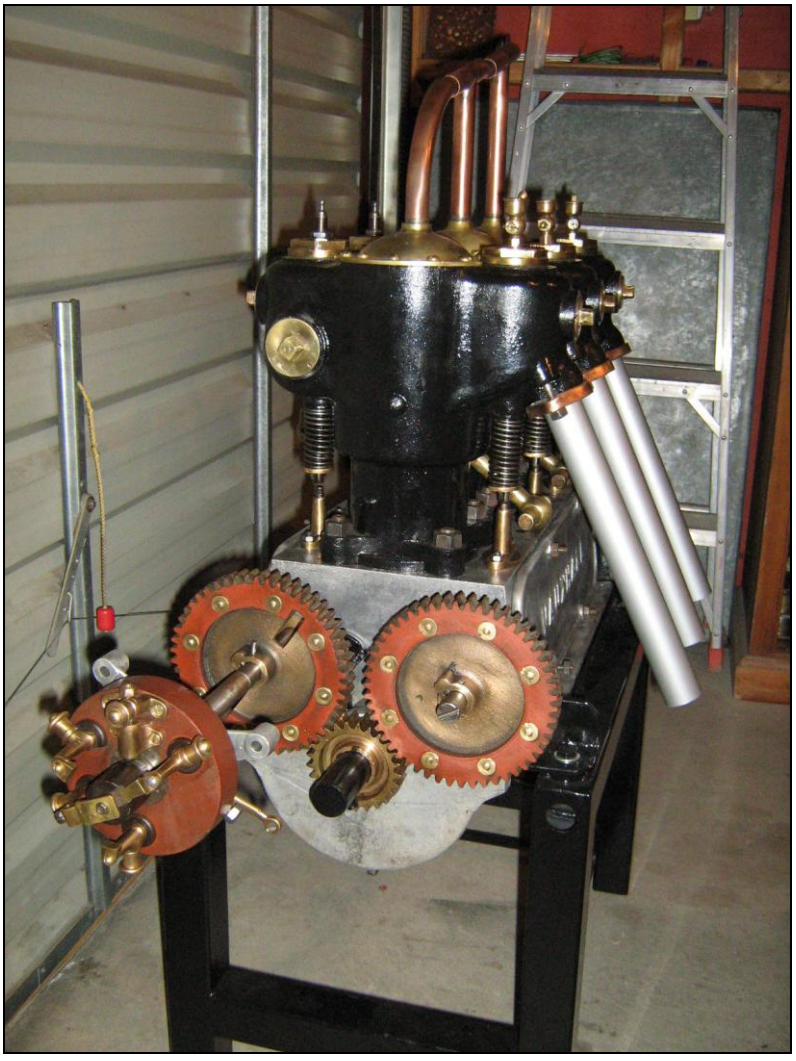
A - D VAUXHALL REGISTER AUSTRALIAN NEWSLETTER OCTOBER 2020

Hello Everyone.

Terry Parker from South Australia sent me another photograph of his 3 cylinder Vauxhall engine.



Whilst in isolation got a laugh out of this one.....just click on the box below and open to full zize screen.

effective flirting-1.mp4

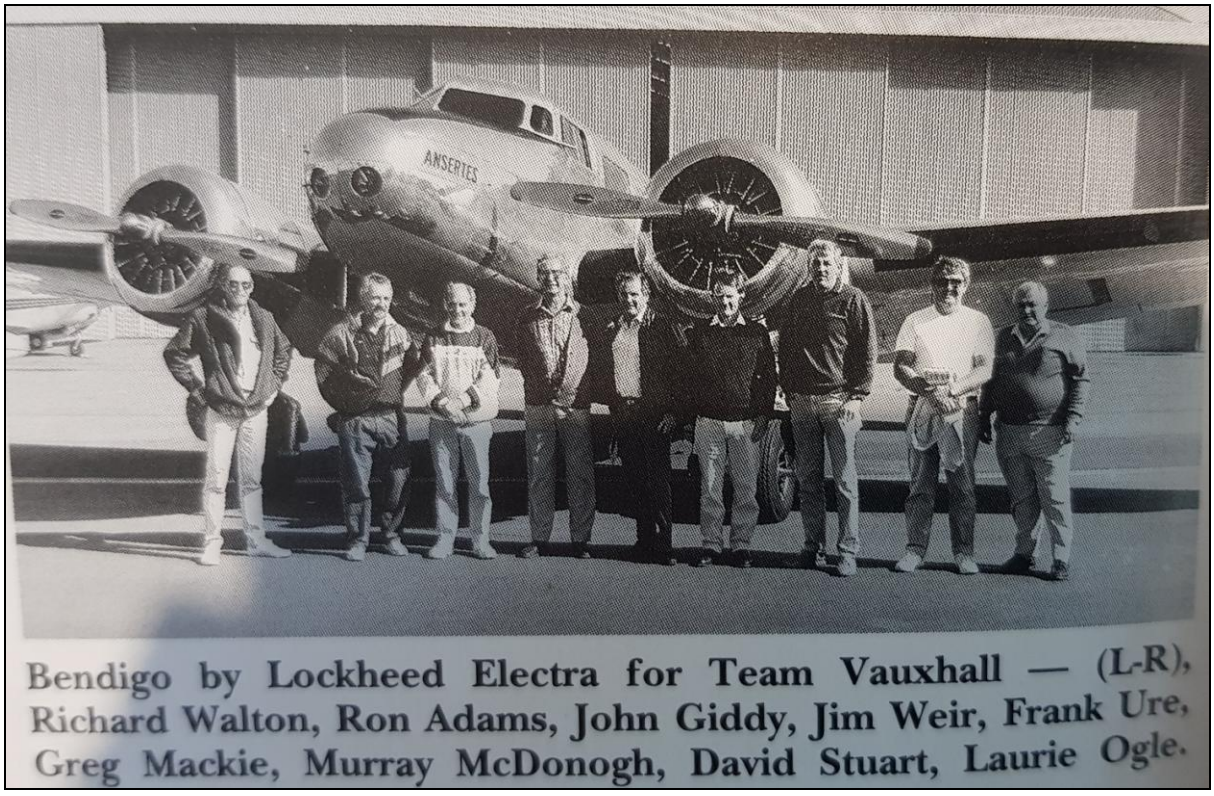
In 1991 N.S.W. Vauxhallians held the first of the Vauxhall Register Rallies and saw us drive to Bright in Victoria where we stayed in the Bogan View motel for a number of nights. This was the first big run in the cars for most of us and the rally was referred to as "The Big Steer". There were day runs each day and the photograph below was taken when we visited Drags Air World near Wangaratta.

The Vauxhall Register at Wangaratta Airport, Victoria, in 1991, with a background of DH86A. *Photo: Richard Walton*

nbers of the Register in recent times have well attended by both Vauxhalls and honorary Vauxhallians.

Most of us had rides in the Dragon Rapide which was fitted with two Gipsy Major Engines and sounded very much like a Vauxhall engine. Unfortunately a few of those in the photograph have now gone such as non Vauxhallians Bob & Phyl Pritchett.

Whilst on aeroplanes, the below photograph shows a group of likely suspects who were flown to the Bendigo Swap Meet in Laurie Ogle's 1937 Lockheed Electra named 'Ansertes'. This was one of the first aircraft used by Reg Ansett when he started up his business Ansett Airlines. Look at the faces and you will see three of them are now in that big garage in the sky.....it's sad we can't all keep flying together.



Bendigo by Lockheed Electra for Team Vauxhall — (L-R), Richard Walton, Ron Adams, John Giddy, Jim Weir, Frank Ure, Greg Mackie, Murray McDonogh, David Stuart, Laurie Ogle.

John Giddy actually was allowed to take the controls and fly the plane on the way down to Bendigo, well the pilot was beside him thank goodness. The trip home was quite eventful as we were all suffering from a rather large end of swap meet dinner at a chinese restaurant in Bendigo. We flew down into the Kangaroo Valley to plot Laurie Ogle's farm on the sat nav and to do this the pilot flew very low and weaved in and out of the steep sandstone walls of the valley at what seemed tree top height. Thankfully like true soldiers the boys were able to hold onto their chinese meals, it would have only taken one to start a chain reaction.

The photograph below was taken at John Giddy's property in Kenthurst N.S.W. and it shows Team Vauxhall leaving in Murray McDonogh's E Type E329 wearing the Wensum body it was fitted with by Hartley Holyoake. Murray is driving, Ron Adams beside him and Sticky and I are in the squeezy back seat.

E329 and Team Vauxhall

E329 today with current Velox body

Steve Akers from Queensland sent me the below article and photograph of his father's 30-98 OE40. Though 30-98's don't fit within the parameters of the A – D Register, this is such a good read I have included it as I thought you would enjoy it.

Hello Dave,

These are my father's notes on the known history of OE40. It's not dated but I think he wrote this in 1997. The first image attached is OE40 the day Dad got it home in 1964. The second page has two pictures of OE40 with the fastback body on it. That's George Willacy in the bottom photo.

Cheers,

Steve.

Known history of OE40.

The early history of OE40 is lost. Presumably it was imported new as OE39 still lives on and parts of OE42 exist.

The known history of OE40 begins in 1932 when George Willacy purchased it. George's sister, Mrs Edna Cover of Toowoomba, told me recently that George came home to Brigalow in the early 1930'S driving it. George had served his apprenticeship as a mechanic in one of the leading garages at Parkes in New South Wales, so presumably he bought it down that way.

George Willacy opened a garage at Brigalow in the 1930's. He was agent for several products, among them Vauxhall cars and Bedford commercials. George was obviously a Vauxhall man, he kept OE 40 on the road until 1950, although it was very much altered from standard by the time it was laid up.

The original body type is not known, but the scuttle still exists and suggests that it was a Velox. It will be rebuilt as a Velox using the original scuttle, bonnet and dashboard, 3 doors from a similar OE body and mudguards from a similar early OE.

