

# **A - D VAUXHALL REGISTER**

## **AUSTRALIAN NEWSLETTER**

### **DECEMBER 2020**

**Hello Everyone.**

**Well what a year it's been, with getting the Vauxhalls ready for the rally in Beechworth, the world being struck down with the Coronavirus, the cancellation of the rally to Beechworth and being in self isolation going mad seeing us spending far too much time on the computer. Then again the computer did provide some light entertainment to help us along the way and gave me time getting this year's newsletters completed in draft form up until December.**

**On Thursday 16<sup>th</sup> April I received a reminder on my phone to pick Dave Kirke up from the railway station at East Maitland as he was coming out from the UK for the Vauxhall Rally. It was a sad reminder of how unfortunate we have been this year with things relating to our Vauxhalls. However with that all behind us we can now get on with life and again get out in our Vauxhalls and catch up with each other.....roll on April for a Beechworth restart.**

**Dave Kirke from the UK sent me the advertisement below and advises:**

**With more online time recently I found the attached D type advert. It appeared in a magazine called 'Karelia' dated 11.5.1919, an engineer Arvo Pietinen announced that he is the sole salesperson of Vauxhall cars in Finland.**



This D Type has a lovely barrel shaped body and you might notice the rear springs are cantilever.

The photograph below is John Giddy's 23-60 OD714/OD714 outside the family home in Strathfield and is prepared for a V.M.C. rally. John sold the car to Bill Pearce of Brunswick Heads on the north coast of N.S.W. and it is now owned by Paul Talliano of Victoria.



The 23-60 below OD633/OD633 is an Australian delivered car and believed to have been found in outback N.S.W. bodied with a Kington body. Geoff Hood owned it and sold it to Warwick Parsons in Caloundra Queensland who went about restoring the car.



*OD633/OD633*



*OD633/OD633*

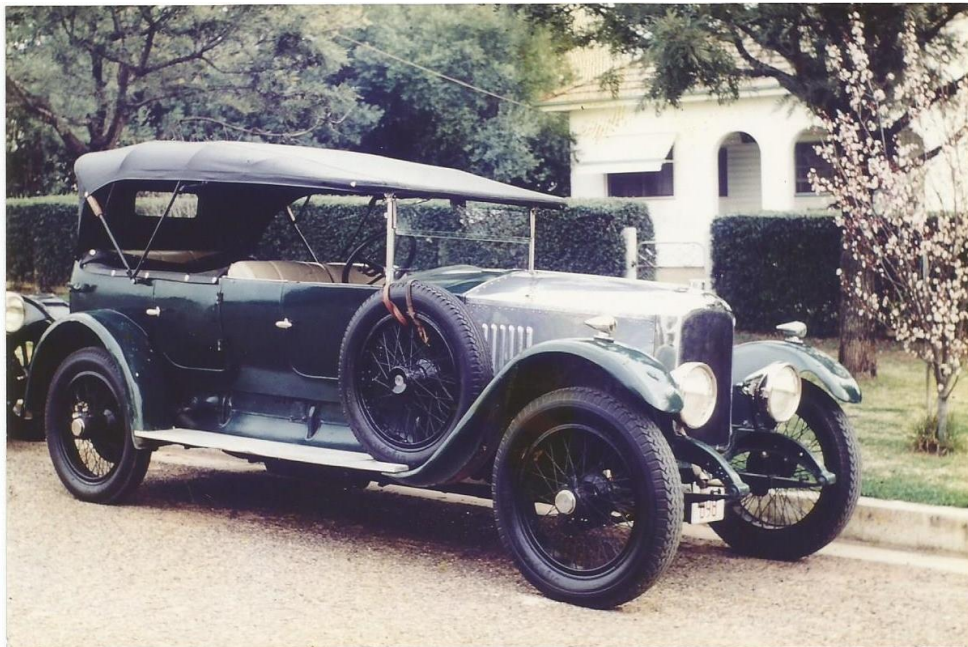


Warwick built a new steel framed body along the lines of a 30-98 Velox and extended the front guards to give them more rake. I drove the car shortly after Warwick put it on the road and thought it went very well. The foot brake was connected to the four wheels and the engine had twin SU carburettors. To me it had an appealing look.

Warwick car sold to Bob Collett also of Queensland then it passed on to Warrick Hampstead of Victoria. Warrick drove it for a couple of years and had to sell it so the car went to auction in Victoria. It sold at auction and went to the Netherlands.

OD633 still in the Netherlands is for sale again on Pre War Cars and looks to have been maintained in excellent condition however the twin SU's have been replaced by a single carburettor.

Quite a few years ago now Richard Walton and I were asked by the wife of Ron Palmer of Nelsons Bay in N.S.W. the owner of OD620/OD621 to have a look at their 23-60 as Ron had died and they were thinking of selling it. In 1983 the car looked in lovely condition as can be seen in the photograph below.



*OD620/OD621 in 1983*

**However when we arrived to see the 23-60 at the Palmer residence we were to find it in rather sad condition parked in the cluttered garage at the rear of the house as per the below photograph.**



*OD620/OD621*

**There was a fair amount of rotten timber below the windscreen pillar on the near side of the body however to be fair the more we looked at the car the more we could see what an original old thing it was. Maybe a really good detailing would have brought the 23-60 back up to a reasonably presentable condition. Anyhow we told Mrs Palmer how much we thought the car would sell for and were to later learn the family had decided to keep the car and not sell it.**

**OD620 is now owned by Ron Palmer's son Michael who it would appear is now estranged from the family and living somewhere in Queensland and still has the 23-60. I keep in touch with Michael's cousin and he will let me know if and when he makes contact with his cousin.**

**This makes about six 23-60 sleepers we know of in Queensland leading N.S.W. and Victoria with three each.**

You might recall Professor Julius Sumner Miller's TV show was called, 'Why is it so?' and this is the question being asked about the stampings on the front axle, gear box and back axle of Alex Hayward's 23-60 OD1303. It is believed that OD1303 was the last 23-60 to come off the production line in 1926 however as illustrated in the attached photographs you will see the stampings on OD1303's axles and gear box are quite different.

The normal stampings on an unbraked 23-60 axle were AF1234 with the AF standing for axle front. Braked axles were numbered OD123. On the gear box they were normally stamped G1234/A with the G standing for gear box. The diff was normally stamped on the rear of the near side housing with VMS AB1234 17/62 with AB standing for axle back and 17/62 the pinion and crown wheel ratio > 3.64 to 1.

The photographs below are the stampings on OD1303's front axle, gear box and rear axle.



*Different stamps used for each stamping*





*Diff stamping on offside not the normal nearside*

As you can see the front axle seems to have a stamp from a different set of stamps used for the AF4518 and remember the braked axles were normally stamped OD123 etc starting from OD1.

The gear box is stamped G3391/A and it is believed comes from an earlier 23-60. Dave Manhart who was the previous owner of OD1303 replaced a noisy 3<sup>rd</sup> gear in the gear box and in doing so it appears built up another gear box in the process and then installed it into OD1303. After Dave Manhart died Greg Roberts purchased a gear box from Enid Manhart for the restoration of his D Type as the gear box in his car had some corrosion to the near side flange. The gear box he bought off Enid and now in the D Type is numbered 4511 with the numeral 11 stamped upside down. Photo below.



*Gear box now in D3688*

With the numbers of the gear box in the D Type being so close the front axle and diff numbers on OD1303 it is most likely this is the original gear box for Alex Hayward's UK 23-60 OD1303.



