhall 30/98 OE235  
Original Grosvenor Carriage Co Roadster.  
Glyn Farrell  
Ph: 0408584829  
Email: [glyn\\_farrell@yahoo.com.au](mailto:glyn_farrell@yahoo.com.au)



## **WANTED**

Noel Richardson has a 1923 14-40 M Type Vauxhall and is looking for rear brake idler mechanism as depicted in the attached photograph. If you can help Noel please ring him on 0439 348 710.



## **WATER PUMP GREASE**

For those of you who have in the past used Penrite water pump grease in their Vauxhalls you will be pleased to hear that Penrite no longer have this product available. However there is light at the end of the tunnel as Castrol in the UK still produce it.

Castrol in the UK make a water pump grease but it is not sold by them out here. Paul Gordon of Fastphase Classics in WA brings it in and sells it at \$26 plus delivery for 500g jar. Phone 0407 216 660.

Euan Coutts OD793 reports he purchased a tub from Paul Gordon and it arrived from WA to Orange in a few days with about \$10 postage.



**Greg Roberts from Renwick in the Southern Highlands of N.S.W. advised me the other day his D Type Vauxhall D3688 is now road registered and left the shed under its own power though at this stage has not actually travelled along the road. This has been a long restoration of nearly some 10 years and the D Type has come a long way from the condition it was in when Murray McDonogh, Richard Walton and I pulled it out of a chicken shed near Ingleburn.**



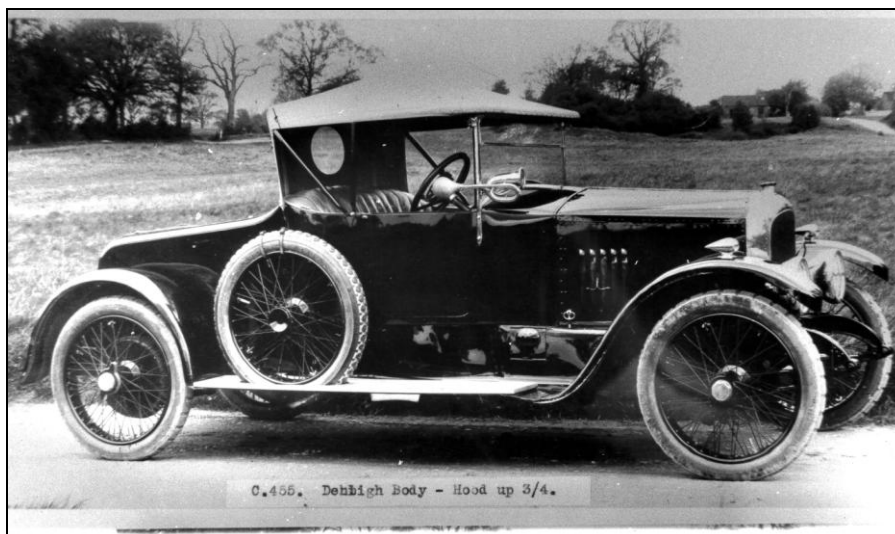
*D3688 in my factory at Ingleburn*



*D3688 leaves the shed under its own power*







*Factory photograph of Denbigh 2 seater.*

Originally the car came new with a Kington five seater factory body however the back had been cut from the car and it was turned into a ute and used to retrieve fish crates from fishing boats that came up to the beach near Maryborough in Queensland. Greg has built a new body for the D Type copied to that of a factory Denbigh 2 seater as depicted in the photograph above. Greg and Gill were booked into this year's George Green Memorial Rally at Cowra in September however as the rally has now been cancelled because of the Covid – 19 epidemic we will now have to wait until later in the year to see it.

That's it for this newsletter so I would like to thank Terry Cook, Michael Kenward, Garry Rainsford, Dave Kirke and Leigh Whitfield, Euan Coutts, Greg Mackie, Greg Roberts as well as Ian Parsons (UK) for answering my call for help and supplying me with material for the newsletter. Please keep sending in material I can use in the newsletters, it all helps and is appreciated.

Cheers.

*Dave Stuart.*

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