The body and mudguards were the first casualty of the unmade black soil roads of the Darling Downs of the 1930's.

By 1938 the beautiful original body had been replaced by a home made body along similar lines and probably inspired by the Chrysler "Airflow". Solidly constructed from angle Iron and sheeted in 16 gauge steel, all welded together with no doors or rear mudguards. The front mudguards being long sweeping units from an American car.

The original headlamps still sat on their forks although the forks had been twisted so the headlight beams crossed. A pair of American type headlights to complement the mudguards were mounted on a high bar between the mudguards. This completed the picture. In the photo supplied by Mrs Cover, it appears to be on 23" rims.

When this body was built by George, or if it evolved over a period of time is not known, however it was there in September 1938. This is when Bill Cover, George's brother in law first met George and came to know the "old Vaux with knock on wheels".

OE 40 was used by George Willacy in this form for many years. One long trip is recorded. This was in 1939 when George took his two sisters and Fiancé back to his old stomping ground in central western New South Wales. After crossing one of the rivers in northern New South Wales on the ferry, the engine refused to start. OE40 made several crossings on that ferry until it was unceremoniously pushed up the bank.

Somewhere along the line the bones of a second 30-98 that had been burnt were purchased for spares. This was a later four wheel braked car, later identified as OE262. Some parts from this car had been built in to OE40 by the time it was laid up.

While still at Brigalow in 1941 George purchased a four wheel braked 23-60. This was rebodied with a roadster body from a 1930's American car. Probably Oldsmobile. No parts of this car were built in to OE40. The chassis number and engine number of this 23-60 are not known.

Soon after the war George Willacy moved to another garage, at Jondaryan. All the Vauxhalls went with him. Here OE40 entered the final phase of its working life. The back was cut off the home built body and a crane was bolted to the chassis. The chassis itself was boxed for strength, the rear springs were built up until the pack was approximately 8" thick. Army Blitz wheels were welded to the original Vauxhall wheel centres. All this was done to make the 30-98 in to a breakdown tow-truck. The original non-braked front axle was replaced with a braked axle of American origins. How successful OE40 was at this task is not recorded, however it must have carried or pulled very heavy loads because the original long spline rear axle had been replaced with the spare. The wheel bearings had split out of the hubs and the axle shafts had twisted. In 1950 it was retired.

OE40 languished in the grass at Jondaryan until I heard about it, from George himself. I was doing a machining job on the Gudgeon bushes for an R190 International truck engine. Somehow the owner, George Willacy got in to the machine shop to watch his job being done. As the conversation progressed, a conversation sprang up. "Got any old cars up there?" "A couple of 30-98's." was the reply. On hearing that I arranged to inspect them the following Saturday. The year was 1964.

Inspection revealed there was only one 30-98, plus some mechanical parts. The "other 30-98" being the roadster bodied 23-60.

A price of 90 pounds was agreed on for OE40 and the 30-98 spare parts. A fair chunk of money in 1964, but it was a 30-98.

Although both axles had been replaced, the originals were still lying about. Not knowing precisely what was a 30-98 part and what was a 23-60 part, on collection day I enlisted the help of Vauxhall experts Alan Hale and Dick Plant.

After handing over 90 quid, George's oxy plant was borrowed and the remains of the home built body, the American mudguards and the American front axle were gleefully removed. When all the parts were shifted to Brisbane it was found there were 2 diffs, 2 chassis frames, 1 engine, 1 gearbox, 2 clutches, 2 steering boxes, 1 radiator, 1 front axle, 1 bonnet, 1 scuttle, 1 petrol tank, 2 switch plates, 1 pair of headlights, a spare cylinder head, crankshaft (non-counterbalanced) and exhaust manifold. A later trip to Jondaryan yielded another radiator, a 23" short spline wheel and the original smiths silver faced speedometer.

After cleaning the magneto and carburettor, I was able to start the engine. It made some dreadful noises under the bonnet, caused by cracked and loose pistons and split pushrods. But the exhaust made the right 30-98 noise.

When the engine was dismantled it was found to be very worn. The cylinders had been rebored once, possibly twice before. It would be unwise to rebore further because an OE 30-98 block is the same casting as an OD. Bearing this in mind it was decided to sleeve the cylinders. The crankshaft needed to be reground and the roller cam followers rebuilt. As mentioned before several pushrods were split, Deutz V8 diesel Duralium pushrods have been procured to provide replacements.

As there were no front springs at all, a new pair were made using the correct 1/4" material for the main leaf and 3/16" material for the other leaves. The front axle was rebuilt with new king pins and bushes and new wheel bearings.

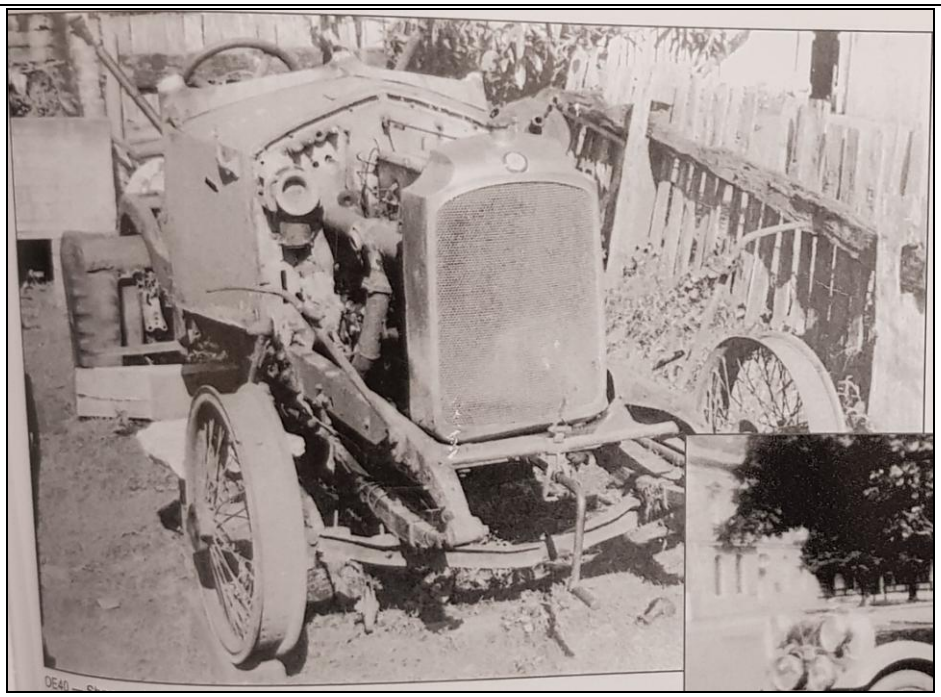
The gearbox was found to be in excellent condition, requiring only new bearings, felt seals and a bronze bush. Old George certainly knew how to look after a gearbox.

The diff, the Achilles heel of a 30-98 had suffered to the stage where it was no longer usable. Items required to rebuild it were all bearings, crownwheel and pinion, 2 axle shafts, 2 axle tubes, 2 sun wheels, 2 hubs and a diff cross pin. The rear springs, once the extra leaves had been discarded only needed new shackle bushes and resetting.

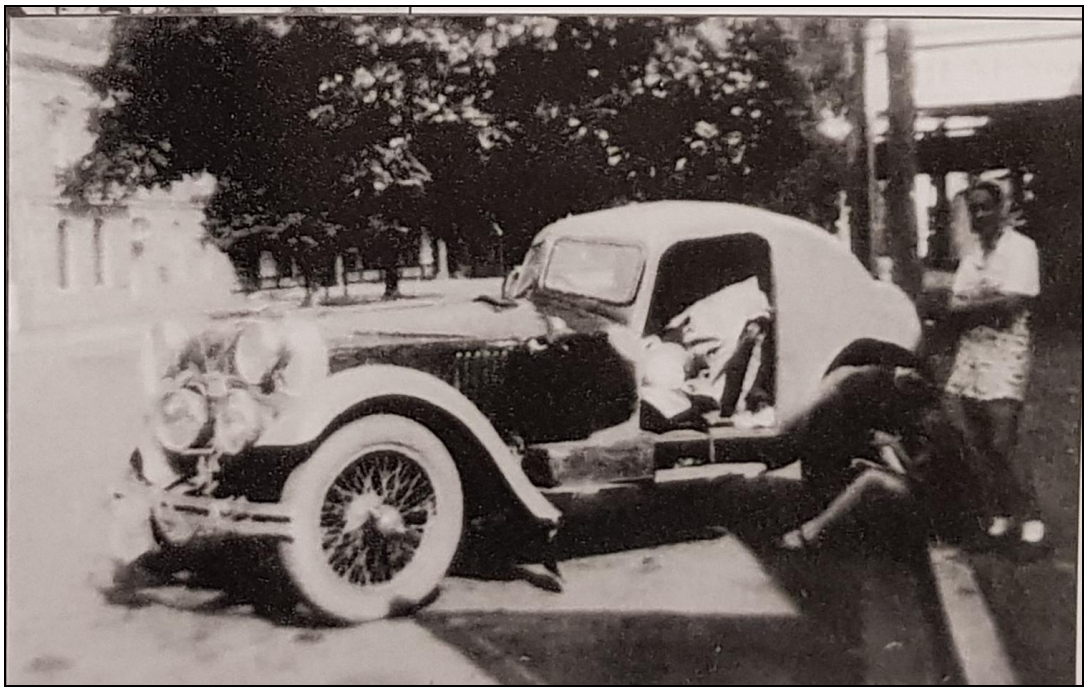
The wheels remain to be rebuilt and the engine balancing and assembly is yet to be done.

The body frame does not exist. Some research in to the correct profile has been done, but nothing else.

John Akers. Circa 1997.