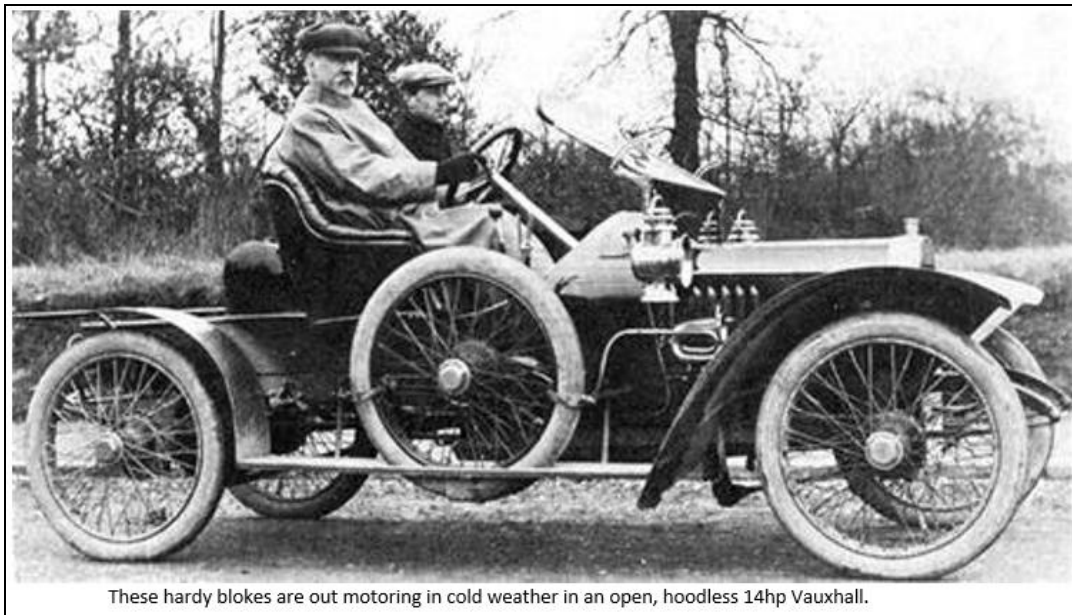
So what's the point of all this and you might well say, as Professor Sumner Miller often asked, 'why is it so'. Well, those in the UK who know more about these things have suggested two scenarios. The first being the stamping job for OD1303 axles and gear box was allocated to the apprentice who on the day had an enormous hangover, god bless his little sole. Then Dave Kirke from the UK has, and I think more rightly suggested the parts were stamped in this fashion by the apprentice who had a sense of humour and it was done in this fashion on the very last of the 23-60's run, simply to confuse historians 100 years later.

I guess we will never know now and as they say in the classics, it is all part of the rich tapestry of life in the history of Alex's 23-60.



*Alex Hayward's 23-60 OD1303 at Ingleburn.*

**Ian Irwin sent me the photograph below and Dave Kirke from the UK has provided additional information regarding the car as also set out below.**



These hardy blokes are out motoring in cold weather in an open, hoodless 14hp Vauxhall.

Morning Dave.

I love this picture!

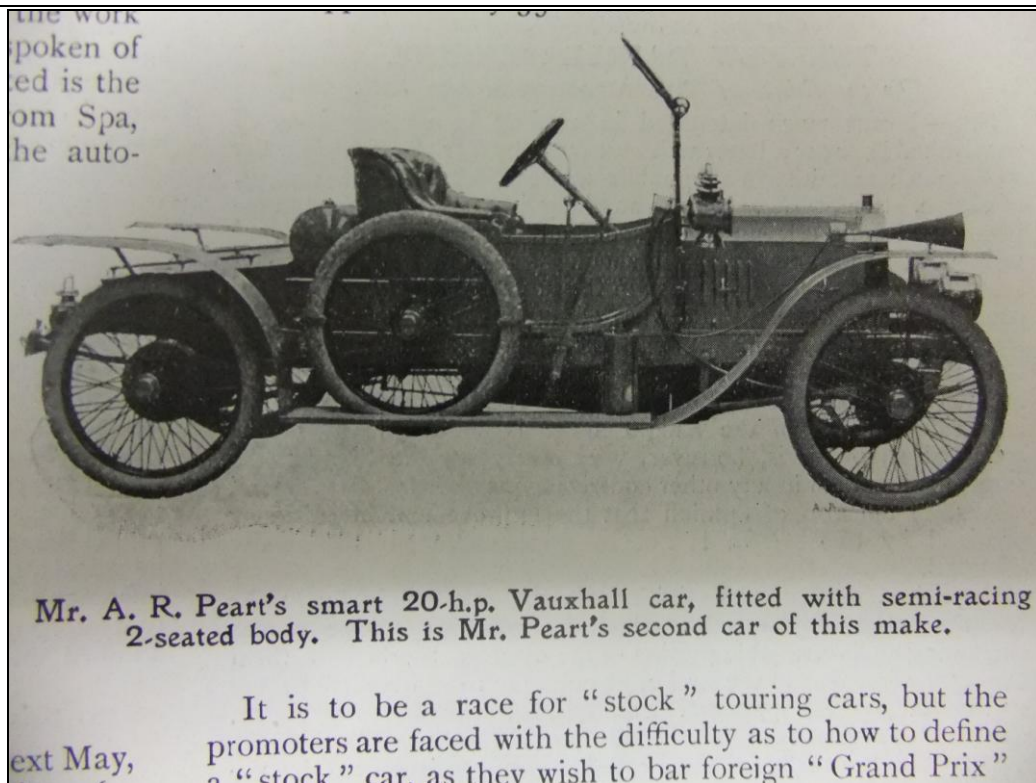
I'm sure it is a Vauxhall. Possibly an X type 12-16hp. The side on picture hides the parallel bonnet flutes.

I found the attached photo which I think came from Ian Parsons. A very similar body on an early A type. You have to look quite closely to see the differences: for example the front wings and windscreen. I wonder if the picture you sent is Mr Peart's first Vauxhall?

Cheers,

Dave.

Additional information re the identification of this car above points towards it maybe this car owned by a Mr Peart and reference to this car being his first Vauxhall. The photograph below is captioned this 20hp Vauxhall is Mr Peart's second Vauxhall.

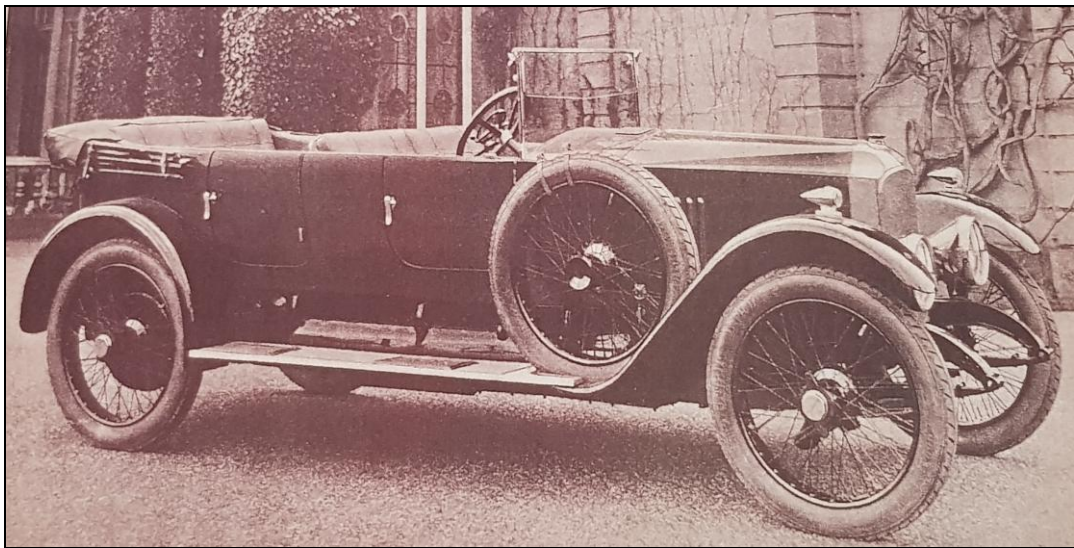


Below is a copy of a factory photograph for the 23-60. This is an early 1922 or 1923 two wheel braked car and you will notice the door handles are in the unlocked position. If you turn the handle clockwise it unlocks the door and turning it anti-clockwise locks it.

On the running board there are two rubber stepping mats. I have one of these original mats that came off my 23-60 and if anyone knows of someone that can reproduce them I'm sure we could find a market for them with 23-60 owners. They measure 7 1/2" x 14 1/2" and were screwed onto the running board with square drive screws and German silver machined washers.

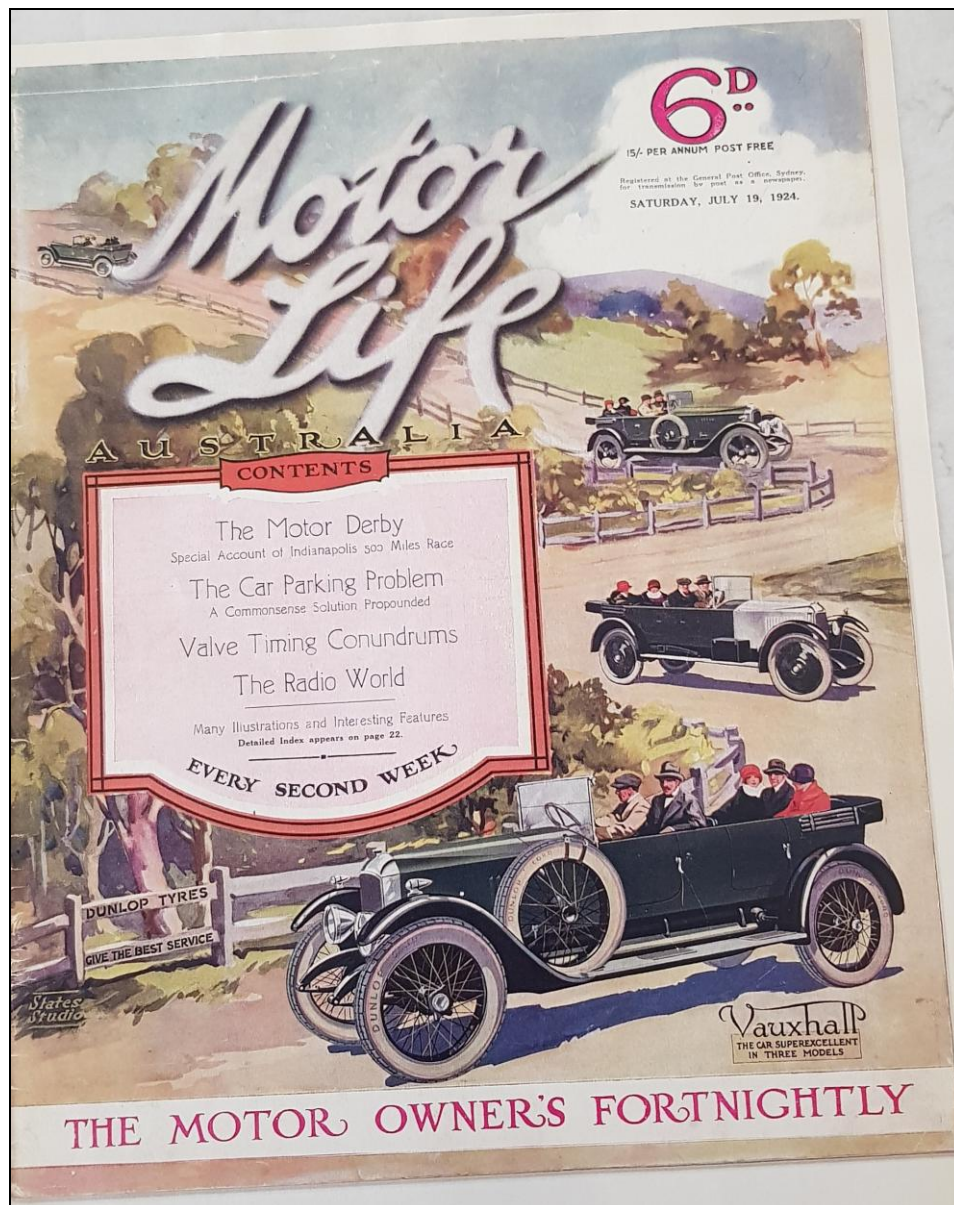


**Please contact me if you know of any company that may be able to reproduce the mats and I will get a price to see if it is viable. There would be a set of four for each car and normally the more you order the cheaper they get.**

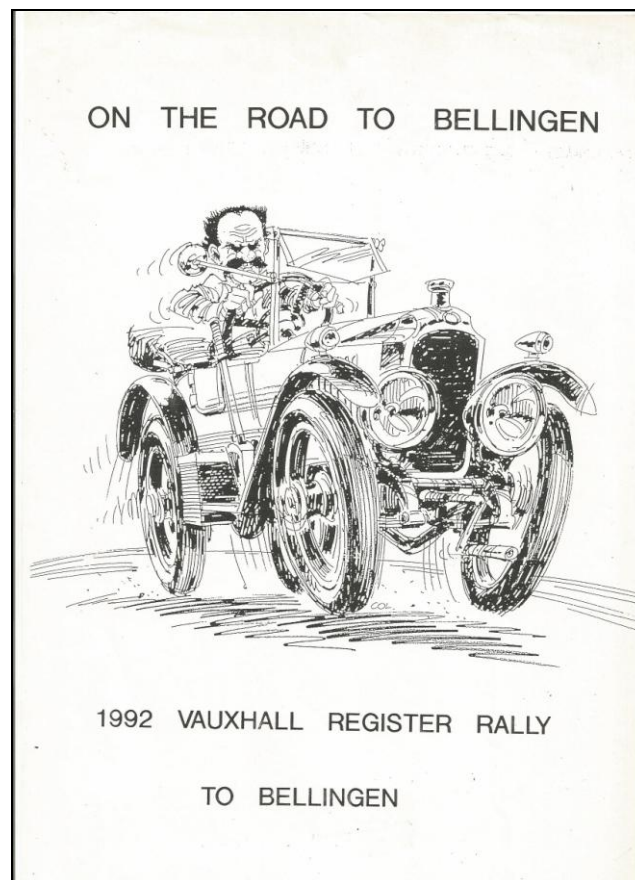


*23-60 running board rubber step mat.*

The water colour below is the front page from the Motor Life magazine produced in Australia dated Saturday 19 July 1924. It shows a 23-60, 14-40 M Type and 30-98 coming down the hill and probably another Vauxhall going in the opposite direction top left.



**For those of you who went on the Vauxhall Register Rally to Bellingham in 1992 you will recall the rally cover sheet for the instructions was as shown below. It depicts a very determined E Type driver probably trying to pass a slower 23-60 or 14-40 owner.**



**Below is the list of entrants on the Bellingham Rally and you will see that some are now in that big garage in the sky. It's a shame we can't all drive off into the sunset and the rallies go on forever.**



THE 1992 VAUXHALL REGISTER RALLY TO BELLINGEN		
ENTRANT	VEHICLE	ACCOMMODATION
1. David & Mary Stuart	23/60 Vauxhall	Double
2. Greg & Veronica Mackie	23/60 Vauxhall	Double
3. Don & Nancy Wright	30/98 Vauxhall	Double
4. Jim & Valmai Weir	30/98 Vauxhall	Double
5. Bob and Marj Walton	14/40 Vauxhall	Double
6. Harry & Pat Hagan	30/98 Vauxhall	Double
7. Laurie & Coralie Ogle	23/60 Vauxhall	Double
8. John & Marion Giddy	23/60 Vauxhall	Double plus 1 s
9. Richard & Emi Walton	23/60 Vauxhall	Double plus 2 s
10. Ron & Heather Porter	Lancia Lambda	Double
11. Brian & Dorothy Hawke	Lancia Lambda	Double
12. Brian & Meg Lewis	Lancia Lambda	Double plus 2 s
13. Bob & Phyl Pritchett	Mercedes	Twin
14. Geoff & Talma Ringrose	Stutz	Double
15. Brian & Norma Boardman	Alvis	Double
16. Alan & Ann Shepherd	Alvis	Double
17. Harry & Janet McBeth	Ford F100	Double

For some reason the above list does not include Murray, Warren and Kerrie McDonogh who were also on the rally in John Giddy's 30-98 OE116.

The photograph below was taken on the rally at Dorrigo with all the entrants in front of our 23-60 OD233 and Don Wright's 30-98 OE121. This was the second shoot for this photograph as our camera man Sticky forgot to put a film in his camera before he left the motel earlier. There were quite a few honorary Vauxallians too.

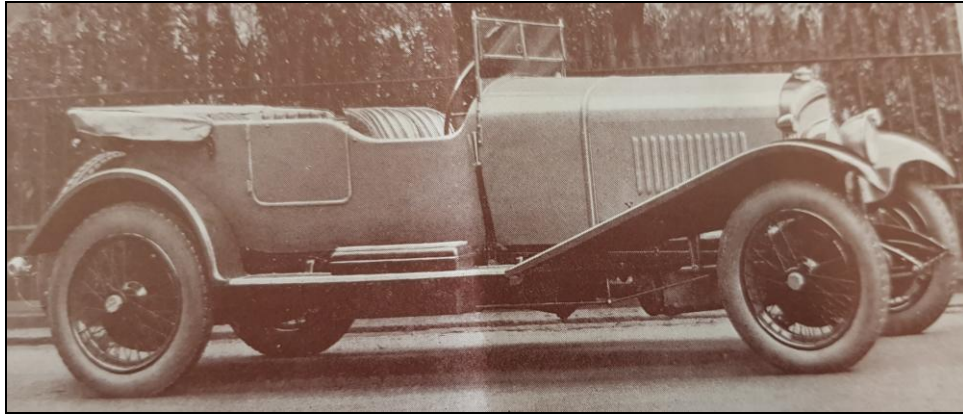


VAUXHALL RALLY TO BELLINGEN 1992

I think you would have to agree with me that the two vintage cars below say it all when comes to true vintage sports cars. Both the Vauxhall and Bentley companies got it right with their Velox and VDP bodies. With the windscreens set a little rear of centre on the body allowing for a nice long scuttle and bonnet giving each make an overall nicely proportioned car.