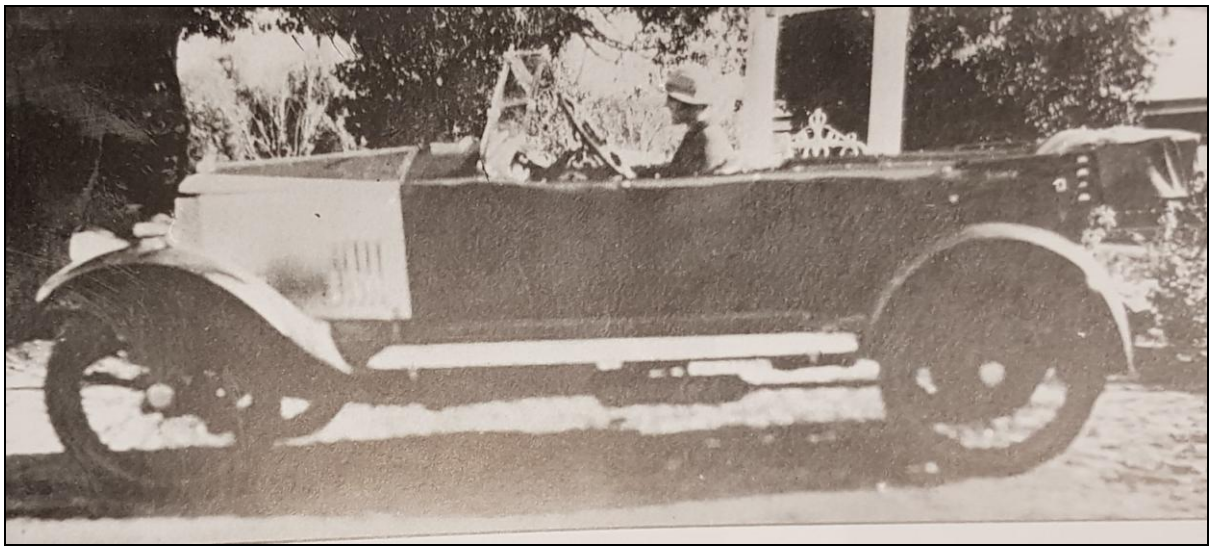


OE40

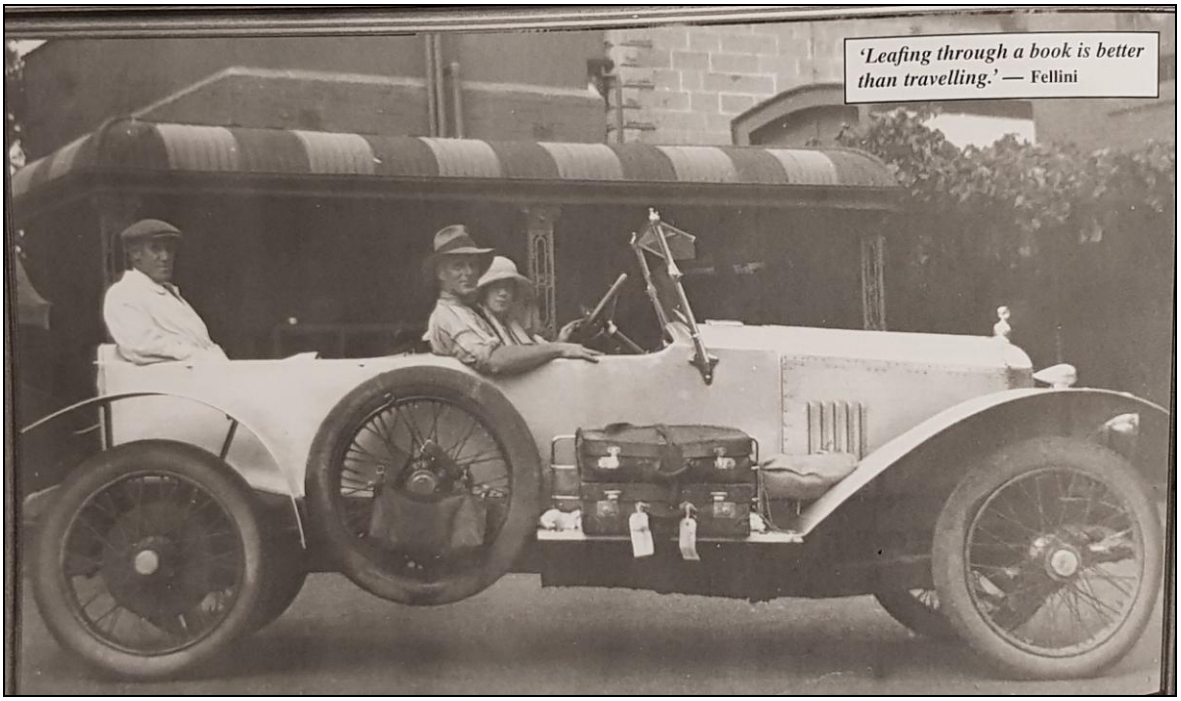


OE40

The photographs below are copied with the permission of the Vintage Car Club of Queensland from their year book. They show an unidentified D Type on Tucka Tucka station in Queensland with a group of young ladies who had just returned from a polo match. The other photograph shows a girl driving the same car.



There were two D types on Tuck Tucka station and the photograph below shows the second car ready to leave on a trip. As you will notice both cars were fitted with Australian bodies.



D Type on Tucka Tucka station Qld

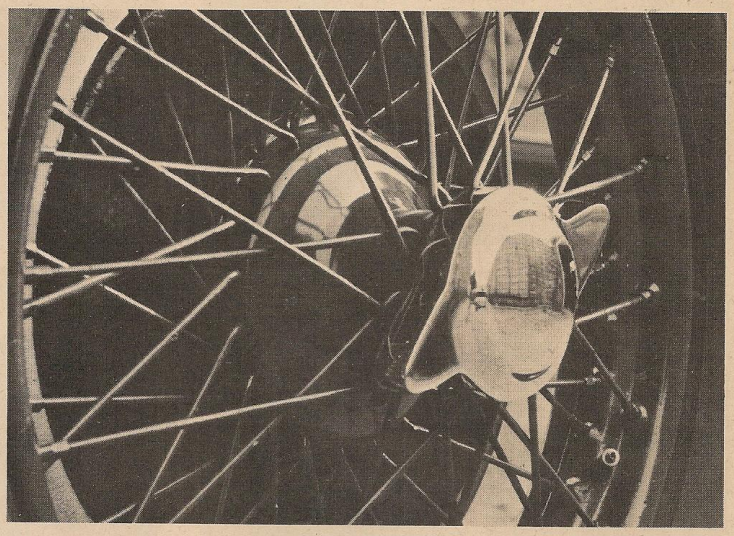
Leigh Whitfield from Victoria sent me the below article on Rudge Whitworth centre lock wheels. As our cars are fitted with these wheels I found it a most interesting and informative article.

Some Thoughts On Wire Wheels

CENTRE-LOCK

PRINCIPLES of the centre-lock wire wheel. Causes of damage and wear, and problems of renovation. An article of special importance for vintage enthusiasts.

By F. Wilson-McComb



IT was, I think, a Transatlantic writer who described the MG TC as "a coffin riding on four harps", wire wheels of 19-in dia. being then a somewhat unusual sight in post-war America. Yet they are with us still, though they have shrunk a good deal in the past 20 years, and many enthusiasts deny the very name of sports car to any vehicle that lacks the flashing spokes and twinkling hub-caps of this curious anachronism. So the harp-specialist has also survived, though in dwindling numbers, and it is still possible to have wire wheels repaired—in Britain, at least. Possibly because of childhood experience with bicycles, the need to maintain correct spoke tension is fairly widely appreciated. What is equally widely misunderstood, however, is the all-important bit in the middle of the wheel.

Since the Rudge-Whitworth pattern of locking hub has been in use for more than half a century, this is a little odd. One possible explanation lies in the fact that it is apparently simple to the point of crudity, and therefore frequently abused through failure to appreciate its finer points. I confess that my understanding came only recently, after reading a very lucid description in *The Autocar Handbook*—of 1918!

Another likely cause of misunderstanding is, quite simply, confused terminology. You will find the central portion of the wheel referred to loosely as the hub, the outer hub, the inner hub, the wheel centre, or (in the trade) as the "shell". The component on which the wheel is mounted is likewise called the hub, the fixed hub, the inner hub, and (by some strange reasoning) the outer hub. As for that handsome piece of chromium-plated hardware on the end, it is the locking cap, locking ring, locknut, hub-cap, or even the "spinner".

Let us take a closer look at this assembly referring to the central portion of the wheel as the "wheel centre", which is fitted to the "hub" and fixed in place with a "locking cap". The first thing to be appreciated is that the wheel centre does *not* come into contact with the brake drum (Fig 1); there is, in fact, a clearance of about $\frac{1}{16}$in. when the wheel is fully home. It is the inner taper (F) of the wheel centre which comes into contact with the back taper (C) of the hub. Notice, too, the taper (D) which is formed on the outer surface of the wheel centre. This engages with yet another tapered surface (G) formed on the inside of the locking cap. When the wheel is fitted to the hub and the locking cap screwed on, it is therefore centralized and held between two pairs of tapers. The *only* other contact between hub and wheel centre is provided by the splines, which carry the driving and braking forces. The locking thread, on the hub and cap, is right-handed on the left (near) side of the car, and left-handed on the right (off) side.

One of the endearing mysteries of the wire wheel is that the spokes are not—indeed, can never be—in compression; the weight of the stationary car is suspended from those spokes which are uppermost in the wheel. When the wheel and locking cap are loosely fitted, therefore, the upper portion of the outer taper (D) is pulled firmly into contact with that of the locking cap taper (G), and the lower portion of the locking cap thread is in contact with that of the hub (Fig 2). A slight clearance then exists between the tapers at the bottom, and also between the threads at the top. As the car moves forward, a different portion of the wheel rim takes the weight, and relative movement occurs between wheel centre, locking cap and hub. The effect of this is to tighten the locking cap, and the locking action continues until there is firm contact between the tapers all round, *when it ceases* (Fig 3). The clearances involved are, of course, minute, but the locking action is, nevertheless, completely positive and entirely automatic.