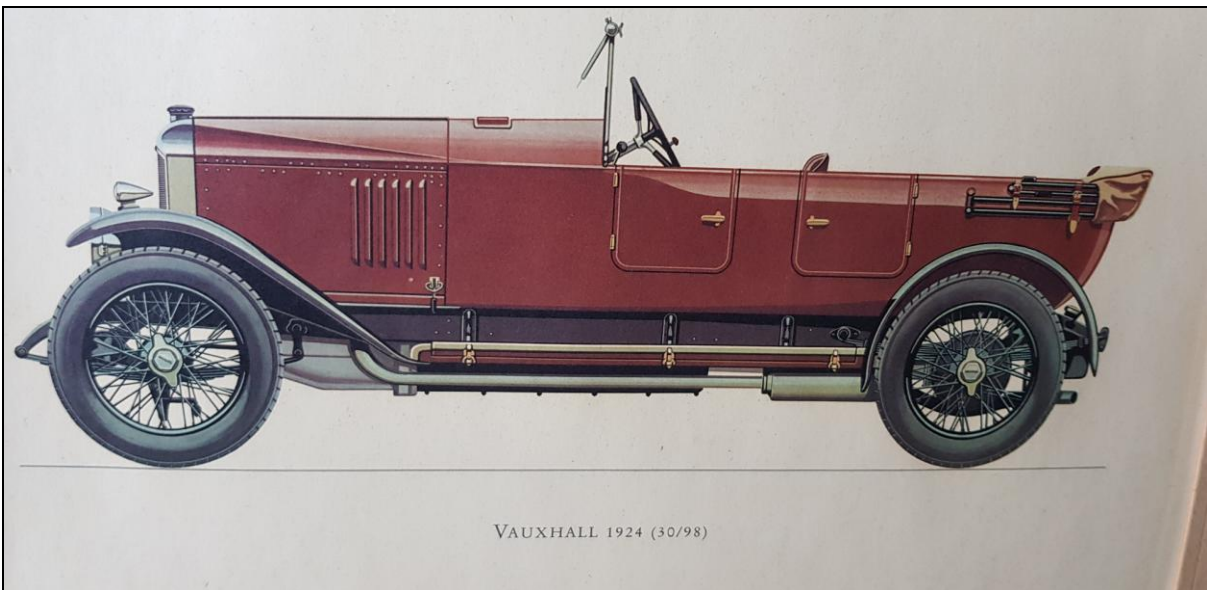
*1923 Velox bodied 30-98 OE53*



*1929 4 ½ litre VDP bodied Bentley*

I know two of the newest readers of our newsletters, being Lester Thearle (4 ½ litre) and Bret Blackmore (3 litre) of Gunnedah would both agree that each of these two cars have their own individual, unique and charming characteristics of the vintage era.

I think the E Type is the most elegant of all the Vauxhalls, it looks good, goes good and sounds good. The drawing below has some artistic licence with a mixture of E Type and OE. Note the OE body, air vent, door handles and OE bonnet, however the exhaust on the E Type's near side.





Both Lester and Margot as well as and Bret and Wendy were entrants in our Vauxhall Rally to Beechworth this year. This came about when they enquired if they too could attend our Biennial Rally in their Bentleys as we provided the type of events they enjoyed with the daily drives and places we visited on rally. As well, they enjoyed the company of our group. Both are long time members of the V.S.C.C.A. and are well known to most of us here in Sydney. As we already accepted Alvis' and a Bristol on our past events the conveners thought well why not, they would be totally outnumbered and could not possibly be seen as a threat.

The photograph below shows a group of Vauxhalls on their way to the Vauxhall Rally in Merimbula in 2018 parked at the gates to the property Inveralochy. From R to L are OE53 – OD494 – E329 - OD1303 – OD793 – OE95 and OE282.



*Vauxhalls outside Inveralochy.*

Inveralochy is located on the Braidwood Road about half way between Goulburn and Braidwood. It was the home of Doctor Geoffrey Faithfull who in 1923 purchased OE53 new from Boyd Edkins in Sydney. OE replaced the Doctor's E Type affectionately known as "Pixie". I think OE 53 was called "Pixie II".



*Inverallochy.*

**As mentioned in his obituary Doctor Geoffrey Mervyn Faithfull (1891 – 1940) was keen on motor sport and set up a grass circuit on their land on the western side of the road opposite the Inverallochy homestead. The Goulburn Motor Cycle Club formed in 1911 used the race track during the early 20's.**



*OE53 (photo courtesy of the Mitchell Library N.S.W.)*

The above photograph of OE53 was taken by M.C. Hinder in 1926 and shows Doctor Faithfull at the wheel talking to his friend Ken McLachlan seated on a racing motorcycle. It is more than likely taken at the Inveralochy grass race circuit. OE53 was from new a polished aluminium car and later sold to a George Merrivale. When you enlarge the photograph the original N.S.W. registration number 24-271 is clearly visible painted on the lower section of the radiator core. The car now is owned by Richard and Emi Walton of Sydney.

One of our readers George Seymour of Camden near Sydney sent me the article below with further information regarding Barlow Motors in Melbourne. George is a member of the Vauxhall Owners Club of Australia and a keen historian of our marque.

### *A.G. Barlow's illustrated advertisements*

In Melbourne during 1920 Lane's Motors Pty. Ltd., advertised frequently as agents for Buick, Austin and Vauxhall. However, in 1921-2 there was no advertising for Vauxhall found in Melbourne press until December 1922 when **The Ballarat Star** (not quite Melbourne) published several advertisements for Barlow Motors, Mining Exchange, Lydiard St., Ballarat, agents for Vauxhall, Crossley and Buick. These carried into 1923 and from June simple advertisements appeared in **The Argus** for new and second hand cars from Barlow Motors, now a Pty. Ltd., at 20-28 Latrobe Street, Melbourne. New Buick and Vauxhall were offered, qualified with 'AUTHORISED DISTRIBUTORS FOR LANE'S MOTORS', but only in regard to Buick. Barlow's advertised as 'VICTORIAN DISTRIBUTORS FOR THE FAMOUS VAUXHALL...' Lane's Motors advertised extensively, but solely for Buick as they had through 1921-2.

In December 1923 Barlow published his first full page, illustrated Vauxhall advertisement. These continued over the next five years, ranging from the use of catalogue illustrations to specially commissioned works, used only by him and often just once. Most, but not all, were full page. At the same time Barlow used similar advertising for his other agencies, Clyno, Bean, Stutz and White Trucks, the latter two added after GM-A was established, despite their preference for agents to be solely G.M. One of Barlow's sons, Alexander Arthur, was sponsored by Barlow Motors to accompany Francis Birtles who drove a Bean car from Darwin to Melbourne in record time in 1926, providing great publicity for the marque and the company.



Mr. Alexander George Barlow was well known in Melbourne and his name was frequently in the press, but not to do with motoring. Rather, he was well known in horse racing circles and as early as 1922 was using the name A.G. Vauxhall in connection with the filly 'Frances Tressady' which went on to win the Victoria Derby and V.R.C. Oaks Stakes. Maybe the winnings were injected into his advertising budget? Another of his good winners was 'The Wensum'.

In September 1928 Barlow introduced a sales event titled 'Vauxhall Week' during which the new 20-60 Vauxhall was promoted and the 14-40 was offered at very much reduced prices. Talks were given by several 'Factory Experts' and the newly arrived 1903 Vauxhall was on display. **The Argus** announced the arrival of this vehicle in Australia on 11 September, 1928, with a brief article and photograph. It was driven from the Melbourne wharf through the city to Barlow Motors Vauxhall Week display.