There are people who deny the very existence of this locking action, and presumably attribute the left and right-hand threads to sheer cussedness on the part of the manufacturer. They are, no doubt, the people who bash their locking caps with heavy hammers (with what effect we shall shortly consider), and sometimes refit dismantled hubs on the wrong side of the car, even if they are correctly marked in four different languages.

Some reservations are, perhaps, in order. The earliest instructions that I have been able to trace advise leaving the locking cap finger-tight, and no more. A later recommendation is to hammer the locking cap tight, check for slackness after 20 miles, and tighten again if necessary; any slackness at this stage, it is emphasized, is due to bedding down of the assembly, or to dirt having got between the tapers when fitting the wheel. Some instruction books of the immediate pre-war period advise hammering the cap tight every two or three hundred miles. I suspect that finger-tight was perhaps tight enough in the days when brakes acted on the rear wheels only, and not very effectively at that; with good brakes, it is actually possible to spin all four locking caps clean off by braking very hard within a few yards of fitting the wheels.

"Hammer them tight" means the application of a lead, copper or hide mallet and a little common sense, *with the wheel jacked up*—not a murderous attack with a blunt instrument when the wheel is off the jack. The tapers and splines must be kept scrupulously clean. As for checking the tightness occasionally, this is obviously a good idea. Most pre-war instruction manuals advise putting some oil in the groove of the locking cap; opinions differ as to the advisability of oiling the back taper on the hub, but in my experience this gets oily anyway if the splines are lubricated. And lubricated the splines *must* be, for if they rust, the wheel can become quite literally immovable, which is awfully embarrassing when a puncture occurs.

The effect of over-tightening? We have seen that the wheel is held in place between two pairs of tapers, and does not touch the brake-drum. Excessive tightening of the locking cap will therefore force the wheel centre farther on to the back taper (C, Fig 1) of the hub, expanding it and thus making it, eventually, a sloppy fit on the hub. The outer taper (D) tends to be compressed, and the locking cap itself will actually expand to a small extent; this may cause the locking cap to contact the outer spokes or "bottom out" on the hub (i.e., point X contacts point Y), in either case preventing proper tightening. An incidental calamity is that the inner spokes tend to be slackened and the outer ones over-tensioned, thus pulling the wheel rim out of shape as well. A sloppy wheel centre soon starts to "fret" on the hub. The splines wear rapidly, even the back taper begins to wear, and eventually the whole assembly—wheel, hub and locking cap—is fit for the scrapyard. In advanced cases, the wheel may turn on the hub by half-a-spline, jamming behind the unworn portion of the splines and becoming completely impossible to remove.

It follows, then, that no time should be lost in seeking the cause of play between wheel and hub. Clicking or clanking on sharp acceleration or deceleration, or even a curious squeak

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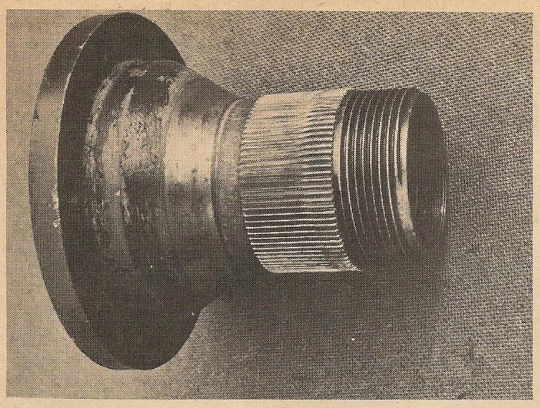
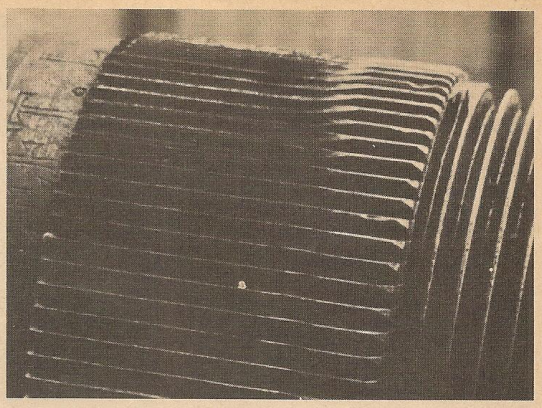
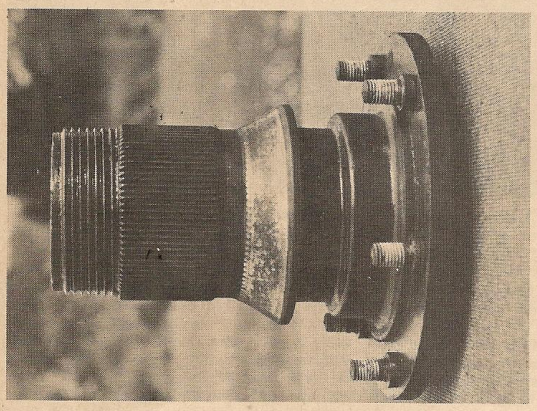
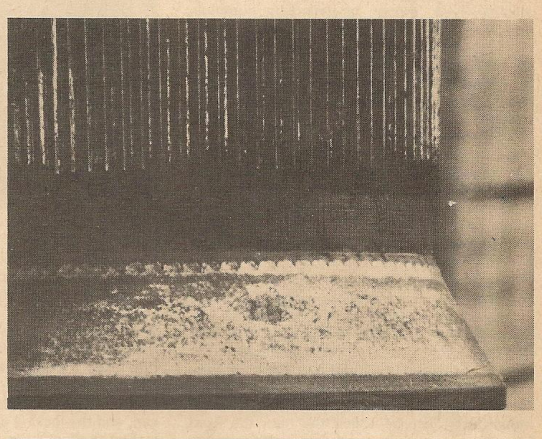




Left above and right: Nearside rear hub (1930 MG again) showing spline wear and some wear of back taper. Below left and right: Nearside front hub of 1930 MG, showing spline markings on back taper—a fairly clear indication that the wheel centre fitted to this hub was oversize. Spline wear is barely visible, yet with a brand-new wheel fitted to this hub, there was still about ¼in. play at the rim, even with the locking cap up tight





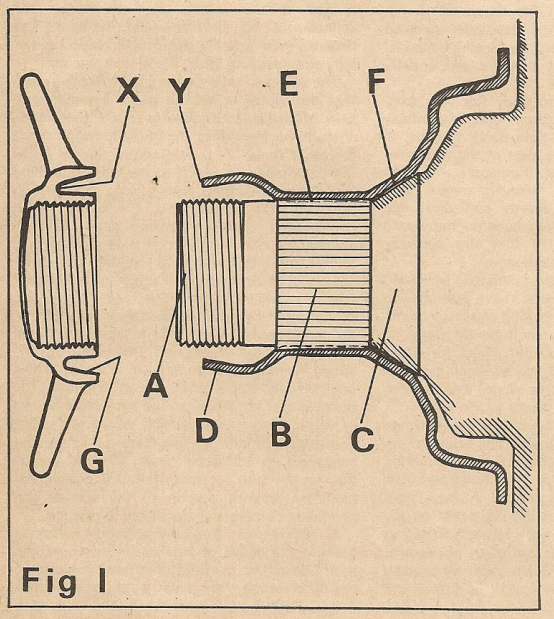


Fig I

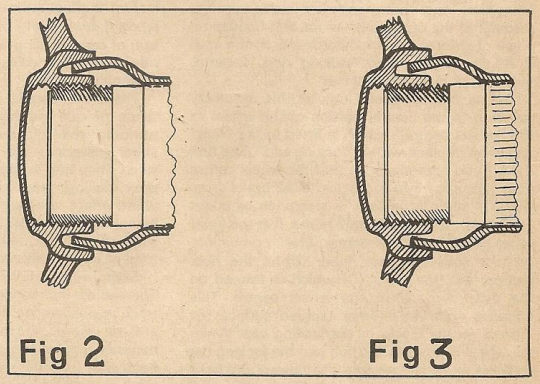
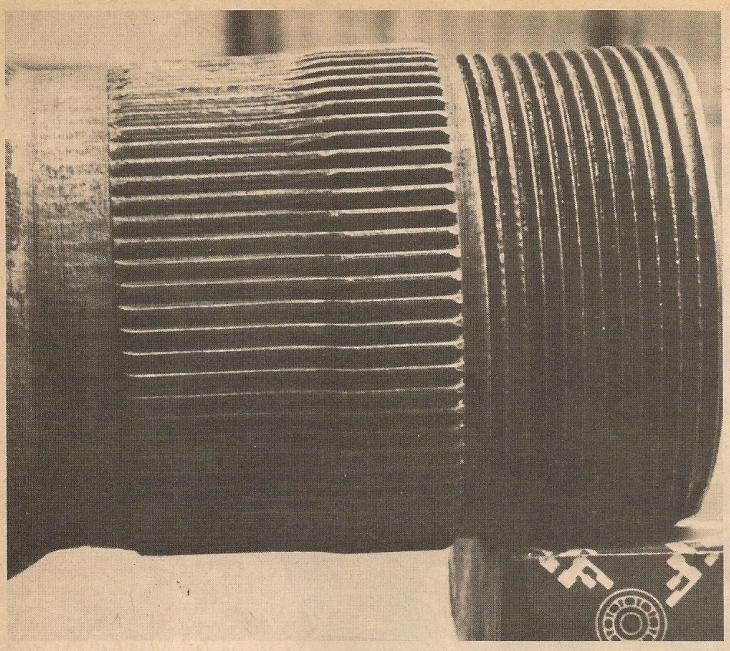