The last Barlow advertisement found was published in **The Argus** on 6 October, 1928, promoting the 20-60 Vauxhall. This advertisement shows the vehicle in an unusual perspective. Barlow then disappeared from the Vauxhall scene. An item in **The Argus** 22 November, 1930, reported on a creditors meeting in regard to the company which was stated to be in voluntary liquidation with an estimated deficiency of £96,472/1/6, a substantial amount in the day. A few weeks later **The Age** of 29 November, 1930, reported Barlow was opening a miniature golf in the Town Hall. This failed within a short time and he later went into a second hand car dealership.

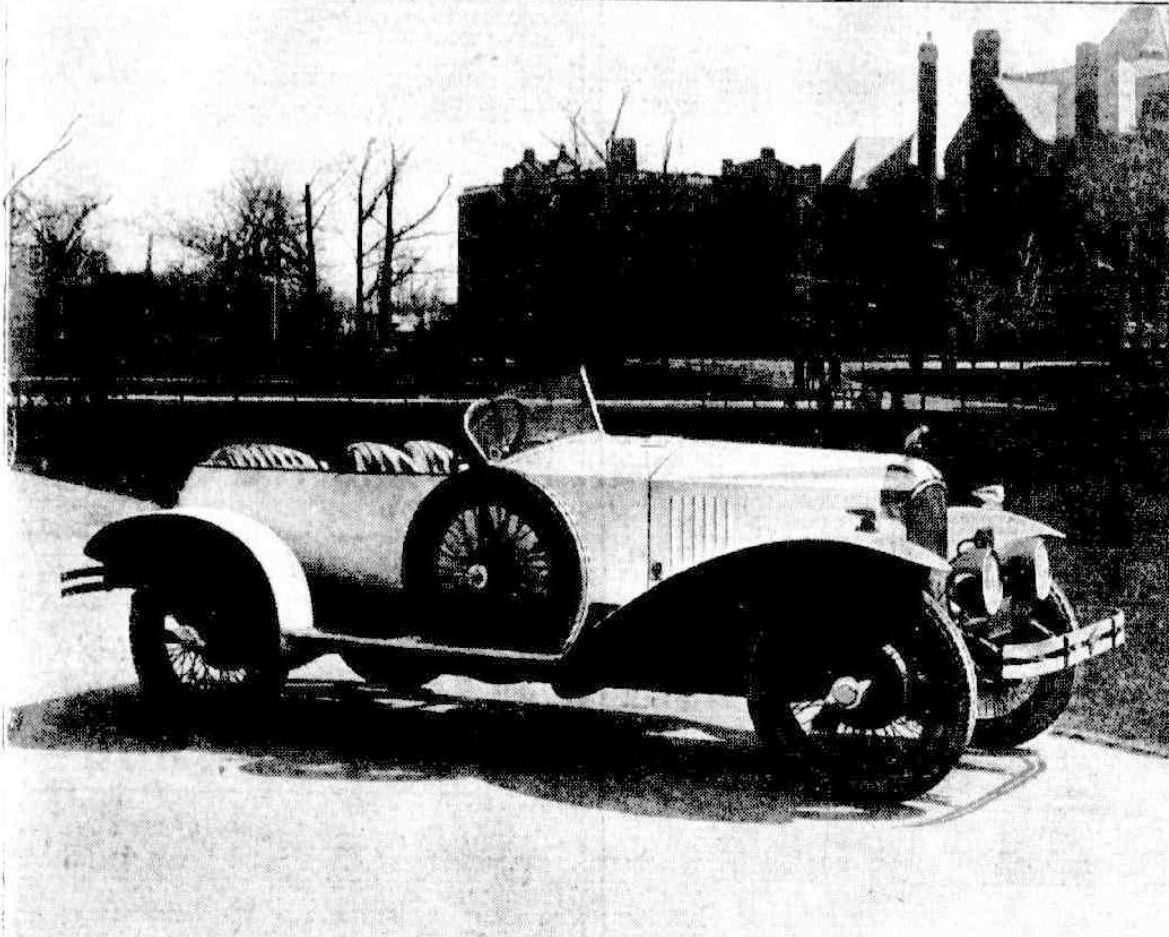
On the afternoon of 21 April, 1937, A.G. Barlow was found dead in his bed with a self inflicted gunshot wound to the head. It was reported he had been ill for some weeks prior. However, in the subsequent winding up of his company it was found to have liabilities of £53,250 and assets of £110 cash. Later, an enquiry was conducted into his affairs and it went on for more than twelve months. **The Weekly Times**, 16 July, 1938, published details of a four day hearing into the bankrupt estate, revealing many untoward and complicated financial dealings involving his bank manager, the pair defrauding a local merchant of £164,000.

Despite his regular mention in the press with horse racing, no photograph of him has been found and, unlike most other motor dealers of the period, there was no coverage found of the business. **The Barlow File** by Derham Groves found on line here, [https://museumsandcollections.unimelb.edu.au/\\_data/assets/pdf\\_file/0004/1378876/groves.pdf](https://museumsandcollections.unimelb.edu.au/_data/assets/pdf_file/0004/1378876/groves.pdf) offers useful information about the layout of the business premises, his dealings and demise after Barlow Motors. The same author publication Arthur Purnell's 'Forgotten' Architecture offers further details in parts of the book on line at <https://books.google.com.au/books?id=x8DcDwAAQBAJ&pg=PA127&lpg=PA127&dq=A+G+Barlow&source=bl&ots=jE6WeLg2aS&sig=ACfU3U0dVE90TQEqxJnMvjbzC2kkCobF-g&hl=en&sa=X&ved=2ahUKEwj1jaPxzKXpAhVe4zgGHZbkCMI4ChDoATAAegQIBxAB#v=onepage&q=A%20G%20Barlow&f=false>

Barlow's Vauxhall legacy is a fine assortment of advertisements and, while he didn't participate in motoring events like Edkins, no doubt his connections in racing circles provided plenty of opportunity to 'press the flesh' with potential buyers.

While Boyd Edkins had been gifted his 30-98 Wensum special from Vauxhall Motors Ltd., A. G. Barlow was not to be outdone. On 20 July, 1925, **The Herald** (Melbourne) reported: *'For his personal use, Mr A. G. Barlow, managing director of Barlow Motors, has acquired a new 30/98 Vauxhall built sports body of unorthodox but attractive design. The aluminium body, which is not provided with doors, is of a true boat-shape, inlaid wood being used on the "afterdeck" and interior. It is one of the smartest looking cars on the road, and Mr Barlow probably will declare that it is the fastest.'* No photograph of the car was included, and while not named as a Wensum, the description certainly fits. A full page advertisement in **The Herald** on 6 July, 1925, announced Barlow Motors Ltd., had been granted rights to sell Bean cars and trucks. The advertisement was divided vertically under the title 'ALL- BRITISH MOTOR CARS', Vauxhalls detailed on the left and Bean on the right. Until this advertisement most had used Vauxhall illustrations from English sales brochures, however, on this occasion a 30-98 Wensum photograph appeared. The background was quite scrappy and could be anywhere, bleak enough for either England or Melbourne. Uncharacteristically for a Wensum though, it is fitted with front and rear bumper bars, and what appears to be a large Cockatoo radiator cap. Given the announcement a few weeks later it is likely this is Mr. Barlow's Wensum in a local setting (below), the fate of the car is unknown.

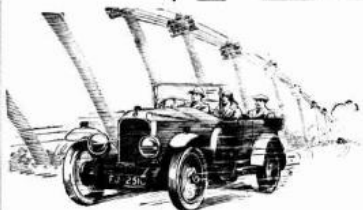
**NOTE. Does anyone out there know what the number of this car was and what happened to it? .....Dave Stuart.**



*A.G. Barlow's Wensum*



# VAUXHALL



THE CAR  
SUPER-  
EXCELLENT



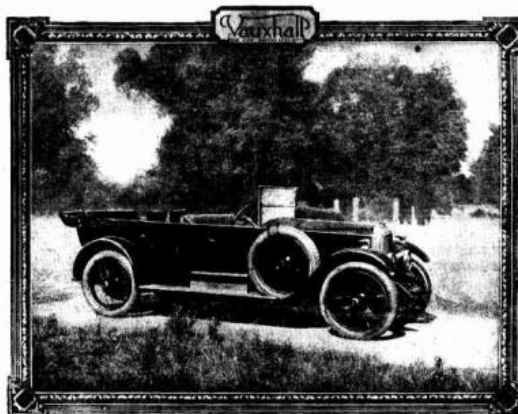
30/98 VELOX  
Speed Model  
Sporting Type

23/60 KINGTON  
Model, 5 Seater

23/60 MALVERN  
Model, 7 Seater

There is no necessity to change  
these Cars every 12 months—They  
will last you for ever

You can inspect all the  
Models at our Showrooms



14/40 PRINCETON  
Model  
Small Tourer

14/6 PRINCETON  
Model  
Small Tourer

ENCLOSED VAUXHALLS  
of all descriptions

Prices to suit everybody  
from £650 to £1500

You can buy Cheaper or more Expensive Cars, but it is impossible to buy anything better

## SPECIAL BARGAINS

CHENARD WALCKER, double-seater. This car is  
new—never registered—huge reduction off list  
price

BUICK, double-seater, sports model, latest model, 4  
wheel brakes

DELAGE, double-seater, 6-cylinder, good as new

BUICK SEDAN, 1923 model, guaranteed perfect

BUICK, 6-cylinder, double-seater. We have 5 of these  
cars from £1150 to £175, all in splendid order.

Do you notice the class of Cars that are being passed in for Vauxhalls? They must be the Favorites

See Our Exhibit at the International Motor Show, Stand 38

# BARLOW MOTORS

Cent. 9605

Cent. 9606

20-28 LATROBE ST

PTY LTD.

2 DOORS FROM EXHIBITION ST

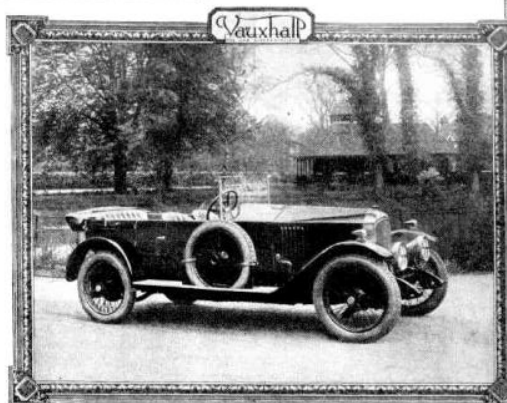
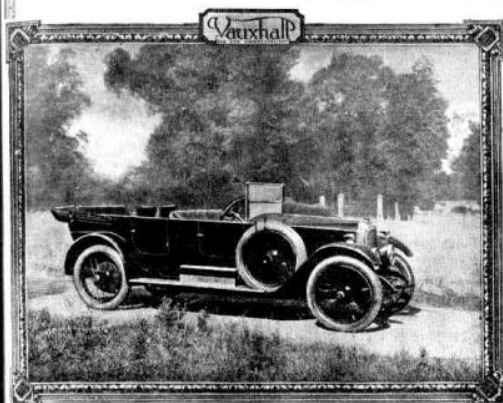
# VAUXHALLS

The Car Super Excellent

# VAUXHALLS

The Car Super Excellent

BUILT FOR LOVERS OF THE BEST



30/98 Velox Speed Model, Sporting Type

23/60 Large Tourer, Kingston Model

14.6 Princeton Model

Vauxhall Enclosed Cars

*The Finest Display of High-Class Cars  
in Melbourne*

No workshop required for the Vauxhall. Your first expense is practically the last. Once you ride in a Vauxhall, you will never be satisfied until you own one. Call at our Showrooms and inspect this Wonderful Car.

*Any defective part for 5 years, we will  
replace same free of charge*

This is the best Motor House to Get a NEW or SECONDHAND Car. We sell nothing but the best. We can give you QUICK DELIVERY of all MODEL BUICKS. We will trade your car at fair valuation on any car that we represent.

Authorised Distributors for Lane's Motors

## BUICK — BUICK — BUICK

*Quick Delivery of All Models. Deferred Payments if necessary. Our Free Service is second to None in Melbourne*

### SPECIAL BARGAINS:

ESSEX.—Single Seater, wire wheels; good order.

DAIMLER.—Single Seater; good order.

BUICK.—Double Seater, 4-cylinder, Latest Model, 4 wheel brakes; same as new.

FIAT.—Double Seater, Sports Model, great number of extras, no. covered 1000 miles; exactly the same as new.

RENAULT SEDAN.—Good order and very cheap.

VAUXHALL.—Double Seater, 25 h.p.; guaranteed perfect; same guarantee as a New Car.

FILTERED PETROL and OIL

FREE AIR

CARS WASHED and POLISHED.

LOWEST RATES.

DEFERRED PAYMENTS.

Phone: Cent.  
9605 and 9606

## BARLOW MOTORS Pty. Ltd. 20-28 LATROBE STREET

(2 Doors from Exhibition Street)

Phone: Cent.  
9605 and 9606

**Norma Boardman of Lugarno N.S.W. painted the scene below 21 years ago from the above Vauxhall advertisement. Norma in her younger days was a commercial artist and had to be encouraged by husband Brian (formely OD961 owner) to do this painting for me as a birthday present. She disliked painting cars however I think you will agree that she has done a pretty good job of this painting getting the OE right. The painting now hangs on the wall in my study.**



**You might notice the Velox body on the 30-98 does not have the cut a way on the driver's side Though the advertisement is dated 1924 the car used is one of the first OE's produced in 1922 as it also is not fitted with a rear inner guard.**



WIFFLERS---Money Prizes for Readers (See Inside)

# Table Talk

WITH WHICH IS INCORPORATED

## PUNCH

6<sup>d</sup>.

ESTABLISHED 1885.

Registered at G.P.O., Melbourne, for transmission by post as a newspaper.

Melbourne, Sydney, Adelaide, Brisbane, Perth, Hobart and New Zealand.

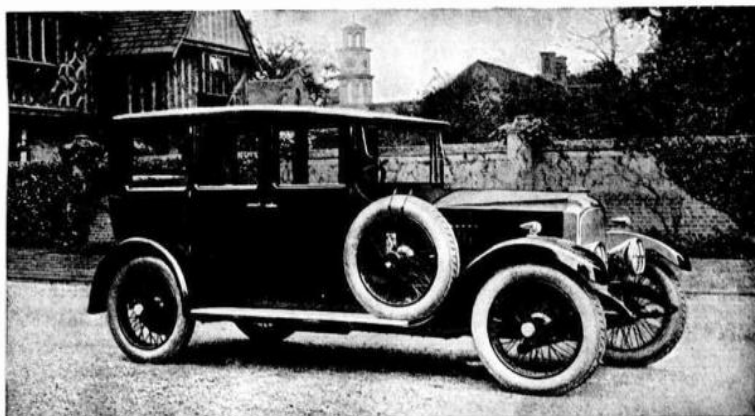
No. 3020 No. 1193 (New Series).

THURSDAY, MARCH 25, 1926

FORTIETH YEAR OF PUBLICATION.

## The VAUXHALL

-----"The Car Superexcellent"-----



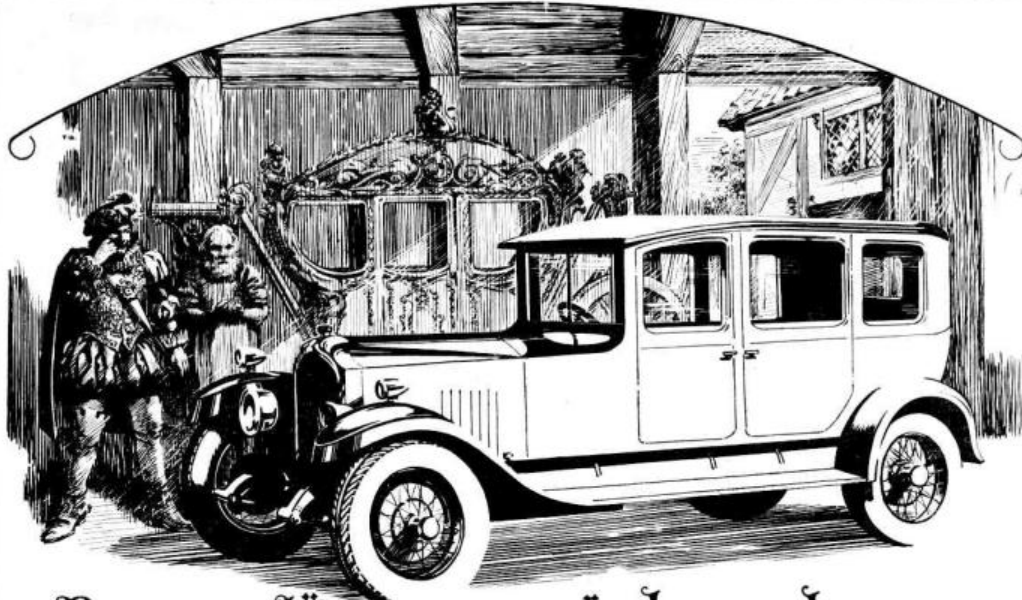
TO RIDE IN A VAUXHALL is to know at last the freedom of the road—the glory of effortless speed—the comfort of cushioned luxury—the exhilaration of limitless power at the pressure of your foot.