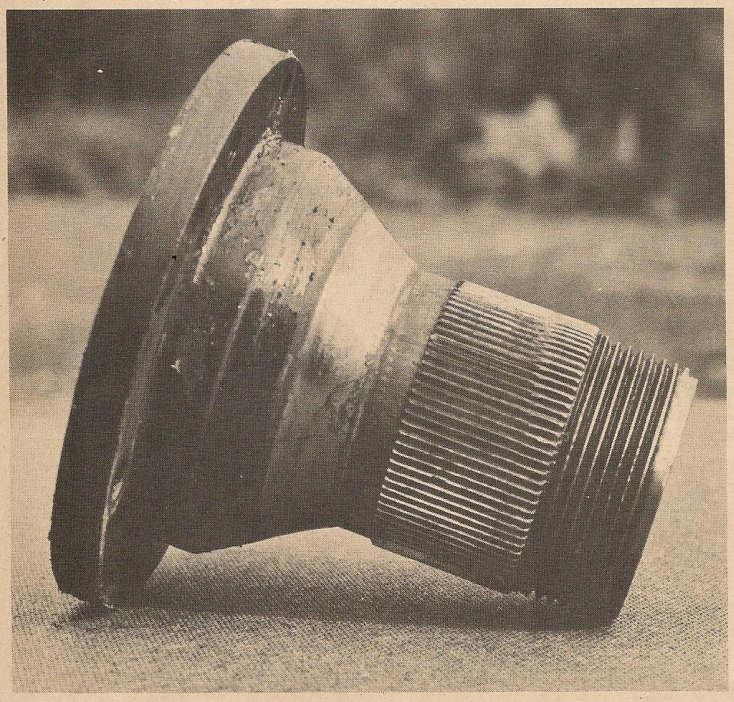
Fig 2: *Wheel and locking cap loosely fitted to hub. Weight of car causes wheel centre taper to contact locking cap taper only, at the upper portion, and wheel is slightly eccentric to hub (all clearances much exaggerated in drawing).*
Fig 3: *Locking cap tight. Tapers are in complete contact, wheel has been centred on hub, and locking action ceases*

Fig 1: *How the wheel centre is held in place on the hub: A=Locking thread on hub (left or right-hand thread); B=Driving splines on hub; C=Back taper of hub; D=Outer taper on wheel centre; E=Driven splines of wheel centre; F=Inner taper of wheel centre; G=Taper in groove of locking cap*



This is a front hub from a 1937 MG (1½-litre model), showing extensive spline wear. Startling to consider that this can occur on a non-driving hub, solely because of braking. The companion hub to this is presumably even worse, but it proved quite impossible to remove the wheel from it!

Nearside rear hub from a 1930 MG 18/80 model. Note how wear is mainly concentrated on driving side of splines in each case. There was about ⅜in. play at the rims of the 19in. wheels on this car, even when the locking cap was done up tight.



CENTRE LOCK . . .

(caused by fretting on the back taper, if it is dry) calls for investigation. A locking cap that is very close to the outer spokes may mean trouble; check for signs of contact between X and Y. With the wheel jacked up and the locking cap tapped lightly home, there should be no excessive play around the hub when, with brakes on, you attempt to turn the wheel around it. Swopping the wheels about from hub to hub—and the locking caps as well—may help to reveal whether the fault lies in the wheel or in the hub, but on an old car it is probably a combination of the two. Spline wear amounting to a few thousandths of an inch, and quite invisible to the eye, can cause considerable play at the rim of a 19in. wheel. Spline marks on the back taper of the hub suggest that, at some time, it has been fitted with an oversize wheel centre.

By far the commonest size of Rudge-type hub encountered nowadays is the 42 mm. (MG, Triumph, Austin-Healey, etc.); the Jaguar E-type uses a 52 mm hub, and Vintage Bentley fanciers meet the now obsolete 72 mm. These dimensions indicate the diameter of bearing that was once (but is not necessarily now) fitted to that size of hub, which makes identification just a little difficult. The actual diameters over the hub splines are approximately 2 7/16in., 2 7/8in., and 3 1/4in. Wheel centres to fit these hubs come in various lengths and a number of different shapes.

Faulty modern wheels or hubs can, of course, be replaced by new ones if necessary, and many pre-war cars can be fitted with modern wheels if the owner is not too much of a purist. The shape of the wheel centre may be different, as may the spoking pattern, and one must be careful not to upset the steering characteristics by fitting wheels with rims offset to a different extent. Changing the centre alone is very little cheaper, the cost of respoking and repainting being added to that of the wheel centre itself, but may be necessary if replacement rims are unobtainable. All wheel specialists can supply replacement 42 mm centres, some have 52 mm centres of pre-war type, but the 72 mm centre poses a special problem. The splined section has to be cut out, a piece of heavy-gauge tube welded in, and then splined to suit. With respoking and painting, the cost of reconditioning a set of five Vintage Bentley wheels in this way will be around £100 if the rims, too, are beyond redemption—so before you buy your Vintage car, look well at the wheels. Some specialists used to dismantle the wheel, shrink the wheel centre and recut the splines with a broach, but from lack of demand this practice now appears to have been discontinued.

There are still one or two splendid men who recondition Rudge hubs, however moth-eaten they may be. Damaged threads or splines are turned off, the hub rebuilt by careful welding, and then remachined; if the back taper is worn, it, too, can be rebuilt and the taper recut. The cost is around £20 for a set of four hubs, so it is well worth trying this before going to the expense of having the wheels rebuilt with new centres. Indeed, one can have the hubs left slightly oversize if the wheel centres are only a little worn, but it will then be impossible to fit an unworn wheel on the hub. *(Technical information kindly provided by the Dunlop Rim and Wheel Company, the Bentley Drivers' Club, R-P Engineering Ltd. and the Motor Wheel Service and Repair Company.)* □

Read on about OD599 in Queensland.....

My affair with 'Fifi'

'Fifi' has a long wheelbase, high wheels and a very windy attitude. She has had many colourful exteriors but possessed a very docile demeanor on the open road with a great reluctance to stop while performing. In the city she was particularly temperamental and difficult.

'Fifi' is a 1923 23/60 Vauxhall, OD 599, which was part of our family for some 35 years.

My first recollection of her was at the age of, I guess, about two years when my father was carrying out the traditional oil change and grease with the hood down, and I fell over the back seat onto the ground. My lifetime of forgetfulness is often attributed to this incident!

The story as I have been told is that my father, a Civil Engineer, was seconded to the Maryborough City Council for a few years to supervise the installation of the sewage works and found 'Fifi' on blocks in a shed with chickens nesting in her. He purchased the car around 1935/6 and set about restoration of the upholstery and the interior. It appears the mechanicals and the outside were in excellent condition and only required a clean up. He told the story of changing the oil and petrol and after a few turns of the crank handle, he turned on the starting switch, and she started on the first pull of the crank handle!

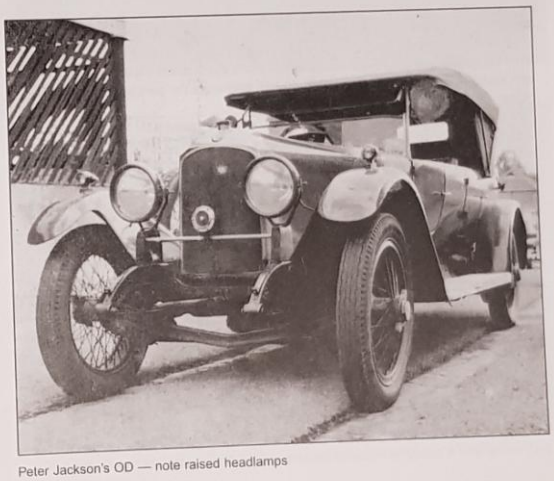
The car was purchased from the ex-mayor of Maryborough, a Mr Warry, who found the car too fast for the flat surrounding areas of the district and was frightened of driving her.

It is also believed that Mr Warry purchased the car after it was used as one of the official cars on the tour of the area by the Duke & Duchess of York in the mid to late 1920s.

My father used the car as his everyday work vehicle for many years and brought it back to Brisbane on his return. He joined up at the commencement of WW2 and was promoted to Group Captain in the RAAF by the end of the war. He also saw action in France and Germany in WW1.

On discharge he joined the Brisbane City Council as a Civil Engineer and, due to the shortage of motor vehicles after the war, used 'Fifi' daily as he built and supervised much of the Brisbane infrastructure. 'Fifi' was a very well-known vehicle around Brisbane, as was my father with his Air Force moustache, and even though more modern cars became available after the war, she was still used as his everyday work vehicle for many years, being synonymous around Brisbane with my father and his work. My father refused a Council vehicle and continued to use 'Fifi' daily until the early '60s.

My parents purchased a small seaside house on top of the hill at Kingscliffe and called it 'Mackakie Mansion'. 'Fifi' was the only car in the family and was used for the many trips to 'Mackakie Mansion'. My father built a very long trailer to carry canoes up to 18 feet, surfboards and other boats as well as a large box for all our personal items. There was a lot of soft sand on the trip and 'Fifi' would plough through the sand with six or seven passengers on board, the huge trailer behind, both running boards full to overflowing with boxes of groceries and suitcases. I cannot remember any occasion where we became bogged or had to push her through the sand. I think this was due to her wonderfully low first gear. Incidentally, both my father and I would always change gear without using the clutch once the car was moving. In his opinion, a silent gear change of the 'crash' gear box without the clutch was the measure of a good driver. Similarly, with only back wheel brakes, he felt that one should drive in such a manner that one did not need brakes until the final stop to hold the car stationary. Try driving like this today!



Peter Jackson's OD — note raised headlamps

The way my father taught me to drive proved beneficial on one occasion when I took 'Fifi' to Kingscliffe for the weekend and broke the rear axle in crossing some very soft sand with an excess of teenagers on board, including a number of delightful girls and Miss Kingscliffe. My father arranged for a new axle to be turned out of a billet of steel and replaced by the local mechanic in Kingscliffe. (On inspecting the break in the axle it appeared that the axle had been working through only a segment of steel about ¼ inch in diameter, whereas the axle was about 1¼ inches in overall diameter). I picked 'Fifi' up around 5.00 pm and started to drive back to Brisbane and found the mechanic had not connected the back brakes and so I drove the whole way home without any brakes in the car, other than a very ineffective transmission brake.

It is worthy of mention that this was the only occasion in all the time we had her that she let us down.

Eventually in the mid '60s my mother persuaded my father that he should buy a car that had wind-up windows, a windscreen wiper and preferably a heater inside. We purchased an Austin A70 secondhand which became the family's car to trip backwards and forwards to Kingscliff. 'Fifi' now became a hobby and my first car to tinker with. I drove it everywhere with the hood down and wore my father's old fur-lined flying jacket and gloves (in winter). As she did not have a windscreen wiper it was standard practice to cut a potato in half and wipe the windscreen with the end of the cut potato. It worked too!

The uniqueness of the car in those days was a great way to attract attention and everywhere we went people would look, stare and if we stopped, come and ask questions. The only difficulty I had was that single young ladies hated the car and a number of parents forbade their daughters to go in the car. After a while, my friends and I realized that this seemingly difficult problem could be put to good use when we wanted to break up with a young lady. Nothing kills a romance quicker than taking them to the drive-in movies on a winter's night with the hood down!

I joined the Vintage Car Club of Queensland and competed in a number of rallies and several parades through the city on official events. Being very young and naive I thought I would be very popular in the Club and would receive a lot of attention.

Wrong! The owners of the 30/98s did not want to talk to me or be seen with me, I reciprocated to the owners of the 14/40s and the Bentley and Roller owners did not talk to any of us. There were a number of 23/60 owners who were very pleasant and interested in the car. One advantage I had was the car was almost 100% original, including a full set of tools in the running board. It was only missing the original rear tail light. Several fellow owners used the car to have parts copied and made and it became a useful benchmark for their restoration process.

During this period I saw a cut-down 23/60 parked along Main Street at Kangaroo Point and I spent many hours looking at the car. I eventually met the owner, Alan Hale, at the Whites Hill hill climb and watched him race his 23/60 up the hill. I was never game enough to try hill climbing as I was not very strong in the arms and the steering was very direct and heavy. It was at one of these hill climbs that Alan hit a tree with one of the front dumb irons and slightly bent the chassis of his car. Another chap and I went back to Alan's flat to pick up some tools and this fellow said 'Come with me in my car.' Boy was this going to be fun, as he had an almost brand new XK120 Jaguar. At the start of the Story Bridge he said to me, 'Have you been at 100mph?' I said 'No,' and he said 'Watch this!' So there we were, doing 100mph on Sunday afternoon on the Story Bridge.

Although I had virtually exclusive use of 'Fifi', she was officially owned by my father. On my 21st birthday I was given an envelope which contained a very moving and emotional letter from him and her registration papers in my name. I was now the official owner of my first great love — 'Fifi'.

I continued using her on a regular basis and did a number of rallies with the Vintage Car Club. As I was probably one of the youngest members in the Club I invariably became the 'tail end Charlie' for the event. Also, as 'Fifi' was a very heavy car and reasonably powerful, I was the main towing implement also. As can be seen in the photographs, I raised the height of the headlights so I could see at night time.

The only memorable event I recall as 'Charlie' was a particular one somewhere in northern NSW where I came across another Vauxhall beside the road with one of the side bonnets up. I think it was a 30/98 (as a 23/60 would not do such a thing!). We stopped and asked could we help. The owner said he thought that he had broken a piston or a valve and was attempting to find the problem. Eventually he decided that the best thing was to drop the sump as he was fairly certain it was a piston. This he did, found the culprit, undid the big end and removed the piston and conrod. He then replaced the sump, still full of hot oil with my help, and said he was going to continue the rally on three cyclinders! All this in about three hours. You can imagine my amazement as it would take me four weeks to plan and another four weeks to complete such an engineering feat.

By some strange twist of the universe, 'Fifi' now became quite an object of delight for slightly older girls and it now was not such a problem to take them out for a Sunday drive and picnic. I suspect though it was more that I was now in a group of eligible young men with some future prospects. In one photo you will see passengers, with surfboard, who became an eminent lawyer, a GP and a successful grazier.

'Fifi' assisted in the courting of my wife Ruth, who wasn't at all impressed with her as an everyday mode of transport, however very graciously accepted the job of polishing the German silver radiator, large headlights and the many spokes of the wheels. My mother would watch this from the kitchen window and say 'she must

either love Peter or the car very much for anyone to do that'. Unfortunately, Ruth used up her lifetime of polishing endeavours on 'Fifi' and now refuses to polish her own collection of silver.

As we became more involved in business, community and charity work, poor old 'Fifi' was relegated to being put up on blocks under my Auntie's house. After many years I decided I would bring her back to life by dismantling her and restoring her to concours condition. I wrestled with the old conundrum of whether to restore or preserve. Concours seemed a lot more fun.

Having her fully dismantled into many boxes, I was transferred to Sydney and we decided that it was best to sell her to someone who would be as attached to her as I was, and would reassemble her and have as much enjoyment as we had. Unfortunately, I believe she is still in the boxes as sold??

Peter W. A. Jackson

The above article written by Peter W. A. Jackson of Queensland on his 23-60 'Fifi' is also reproduced with permission from the Vintage Car Club of Queensland. OD599 is now owned by Ben Boothby in Queensland and when I last spoke to him the car was still in boxes as he bought it.

As a follow on from the last newsletter, below are two advertisements Leigh Whitfield sent me re the 25-70 Vauxhall. As you can see it was priced up there with other good cars and to me was it quite a handsome car.

The 25-70 Vauxhall 'Granton' enclosed limousine, seating seven, £1675

25-70 VAUXHALL

—the car of unique 'power smoothness'

SUCH luxury of motion as that of the 25-70 Vauxhall is new even to connoisseurs of fine cars. It is due to the influence of a new principle of combustion chamber design, a distinguishing feature of the 25-70 Vauxhall.

Imagine a big vigorous engine turning faster and faster, right up to its limit of revolutions, without a tremor. It is incredible until you have experienced it.

Mount such an engine in a massive chassis and you may expect a marvellous combination of power and smoothness. Such indeed is the motion of the 25-70 Vauxhall.

The enjoyable use of a large fast car depends in a large measure on its road-holding. Driving a 25-70 Vauxhall you can leave the crown of the road or take a bend at very high speed, and feel no difference at all in its steadiness.

Smoothness, power, quietness, controllability—in each of these qualities the 25-70 Vauxhall has attained an extraordinary standard. Whatever your present conception of the most luxurious, the most majestic kind of motion a motor-car can have, you will discover that the 25-70 Vauxhall surpasses it.

This car is worthy of your interest. Ask us for full particulars and let us give you a demonstration run.

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" × 6½", wheelbase 11ft. 4in. Chassis £1050.

VAUXHALL MOTORS LIMITED, LUTON, BEDFORDSHIRE

Telephone: Luton 466 (4 lines) Telegrams: Carvaux Luton

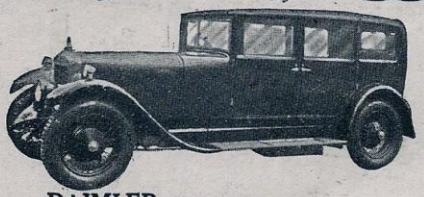
Models: 14-40 h.p., 25-70 h.p., 30-98 h.p.

Vauxhall

THE CAR SUPEREXCELLENT

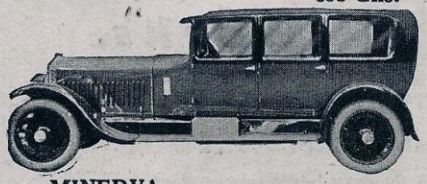
SG18

Reductions Offer to Buyers only

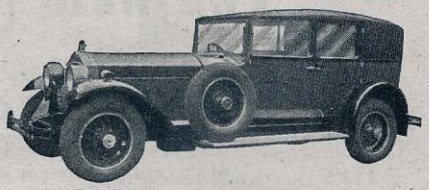


DAIMLER 1928 **(Saving of £310-5-0),** 20-70 Model, with slightly soiled Van den Plas Pullman Saloon. Cost £1250, full maker's guarantee .. .. .. **895 Gns.**

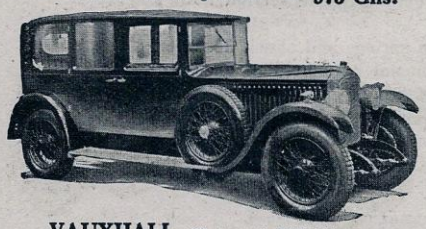
HISPANO - SUIZA (Saving of £430-5-0) new Saloon, with partition and occasional seats. The Mulliner de Luxe £2000 Model. Maker's full guarantee **1495 Gns.**



MINERVA (Saving of £426-5-0) new, 30 h.p., 1927, the £1450 Maddox Model, 7-seater. Makers' guarantee .. **975 Gns.**

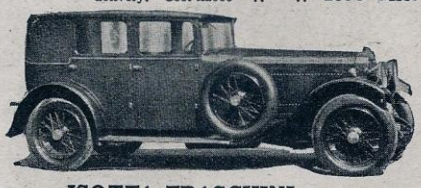


PACKARD (Saving of £325-5-0) latest 1928 Sedanca Cabriolet. Straight eight-cylinder, client unable to take delivery. Cost £2000 .. .. **1595 Gns.**



VAUXHALL (Saving of £525-5-0), latest new 1928 25/70, with Granton Enclosed 7-seater Limousine. List Price £1675. Full maker's guarantee .. **1095 Gns.**

OVER 200 SIMILAR BARGAINS.



ISOTTA FRASCHINI (Saving over £300) latest new 45 Sports chassis, body built specially for exhibition. Listed at £2450. Offered under to-day's Chassis price. Maker's full guarantee **1762 Gns**

RNS

19-21, GT. PORTLAND ST., OXFORD ST., W.1.
'Phone: Langham 3966.