TO OWN A VAUXHALL is to possess the ultimate in motor-carriages—to know that in beauty, class and performance there is nothing on four wheels to surpass it.

BARLOW MOTORS  
PTY. LTD.

20-28 LATROBE ST. MELBOURNE

(2 doors from Exhibition Street) Phone: F 2161



## BUILT with "OLDWORLD" Thoroughness



HE methods employed in the construction of Vauxhall — the all British car — are not always the most rapid, nor the least costly in human effort. Vauxhall has a traditional standard of excellence to maintain, and only by the utmost thoroughness in every detail can this be achieved. No master-craftsman of old ever worked with greater thoroughness than do the engineers and artists who are responsible for Vauxhall, and the economies made possible by the use of machinery are only instituted if the Vauxhall standard of excellence is not thereby lowered. Vauxhall is thoroughly British — in every way.

We guarantee it to be made in Great Britain by British Workmen

Call and inspect, or a 24-page Booklet and Photogravure Prints will be sent free on request. Phone F2161

THE BIGGEST VALUE IS GIVEN FOR THE CAR YOU NOW OWN

### BARLOW MOTORS



20-28 LATROBE STREET, 2 doors from Exhibition St. Open Every Friday Night

The

# VAUXHALL

The Car Superexcellent

**On Goes a  
New Price Tag!**  
14-40 British Vauxhall

Reduced to  
**£395**

FROM  
**£595**

**BARLOW'S  
BIG DEAL**



WHAT a wonderful opportunity! The entire stocks of the superb 14/40 Vauxhall at General Motors had to be quickly cleared! The huge purchase on most advantageous terms resulted. Down comes the selling price at once! Every car must go immediately! Benefit by this fortunate offer and effect a sure £200 saving. Barlow's Big Vauxhall Deal will indeed make Motre History.

See this British masterpiece immediately! Closely investigate the splendid qualities of this high-class Vauxhall! And when you see the new price tag of £395 has replaced that of £595 your decision to accept is sure.

*Literature with pleasure!*

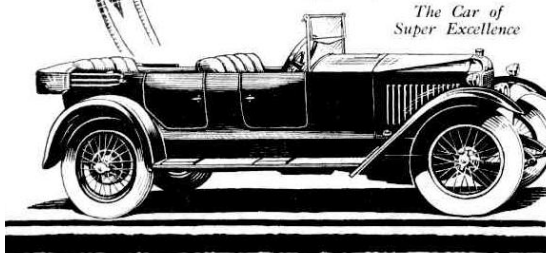
**Vauxhall**

**BARLOW MOTORS**  
PTY. LTD.  
Showrooms: 20-28 LATROBE ST., MELBOURNE, C.I.  
(Close Doors from Exhibition Street)

Open Friday Nights.

Phone F2161

*The Car of  
Super Excellence*







# This week is -

## VAUXHALL week



IN ARRANGING this fixture, Barlow Motors have provided a unique opportunity for the public to learn the inside story of the car of basic balance—the new 20/60 Vauxhall!

A Factory Expert will lecture daily at 3.30 p.m. in our showrooms, and amongst other interesting exhibits a 1903 Vauxhall should attract considerable attention.

You are invited to attend these Vauxhall Talks and to inspect the various models displayed, including 14/40 four-cylinder Vauxhall (Tourer, £395), 20/6 six-cylinder models in tourers and sedans, at prices from £565.

### **BARLOW MOTORS PTY LTD**

20-28 LATROBE STREET (Two Doors from Exhibition Street), MELBOURNE, C.I.  
Telephone F2161. Open Friday Nights.

# The Staunchness of the British VAUXHALL



The 14/40 Model

**£395**

Every  
Vauxhall  
is fully  
Equipped!

The British

# VAUXHALL

Wherever the severest road conditions demand extra power—strength—speed—you will find the British Vauxhall respond with an alacrity that is almost amazing.

With every British Vauxhall there is a staunchness that is typically and essentially British.

Test the Vauxhall yourself, and you will realise why Vauxhall has perennial youth long after other cars are considered only worth being "traded in."

Literature on Request. A trial spin at your convenience.

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**The following comprehensive article was sent to me by Ken Paton who lives at Hilltop near Albury and is tells the story of his 14-40 LM4680.**

### **My Vintage Vauxhall Project.**

60 years in the making.....

I was born in 1949 and by the age of ten my twin brother Tim and I had already learned to drive a vintage car.

We honed our skills on a farm-condition vintage Morris Cowley and an Austin Seven, which was available to drive on our family property.

I developed a love for the look and style of the vintage vehicle which has lasted over sixty years. I also developed a passion for the veteran steel- wheeled farm tractor, and I collected quite a few of these along the way.

The first vintage car to really impress me belonged to our local G.P. Dr Bill Adey, from the nearby town of Walwa. Each visit to the Doctors' surgery was an excuse for my brother and I to admire the magnificent Vauxhall 30-98 (OE102) usually parked in the garage beside his rooms. It was not shiny, but it had that 'slightly muscle-bound' beautiful Vauxhall vintage car look, created by the large wire wheels, the long bonnet, the big steering wheel, and the huge exhaust pipe! We were in awe of this machine and our admiration was not swayed by the Lamborghini or the Mercedes Sports which were also parked next to it in Dr Adeys' garage. The Doctors' sporting car activity during the 60's remains part of Walwa folklore. One memorable incident involved the Vauxhall. Two local lads had recently finished 'hotting up' their Desoto ute and had taken it to a well-known straight stretch of bitumen for a test run. As they were roaring along the strait, they noticed something far back in their rear-view mirror. It soon became obvious that it was Doctor Adey in his Vauxhall, rapidly closing the gap between them. The lads floored the throttle to an impressive 70 MPH but the Vauxhall was still gaining on them and then, like the roadrunner overtaking Wylie Coyote, the Vauxhall overhauled the DeSoto, with the Doctor adding insult to injury by changing into top gear as he passed!

When I was a teenage member of the ACT Veteran car club with my 1915 Belsize project, a much senior member was Alan Higginson, who had a 1904 Vauxhall project which I admired, but I didn't see a lot of that as it was swapped for a Stanley Steamer.



However, the seed of an idea to have my own Vauxhall one day was planted.

My 25 year working career as a helicopter pilot and fixed wing seaplane pilot in the Kimberley and Northern Territory during the 70's and 80's kept me far from the vintage car world, although I did manage to collect a few veteran tractors during that period, which I stored on the family farm in Tooma NSW.

After leaving the north in 1993 and returning to NSW, I assisted my brother with work on his vintage cars, a baby Austin, and a Morris Oxford, and we attended several rallies. Eventually I did purchase my own vintage Vauxhall restoration project (OD-293/OD1042) from Peter Taylor of Beechworth.

After several years, the project was going nowhere as it became too involved and expensive, so I swapped it for a rare 1916 International Mogul tractor.

Several more years passed, and while I was in the NSW town of Young to swap some 1919 International Titan tractor parts with Garry Ward, I could not help but notice a 1926 Vauxhall(LM4680) in the corner of his museum of vintage cars, tractors and engines.

Life went on until one day in November 2018 my wife Helen suggested that perhaps I needed to go out and buy a vintage motorcar that would actually go. She was not impressed with the lack of progress on any of my past car projects. Not wanting to disappoint my wife, I started looking. The Vauxhall (LM4680) at Young came to mind.

There was only one problem, it was not for sale. During previous visits to Garry Ward's museum, we had discussed the Vauxhall, along with his other exhibits. Various car clubs had visited the display and often someone would try to buy the Vauxhall, without success. I had developed a good relationship with Garry and his wife Janice after many visits to them over the years on vintage tractor business, and I hoped this would give me an advantage over other expectant buyers. I made a special trip from my home in Tabletop to Young with a plan to discuss buying it from them. After a long day, I departed for home, with Garry and Janice promising to think about my offer. They said they would ring me in a couple of days. I did not feel too hopeful, however after a couple of days, true to their word Janice did ring me to tell me that they had decided to let me buy the Vauxhall.