I was surprised to hear first from a Sydney Vauxhall owner on a little history relating to Barlow Motors the Vauxhall dealer during the 20's in Melbourne. Mark Wakeham sent me the photographs below of his 14-40 LM2539/LM2540 obviously sold new by Barlow Motors.

LM2539/LM2540

Dash plaque

Door kick plate

V113 is obviously a reference number for the sale of this Vauxhall.

Mark Wakeham further researched Barlow Motors on Google and came up with yet another dash plaque number B 112 which indicates this dash plaque was on a Bean motor car in 1926 which Barlow Motors were also the agents for as well as Vauxhall.

Boyd Edkins the Sydney Vauxhall Dealer also used similar dash plaques to identify the cars sold by his agency. This reference number could be used by the owner when making contact with the service section in order for them to identify their car.

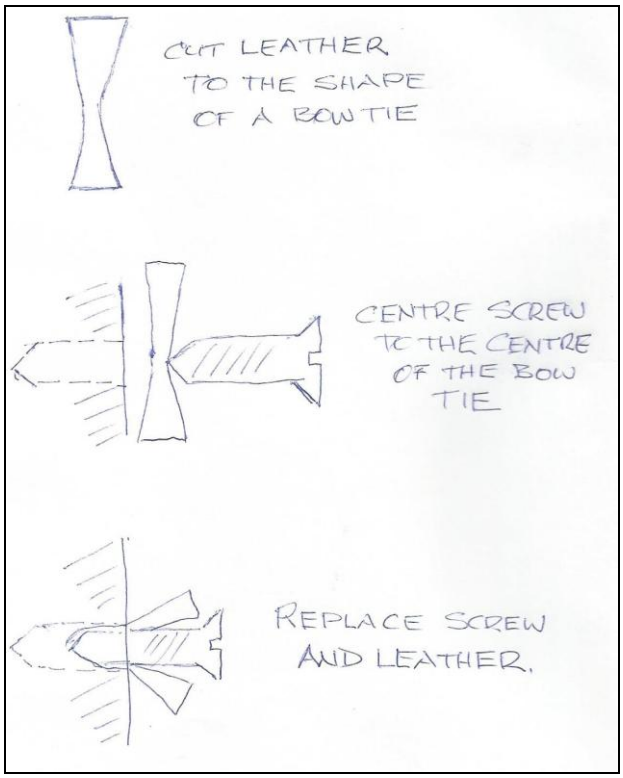
The dash plaque below is fitted to my 23-60 OD494.

In the April newsletter I included the photograph below of Barlow Motors business premises located at 26 - 28 La Trobe Street, Melbourne and asked if a Victorian member could establish if this building still stands. Well I have not heard from any of you Victorians so I went onto Google and street view came up with the building at 28 La Trobe Street as it now appears. Going down the lane on the left hand side of the building it is evident the now front of the building is a facade as the rear of the building appears quite old. So, have I the right building for 28 La Trobe Street or does street view have it wrong. If correct, the front of the old Barlow Motors building has been drastically changed and modernised. If any of you Victorians can confirm the below photograph as being the old Barlow Motors building I am sure we would all appreciate your time.

Yesterday

Today ???

I was recently told of a method to use to overcome screws that become loose in the woodwork on the body of my Vauxhall. I had previously used slivers of wood to fill the hole before replacing the screws and this seemed to work for a while however was not a permanent fix. Then a friend told me to drill the hole out and insert a dowel and redrill the hole however this would mean securing the screw into end grain and this person said that was not satisfactory. My source who repairs old pianos put me onto the old and tried method he uses and that is with leather. The leather does not have to be thick, I used a little off some old steering gaiters. I have attached a rough drawing of how this is done and can report that the screws in the door hinges and running board cappings on OD494 have remained tight. Give it a try and see how you go.



Dave Kirke from the UK brought to my attention that OD481 and OD494 must have been side by side on the production line of Vauxhall Motors in Luton in 1923 as the front axles and gear boxes and diffs are only one number apart. I would like to take our 23-60 to the UK in 2023 to perhaps put the two cars together again on the same production line at the factory if it still exists. This would see the two cars together again side by side after 100 years since they departed Luton. I will keep you posted on this proposal.

OD481

OD494

Dave was able to gather this information from the Information update sheets that were sent to you to update the information on your A – D Vauxhall. I have attached them again for your attention.

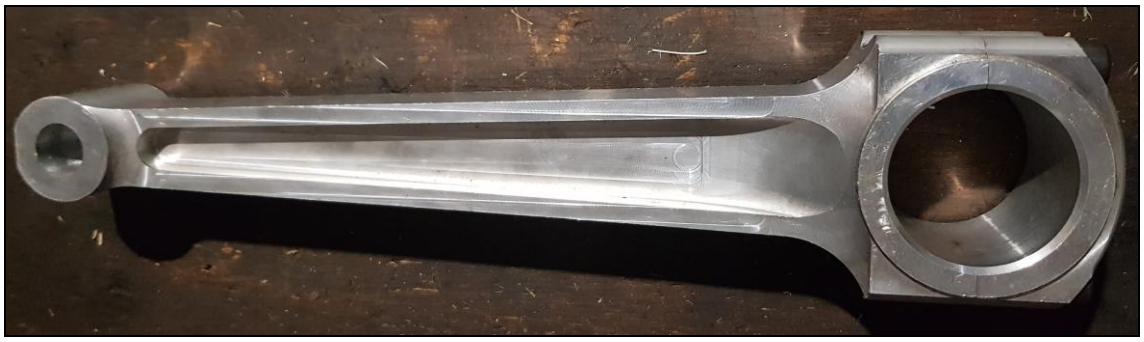
Phil Virgona sent me the photograph below with a reference to the vehicle being a aerodynamically challenged 23-60. Obviously the campers had overnighted somewhere as it looks like a tent on the bottom right of the picture. Front curtains are still drawn so the vehicle is not yet ready to move off.

Photo below is of an original D Type – 23-60 steel con rod and cast iron piston. 30-98's went over to duralumin rods with the build of OE1 however 23-60's remained with steel rods up until OD500.

My 23-60 OD494 still had the steel rods fitted up until they were checked and found to have some cracks in the H section and caps as shown in the photograph below. Pink maker shows two cracks.

Conrod from OD494

These steel rods where changed to a new set of Sainty aluminium rods which are beefed up considerably to the original steel ones as shown in the photograph below.

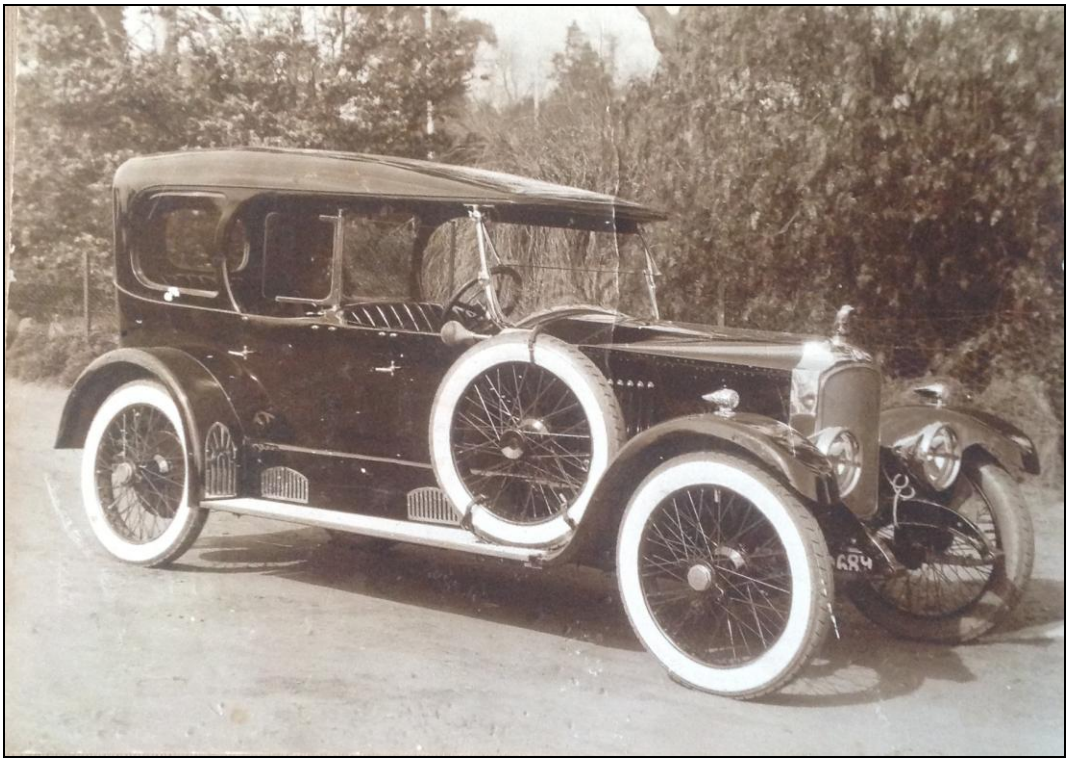


When Murray McDonogh's OE265 dropped a rod coming out of the Eldorado Gold Mine in Victoria when only doing about 30 m.p.h. it sent us all in a panic to have our rods checked and I was fortunate to have found two of OD494' rods faulty before anything dramatic happened. Who knows how long the rods had been in this condition and how long they would have lasted. Murray still shudders when you mention the word Eldorado.

Malcolm McLaren from Queensland sent me some lovely period photographs of D Types in Tasmania.

Unknown D Type

The photograph below shows a 23-60 registered to Mrs Mary Tyson of Elphin Road, Launceston.