I financed the deal by selling one of my rare tractors, a 1916 Jelbart which I had paid the princely sum of \$100 dollars for in 1984!

On the 4<sup>th</sup> December 2018, I drove away from Garry and Janice Ward's museum towing my own Vauxhall (LM4680) loaded onto my car trailer, and that was a great day.....

### **The History of the Vauxhall.**

Little is known of the first life of Vauxhall LM4680/LM 4668 14/40 (1926) except to say that it ended as a pile of scrap in a Mount Isa wreckers' yard.

In May 1988, a well-known car restorer from Caloundra, Warwick Parsons purchased a Vauxhall 14/40 LM4172 with a rare English roadster "Melton" body which he proceeded to restore for his son. Sometime after this, probably in the early nineties, Warwick was told about the wrecked Vauxhall lying in a Mount Isa yard. He purchased the wreck for \$500 dollars and in doing so, gave Vauxhall LM4680/4668 a second chance at life...

Armed with the knowledge, the contacts, and the left-over parts from his recent restoration of LM4172, Warwick was well suited to the task. He commenced the restoration of the chassis of LM4680/LM4668 and was also able to find a Vauxhall body that had been stored in a loft in Lismore, which he purchased for \$1500 dollars. It did not have mudguards.

In November 1996 Paul Reed from Mount Crosby near Ipswich purchased the now advanced Vauxhall restoration project from Warwick Parsons. The vehicle remained at Warwick's Caloundra workshop with the restoration continuing during the week, and Paul Reed driving to Caloundra most weekends to work on the Vauxhall with Warwick. This concentrated effort produced results and LM4680/LM4668 passed its roadworthy in the early July of 1997. Paul Reed chose the Queensland number plate PRI 440.

Paul Reed enjoyed driving the Vauxhall for almost 12 months and said it was well behaved. However, he loved his motorbikes and his Alvis more and eventually the Vauxhall LM4680/LM4668 was advertised for sale.

A retired farmer from Young in NSW, Garry Ward purchased the Vauxhall in June 1998.

Garry was a tall man and he had a gammy knee at the time, so he was unable to slide behind the steering wheel. He sat in the back seat and was taken for a test run. He decided to work out a way to fit himself into the front seat after he had taken his new purchase home. Garry and his wife Janice had a great love of all things vintage. Their purpose-built museum featured a number of vintage and classic cars, vintage tractors and old stationary oil engines, and their lovely old homestead even had its own ballroom. Garry and Janice loved the look of the Vauxhall. They had it registered for a while, (number plate NSW30907H) hoping that Garry would find a way to fit himself into the drivers' seat. Unfortunately, this was not to be. The car remained parked in the museum for the next 20 years...

In December 2018 Garry reluctantly sold LM4680/Lm4668 to Ken and Helen Paton (us) of Tabletop NSW.

The real heroes of this Vauxhall story are Warwick Parsons and Paul Reed. They tackled the pile of rubble obtained from the Mount Isa wreckers' yard and transformed it into the beautiful machine it is today. It will never be an original car because it was rebodied in 1997, however the body was not made up, it was sourced from another 14/40 probably the Vauxhall Princeton body from England. The small, light, fully aluminum body looks correct for the period. The front seat is very narrow and a bit cozy and is a couple of inches wider than the rear seat making it a true four-seater. Despite my six-foot frame, I can easily fit into the driver's seat, however I do need to be good friends with the navigator!

I love this terrific little car and enjoy the fun of vintage motoring. I look forward to meeting other like-minded vintage car motoring enthusiasts at the next Vauxhall rally.

*Ken Paton*

1/6/2020.

### **Specifications for LM4680/4668**

#### **Engine**

Description: 4 inline vertical cylinders, detachable head, cylinder block, crankcase, and block.

Valves: In block side valve design (necessary to remove cylinder head to gain access)

Construction: fly wheel housing, crank case, timing case and cylinder head are all aluminum. The cylinder block is cast iron.

Lubrication: Pressure fed by two piston style oil pumps.

Ignition system: Watford FE4 magneto (correct = F04).

Fuel System: One Zenith updraft carburetor supplied by incorrect electric fuel pump (correct = vacuum tank).



Rear chassis mounted 12-gallon fuel tank.

Cooling system: belt driven centrifugal water pump/fan and honeycomb radiator.

Car Electric system: 12 volts positive earth battery, Lucas belt driven generator, and Lucas starter motor.

Bell housing: Aluminium construction, joins the gear box to the engine/fly wheel housing.

Clutch: Single plate dry clutch.

Gear Box: Four speed with RHS gate change and gear driven speedo cable drive. Gear box housing is aluminium.

Tail shaft: Enclosed in a torque tube, universal joints lubricated from gearbox overflow oil.

Differential: Normal spiral bevel type of gears with 4.5 to 1 ratio.

Brakes: 4 wheels mechanical type.

Springs: Front = semi elliptic, rear = cantilever.

Steering: Normal spring, rigid front axle with roller bearing kingpins and spiral/bevel steering box.

Wheels: Rudge Whitworth triple laced wire wheels with knock off hub nuts.

Tyres: 5.25x21 inch and tubes (not beaded edge).

Component Serial Numbers:

Chassis/Firewall = LM4680

Engine = LM4668

Gearbox = 4668LM

Diff = 10/45 4685/LM

Front Axle = LM4843

Steering Box = 4233

Body = No I.D. plate. Style = open tourer.

### **Cockpit** *(Pilot talk - Dave Stuart)*

Dashboard: aluminium sheet with brass centre console featuring an amp meter and two switches. Magneto/dynamo switch on the left and lights switch on the right. Above the steering column is a dimmer switch and a Lucas starter switch. A horn button is on the far-right hand side.

Instruments include Vauxhall oil pressure gauge, Jaeger brand wind up clock and Jaeger brand 70mph speedo, wound up by the accelerator pedal.

The floors and step are covered with aluminium corduroy.

On the drivers' right-hand side is the gate style gear change and the large sized hand brake lever. The foot brake activates the front wheels, to be used for emergencies.

The steering wheel segment has 2 levers, one for spark advance and retard and a hand throttle to compliment the floor mounted accelerator pedal.

### **Lighting System:**

Headlights = Lucas

Clearance lights mounted on the front mudguards = Lucas

Tail lamps are divers helmet style = no brand. Should be Lucas.

Dashboard light = should be Lucas.

### **Weight:**

The Vauxhall operating weight is 1080kgms. This includes basic tool kit fluids and a full tank of fuel.

*As found*



*As found*

*Under restoration*





*Helen Paton in the 14-40*



*Car as it now appears following restoration*



*Ken Paton in his 14-40*

## **FOR SALE**

**John Wards from Mannering Park on Lake Macquarie in N.S.W. has a surplus set of five 21" well base wheels with 62mm long splined centres for sale. They are off his Veteran Benz which is now fitted with BE wheels. John can be contacted on 0418 229 917 and will take offers. The wheel centres are not the correct off set for an E Type or OE however are close, so maybe buy them to have some spare wheel centres. He also has a new 895 x 135 BE tyre and will also take an offer on it as well.**



**My thanks to Ian Irwin and Dave Kirke, George Seymour and Ken Paton for the information and photographs they forwarded to me for this newsletter.**

## FOR SALE

Neil Heilbrunn has had spare bronze castings done for the mounting bracket for a luggage rack to the chassis on a 23-60 or 30-98 as well as the clamp for the hood to the top of the windscreen posts. They require machining so ring Neil on 0428435475 if you need to purchase.



*\$30.00 pair*



*\$80.00 pair*



*Luggage rack mounting bracket on OD494*



I can now let you in on a secrete, during the first five or six weeks we were sent into exile over the coronavirus I received enough information and photographs to draft up the April, June, August, October and December newsletters. This was thanks to the generosity of those mentioned throughout the newsletters who keep sending me material....well done. Please keep sending me material, I will use it somewhere.

This ends our newsletters for the year as we go into the Christmas period, I hope you all enjoy the break and next year sees things back to normal with us out again a lot more in our Vauxhalls. I look forward to seeing you at Beechworth in April.

Cheers and best wishes for the festive season.

*Dave Stuart.*

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