This is OD167 now owed by Peter Collins in Tasmania

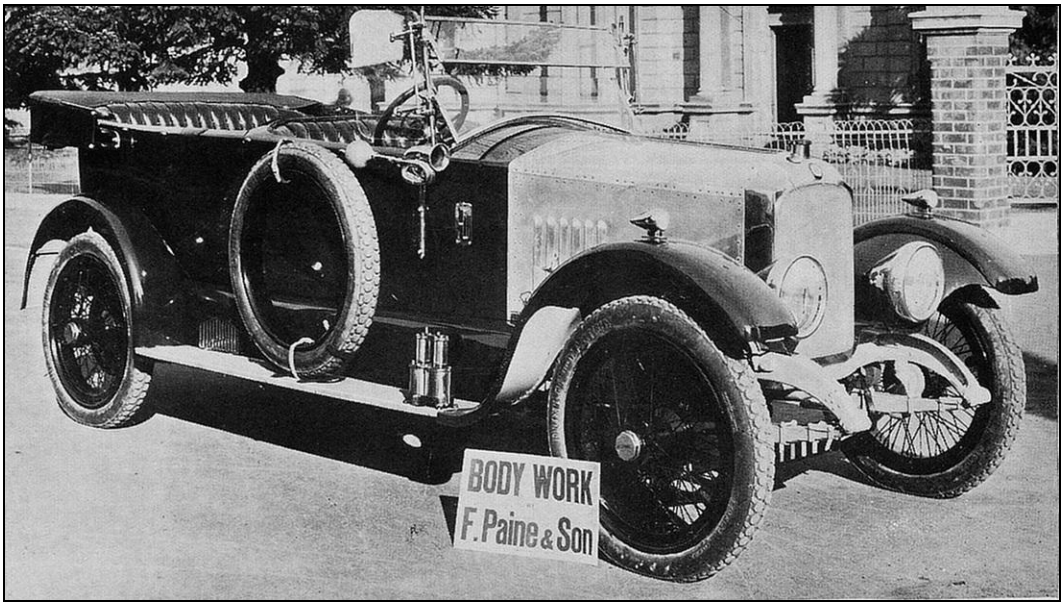
How do we know this was Mary Tyson's D Type? Malcolm explains that years ago a resourceful young Constable who was obviously interested in old cars and stationed at Ross in Tasmania had access to registration records and recorded all the Vauxhalls registered in Tasmania from 4/4/16 to 11/4/30. The numerals 689 show in the photograph and the number 13689 appears in the record of these registrations as shown below.

TASMANIAN VAUXHALL REGISTRATIONS AUG 1915 TO OCT 1930

2894	JOS. E. LEE, SMITHTON (No DENOTES ABOUT 1912)	PRIOR 4/4/16
6631	VICTOR E. DENNING 10 ALWSON ST. W. HOBART	NEW 9/10/17
10601	DANIEL LANCELOT ARCHER "KERWOOD" ROSS	NEW 28/8/21
11117	CHAS. E. HUSBAND, WYNYARD	NEW 9/2/22
13689	MARY A. TYSON, ELPHIN RD. LTON	NEW 22/7/23
14179	D.L. ARCHER, ST LEONARDS	NEW 24/9/23
15028	S. BROWNELL, PIRIES ST, NEWTOWN	NEW 20/12/23
17218	D.H.E. LINES, 9 ARCHER ST, NEWTOWN	NEW 4/8/24
17673	C.A. PERRIN, 36 LYTTLETON ST. LAUNCESTON	NEW 6/10/24
18774	D.L. ARCHER, ST. LEONARDS	NEW 13/3/25
21228	J.H.R. OLDMEADOW, WOODBURY	NEW 4/12/25
22315	H. REID, MT PLEASANT, LAUNCESTON	NEW 5/3/26
26348	H. REED, P.O. BOX 50, LAUNCESTON	NEW 4/3/27
28261	J. WILCOX, NUBEENVILLE	NEW 9/9/27
29766	F.N. PRINGLE, 108 HAMPDEN RD. HOBART	NEW 13/1/28
30481	RBT NETTLEFOLD P/L 113-115 MACQUARIE ST. HOBART	NEW 10/2/28
31481	W. WRIGHT YORK ST. LAUNCESTON	NEW 4/5/28
31549	G.S. CRISP 137 MACQUARIE ST. HOBART	NEW 4/5/28
31588	ELECTRO ZINC Co of AUST LTD, RISDON	NEW 4/5/28
32397	P.C. SMITH 23 HIGH ST. LAUNCESTON	NEW 10/8/28
32909	J.B. BIDENCOPE, MURRAY ST. HOBART	NEW 7/9/28
32919	H.T.J. COE 35 ELPHIN RD. LAUNCESTON	NEW 7/9/28
* 34297	D.H. EVANS, CAMPBELL TOWN	NEW 7/12/28
34875	C.H. WORT STOR HOTEL, CHARLES ST. LAUNCESTON	NEW 8/2/29
36760	M.C. RICHARDSON HALE ST. STH BURNIE	NEW 7/6/29
* 38683	W. WRIGHT 125 HIGH STREET, LAUNCESTON	NEW 8/11/29
38949	J.W. THOMPSON & SONS, ST HELENS	NEW 8/11/29
* 39090	D. WALCH FITZROY PL. HOBART.	NEW 6/12/29
* 40221	R.G. BOND, 184 MELVILLE ST. HOBART	NEW 10/1/30
* 41425	HARRIS BROS. GEORGETOWN	NEW 11/4/30

* DENOTES THESE VEHICLE HAVE BEEN PREVIOUSLY REGISTERED NO RECORD OF WHEN AND TO WHOM.

The above registrations show the car below was registered new on 9/2/22 to Chas C. Husband of Wynyard and the plate number was 11117 which can be partly seen in the photograph.



Malcolm also advises that F Paine & Son was a well recognised body builder in Launceston.

The photograph below was sent to me by Ian Irwin and shows an A Type Vauxhall stuck in the middle of the river. The driver it appears is waiting patiently for someone to come along and pull him out. The photograph is caption "A Vauxhall car bogged in the Bulloo River, on the way from Longreach to Sydney New South Wales".

Bulloo River Station is situated in the lower south west of Queensland just over the New South Wales boarder and it looks as though the journey took the driver from Longreach through Bulloo River Station on over the border to either Tibooburra or Wanaaring and on to Sydney.

AUSTRALIAN TOURING.—A Vauxhall car bogged in the Balloo river, on the way from Longreach, Queensland, to Sydney, New South Wales.

Waiting for help stuck in the Bulloo River, Queensland

Photo courtesy of the Vauxhall Face book page.

The photograph above shows a 23-60 having been towed into a garage after receiving a huge whack on what appear to be the off side. What looks like part of the firewall and front mudguard stay

have been ripped from their respective positions. The car looks to be a 1924 model fitted with a Zenith carburettor and front wheel brakes. If anyone has any information as to where the photograph was taken please contact me with the details.

In June this year Bret and Wendy Blackmore as well as Lester and Margot Thearle came down from Gunnedah in their Bentleys to visit Mary and I in Raworth. The idea was to get back in our cars again as the N.S.W. travel curfew had been lifted and we were going to have two days touring around the Hunter Valley. Joining us were Richard and Emi Walton in XK120 Jaguar, Phil Lamrock in 23-60, Greg Mackie and Jim Weir in Maserati 3200GT, Euan and Wilga Coutts in Mk 2 Jag and Neil and Maria Heilbrunn in their E Type 30-98.

Bret and Wendy's 3 litre

Lester and Margot's 4 ½ litre

On the first day we travelled north via Clarence Town and Glen Martin to Dungog for lunch. We returned to Raworth over the mountain range to East Gresford then to Patterson for a compulsory stop at the local tavern.

Patterson Tavern

The following day we travelled south to Neil and Maria Heilbrunn's property at Martinsville to have a look at Neil's large collection of vintage motor bikes. We also enjoyed some morning tea Maria had prepared prior to setting off for Pokolbin in the wine country region to a winery for lunch.

Maria Heilbrunn and Jim Weir beside E366 at Pokolbin

Following lunch we drove over to Branxton then returned to Raworth via the picturesque Maitland Vale Road. We all dined the final night at the Fratelli Roma Italian Restaurant in Maitland with everyone departing Raworth for home on the Saturday. Everyone enjoyed the two days so much it was agreed to have two similar events next year in both Orange and Raworth.

Mark 2 Jag - 3 litre - 4 ½ litre - OD1010 - XK120 Jag - OD494
Maitland Vale Road

Over the years Richard Walton and I have built up the following list of 23-60 parts to have them reconditioned and they are now sitting in storage in my garage. The idea was with the parts we have accumulated over the years we thought it made good sense to keep at least one of each part, have it reconditioned and made available to any 23-60 owner who has trouble with their car and has to take it off the road to have the part reconditioned. They could contact me and the necessary part be made available for their car to remain on the road whilst their part is being repaired. The list is as follow:

1 only 23-60 early engine complete in parts however all there.

1 separate spare head fitted with valves and rockers

1 serviceable radiator

1 starter motor and early square generator (both reconditioned)

1 set of new Argo Engineering con rods to suit poured bearings.

1 water pump (reconditioned)

1 thermostat complete with working bellow and valves

1 oil pump later type with bridge (reconditioned)

1 steering box

1 clutch (reconditioned)

1 gear box

1 differential (new bearings) and unbraked front axle

2 original Model E headlights

2 side lights original CAV as well as 2 reproduction TE tail lights

So, if any member of the register runs into trouble with their car and would like to borrow one of our spares, the part would readily be made available until the repair to the owner's car has been rectified. There would be no charge for this service as we are simply grateful we have had the opportunity to collect these parts over the years and try to put an end to the plundering of parts by you know who, to in the main keep 30-98's and specials on the road. In other words, let's think about ourselves and Australian cars for a change.

My thanks in this newsletter go to Ian Irwin, Leigh Whitfield, Steve Akers, Malcolm McLaren, Richard Walton and Mark Wakeham for sending me material and photographs for the newsletter.

Cheers.

Dave Stuart.

Mobile 04 2828 2360

Email tubby2360@gmail.com